

## North Yorkshire Council

### Harrogate and Knaresborough Area Constituency Committee

Minutes of the meeting held at Harrogate Civic Centre on Thursday 14 September 2023 commencing at 10.05am.

Councillors Present: Councillors Philip Broadbank, Hannah Gostlow, Michael Harrison, Paul Haslam, Peter Lacey, Pat Marsh, Mike Schofield, Monika Slater, Matt Walker and Robert Windass

Councillor Matt Walker left at 1.00pm, Councillor Mike Schofield left at 1.08 pm, Councillor Paul Haslam left at 1.40pm

Officers present: Mark Codman (Democratic Services Officer), Charles Casey (Democratic Services Officer), Keisha Moore (Senior Transport Planning Officer), Melisa Burnham (Area Manager - Highways and Transportation) Richard Binks (Head of Major Projects and Infrastructure, Louise Neale (Team Leader Transport Planning) and Matt Robinson (Head of Resilience and Emergencies), Simon Wright (Senior Emergency and Resilience Officer) Louise Neal (Team Leader Transport Planning - Highways and Transportation)

In Attendance: Knaresborough Town Councillor David Goode

Apologies: Councillor Chris Aldred, Sam Gibbs and John Mann

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

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#### 13 Welcome by the Chairman, introductions and apologies for absence:

The Chair welcomed everyone to the meeting. Apologies were noted.

#### 14 Minutes of the meeting held on 8 June 2023

##### Resolved

That the minutes of the meeting held on 8 June 2023, having been printed and circulated, be taken as read and confirmed and signed by the Chair as a correct record.

#### 15 Declarations of interest

Councillor Peter Lacey declared an interest regarding minute numbers 17 and 18 on the basis that he was a director of Knaresborough District Chamber of Trade and also of Knaresborough Connectors and had driven an electric vehicle for the previous eight years.

Councillor Hannah Gostlow declared an interest regarding minute numbers 17 and 18 on the basis that she was a Member of Knaresborough Town Council.

Councillor Matt Walker declared an interest regarding minute numbers 17 and 18 on the basis that he was a Member of Knaresborough Town Council.

All of the above were not considered pecuniary interests and therefore the Members remained in the room and voted on the items.

## Public Questions and Statements

There were a number of statements that had been submitted to the Committee that related to items on the agenda, these would be read out when the agenda items were considered.

The following statement concerned an item not on the agenda and was read out by Malcolm Margolis on behalf of Harrogate District Cycle Action:

Councillors, we are asking you for the good of our town to save Harrogate Station Gateway. Along with many others we think the plan is very beneficial. Some of you think the same, some don't, or rather you agree with some of it, but not with key elements, notably making Station Parade one lane and pedestrianising part of James Street.

Whichever view you take, and whatever reasons some of you have for opposing it, we are asking you to consider what happens if the £11m is returned unused, apart from the £2m apparently already spent on consultants. It would, we suggest, be pretty certain that North Yorkshire Council's already low level 1 rating with Active Travel England would drop further to level zero, making future funding for active travel projects unlikely for years to come. Nor do we believe the Council would or should keep either the money or its rating if it scraps those key elements which reallocate road space in favour of active travel.

Andrew Jones MP, who himself has mixed views about Gateway, wrote to me in June 'I am pleased it has not stalled nor fallen foul of the often inaccurate and vociferous criticism it has received. It is important local authorities can show they can deliver projects, and this is a big test for North Yorkshire Council. Station Gateway will boost NYC's rating to two or perhaps even three. This in turn helps their chances of accessing more Government funding. I hope construction will begin at the earliest opportunity. As the councillors noted we have done enough talking. It is time for some doing.' End of quote.

This £11m was awarded to improve the public realm and sustainable travel to the town and its rail and bus stations. There are many other changes on which most of us would agree. Making West Park and Parliament Street two way might be one, creating a first class cycling and walking network, better buses and bus lanes, enabling us all to use our cars less where possible. To have a realistic chance of getting funding for such things you must show you can deliver. The Council has already failed to deliver funded schemes on Oatlands Drive, Victoria Avenue, the A59 at Knaresborough, Otley Road and has abandoned the Beech Grove filter. This record was certainly a factor in the Government's rejection of its recent active travel bids. It would be a massive disservice to Harrogate to now dump the £11m Gateway scheme as well. As Andrew Jones appreciates, this is a massive test and crucial moment for your council.

The judicial review claims there should have been a public inquiry. If so, it seems an extraordinary error by the council. We suggest you ask for deadlines to be extended if necessary to enable an inquiry to be held and other substantive issues, if any, to be resolved without delay.

Mark Codman (Democratic Services) read out the following statement on behalf of the Committee: The committee notes the statement from Harrogate District Cycle Action, the project is being considered by the Executive on the 19 September and ACC members will be able to consider the next steps as appropriate following the Executive meeting.

**Petition referred to the committee for consideration – EV Charging Points Installation in Knaresborough:**

Mark Codman (Democratic Services) introduced the item and outlined the Committee's possible courses of actions following consideration of the petition. The report provided a summary of the petition and some background information to enable the Committee to debate the issue and make a recommendation.

*The following was read out by Mark Codman (Democratic Services) on behalf of the petitioner (Kelly Teggin) to introduce the petition:*

Knaresborough has been part of a pilot scheme to introduce the necessary EV charging point infrastructure to achieve targets expected to be required by 2038. Like any market town there is a recognition of the need for this transition and that the provision of such charging points can be an attraction to visitors and residents alike if introduced at the right time and in the right place. However, in this case the implementation of charging points in the Chapel Street car park and at Conyngham Hall have both, in the view of those signing the petition, been badly handled in terms of consultation and the choices made. They are causing significant negative impact on traders in the town centre, on our attractiveness to visitors and potentially to the environment through increased congestion associated with the choice of Chapel Street as a location for 10 charging points.

We recognise that contracts have been signed between the Council and the third-party provider which, if not renegotiated will continue to cause harm to local trading conditions for months if not years to come. However, this contract has not been in line with initial consultation on the appropriate location of charging points and, as outlined in our detailed submission, is causing significant harm to the Town. We also understand that lessons learnt from the poor implementation of this scheme will be applied to other locations, but Knaresborough is left with the impact. We therefore call on the Council to:

- 1) Seek to renegotiate the contract for the Chapel Street chargers and consider a phased approach to the 10 active EV Chapel Street town centre spaces, e.g., monitor usage and have some as mixed use during the day (8am-6pm) until the demand for EV charging points increases. Current figures show the EV only spaces are underused by 80%. The spaces could still be used for resident charging overnight between 6pm and 8am. A 14-hour available charging period is much more realistic than the 4hr daytime limit, which only allows for an added range of 28 miles.
- 2) Actively engage with the third party with whom NYC has the EV contract for Knaresborough to see if a compromise can be reached, as outlined above, especially given that the town was a pilot location.
- 3) Provide clarity on whether electric vehicles are permitted to park in EV only spaces, even if they are not charging.
- 4) Improve the signage around EV parking and the Car Club scheme in Knaresborough and raise awareness about the latter.
- 5) Monitor the air quality in and around Chapel Street as a consequence of the additional congestion and pollution.
- 6) Urgently to introduce a park and ride scheme that links the York Place long stay car park (suffering from poor pedestrian access to the Town Centre) to compensate for the loss of Town Centre parking and consider extending this to Conyngham Hall.

- 7) Remove the parking restrictions in the Conyngham Hall tourist car park and make the 14 inactive EV only spaces available to all until a hook up date is fixed.
- 8) Monitor usage of the 14 EV Conyngham Hall spaces once these are activated and ensure that supply and demand are proportional for current needs.
- 9) Improve all signage for car parking on each entry point to the town including real time information about availability of places.

**The following supporting information was read out:**

a) **Knareborough has a growing population of over 15,000.** The town is geographically divided into two distinct areas by steep cliffs and hills, the main tourist area being down by the river and the town centre at the top of the cliffs.

b) **A large amount of new housing has been approved and built on the outskirts of Knareborough in the past three years.** These include two developments of over 1000 car dependent houses off the A59 York Road to the eastern edge of Knareborough, multiple new developments off Boroughbridge Road at the opposite side of town and further developments on the edge of Starbeck. This has significantly increased the size of town's population and catchment, without corresponding infrastructural improvements and at a time when the town's public transport services are deteriorating rather than improving.

c) **The businesses and residents of Knareborough are not against EV vehicles and recognise the need for the town to be welcoming to EV vehicle owners going forward.** However, we have serious concerns about the implementation and timing of the project, the significant connection delays and the associated impact on less mobile residents/visitors, town centre traffic flow, congestion, pollution, parking and the local economy.

**Town Centre parking and Chapel Street EV charging points**

d) **The main town centre and castle are separated from the Waterside area by steep cliffs, steps and hills.** The town centre has a high concentration of independent retailers, service, hospitality and appointment-based businesses and is served by 174 Short Stay car parking spaces according to the NYC web pages. However, the town centre also has a high proportion of residential housing without off street parking, meaning that many of these car park spaces are used by resident permit holders. There are a further 240 spaces located further out at York Place Long Stay car park, which serves tourists entering the town from the A1 and busy A59 York Road, a car park with poor pedestrian access to the Town Centre.

e) **There are 10 active EV only charging points in the main town centre 4hr short stay accessible shoppers car park next to the shops and businesses. They are all 7kW chargers that are best suited to overnight or longer periods of charging than permitted in the Chapel Street 4hr Short Stay car park during the day.** For a typical EV 4hrs of charging would only give an added range of c.28 miles. This would be like visiting the petrol station and only putting a gallon of fuel in and having spoken to EV users, is something they are unlikely to do unless absolutely necessary. Regular monitoring of these spaces by businesses show that, on average, only 2 are used at any one time. This is in addition to an EV space occupied by an electric Car Club car, which people can hire on a daily or weekly basis, but for which there has been minimal or no publicity and therefore minimal if any use. The other EV spaces are empty the majority of the time. Official data provided by the council also indicated that these EV spaces are

currently under-utilised by 80%. Having 8 places unused out of 174 official town centre car parking places is a 5% reduction. If we assume that an average stay in a town centre parking place is 2hrs then on a busy day 8 lost spaces between the hours of 10am and 4pm would equate to 24 lost opportunities for shoppers, and therefore local businesses, to trade.

f) **There is no clear signage about the Car Club scheme and there has been no local publicity about it**, so there is an expensive electric vehicle occupying a space and rarely, if ever, being used. A local business owner saw the Council painting 'Car Club Only Space' on the tarmac before the car occupied the space and looked the details up online. This is the only knowledge of the scheme. This text is now not visible as the car is covering it and there is no other signage.

g) **There is also no clear signage relating to the 10 active Chapel Street EV only spaces** and nothing to indicate whether electric vehicles are permitted to use them even if they're not charging.

h) **The Chapel Street Short Stay car park, where the EV points are located, has only one entry/exit point.** Because of the positioning of the spaces at the visible edge of the car park, people in petrol and diesel cars are driving in thinking they are available and then are causing hold ups trying to turn around and come out of the exit as others are queuing to come in. This is particularly problematic on Wednesday Market Day when the 14 Market Place parking spaces are unavailable and all other town centre short stay spaces are full and also on a Saturday. Cars are repeatedly driving round the Market Place/High Street loop to try and park and there are traffic flow issues by Chapel Street car park, where the town centre EV points are located. It is causing congestion and pollution in the town centre which all concerned would rather avoid

i) **The Chapel Street Short Stay car park is situated opposite COGS (Centre on Gracious Street)**, an important community asset which includes a pre-school and community support services and activities.

j) **It is our understanding that in the original Council documents, some or all of the 10 Chapel Street town centre EV charging points were supposed to be located in the York Place Long Stay car park.** However, a covenant by Sam Smith's Brewery made this problematic. The location for all 10 town centre EV spaces was therefore switched to the Chapel Street Short Stay car park without further consultation. The car park only has 56 spaces in total and is amongst the busiest in town all year round.

k) **Knaresborough was part of a pilot scheme, and it has been admitted that mistakes were made and lessons learned.** It is understood that the countywide EV roll out will be approached differently. However, despite this, the feedback to date has been that there is no option for a mixed use phased approach in the Chapel Street car park, as it would be breach of contract (the contract states the spaces must be EV only and also available without parking charges overnight to encourage electric vehicle ownership amongst residents who have no off street parking at their homes). The number of spaces installed in Knaresborough actually represents the total allocation up to 2038, but these were all installed in one go. It is our understanding that this will not be the case in other towns in North Yorkshire

l) **Many independent shops and appointment-based businesses in the town have reported customers feeding back that they will no longer be using businesses in Knaresborough, as it is too difficult to park.** This is particularly true of older and less mobile customers who are often finding it problematic to park within a distance that they are physically able to walk, especially on Market Day and Saturdays. Customers have also reported that they have attempted to come to

Knaresborough for lunch, meetings or to use the shops, but have left again, as they have been unable to park. Very frequent train strikes and significant disruptions to the Harrogate - Knaresborough bus routes over the past year are also adding to the issues

m) **At a time when small independent businesses are facing numerous external challenges, it is vital that footfall is maintained, especially for the town's seasonal businesses who rely almost entirely on summer trade.** A thriving local circular economy not only benefits the town, its residents and businesses, but also the Council in terms of its own revenue. Additionally, a strong local economy and a diverse range of businesses means that those who do live within walking distance of the town centre, or on regular public transport routes, are more likely to have the majority of their needs met by Knaresborough's local shops and services. This decreases car journeys to other destinations out of town and helps reduce pollution and congestion.

n) **As mentioned previously, Knaresborough is geographically challenged. Of the 800 spaces frequently mentioned by the council in response to our concerns, 425 are located at the bottom of the steep cliffs and hills in the Waterside tourist car parks and too far away for them to be of practical use to most people carrying shopping or with mobility problems.** They are also needed to serve the town's many day visitors during the busy tourist season. Excluding York Place Long Stay car park, which is further out, there are only 174 short stay car park spaces adjacent to the Market Place shops and businesses and many of the spaces in the Castle Yard car park are used by resident permit holders.

#### **Tourist and recreational parking and Conyngham Hall EV charging points**

o) **The Waterside area and its picturesque viaduct is popular with both locals and day visitors,** with recent research showing Knaresborough to be the third most instagrammed location in Yorkshire, after the North York Moors and York Minster. This area is home to a number of cafes, ice cream kiosks, boating businesses and England's Oldest tourist attraction, Mother Shipton's Cave. Trade is strongly seasonal, with a number of these businesses closing completely between November and March. The area is largely served by the 4hr short stay car park on Waterside and the Long Stay car park at Conyngham Hall, which account for 425, or over half of Knaresborough's 839 parking spaces as detailed on the NYC web pages. The area is also home to the community outdoor games at Conyngham Hall. These car parks are unsuitable for shopping purposes for local residents due to steep hills and distance from the main shops.

p) **The 14 EV points in the main tourist car park at Conyngham Hall were installed at the start of the year, but when Cllr Matt Walker approached the electric company recently to enquire when they would be activated, no specific date had yet been booked in.** There has been a parking suspension notice in place throughout this time and the spaces are clearly marked with EV parking only. To have 14 unused spaces in the main tourist car park during Knaresborough's high season, when the car park is busy and they can't yet be used as charging points, makes no sense at all. It represents lost revenue for the council, puts tourists off returning to the town and is damaging to Knaresborough's many businesses who rely on seasonal trade.

q) In addition, the adjacent **Henshaw's Arts and Crafts Centre (which allows people living with a range of disabilities explore their talents), has reported that its Art Makers are struggling to park** in the Centre's own private car park due to the spaces being used inappropriately by visitors when the Conyngham Hall car park is full.

The Chairman thanked Mark Codman and invited the Committee to debate the petition.

In response to a question from Councillor Matt Walker Keisha Moore (Senior Transport Planning Officer) advised that she would circulate utilization figures to Members after the meeting. KM also explained that there was no specific TRO governing parking in the EV bays and therefore any vehicle could currently park without being fined. A review of the County's TROs was currently underway and certain conditions were subject to Government decision and not related to the contract with the Supplier of the EV units. Once a decision on the TRO's had been made the Council would then be able to enforce the bays as EV only.

Councillor Lacey expressed disappointment that the report stated there were 800 parking spaces in Knaresborough and it was incorrect to describe Conyngham Hall as a 'town centre' car park – it was in fact a half mile walk up a reasonably steep hill. There were only 174 short stay car park spaces in Knaresborough Town Centre

Members discussed the issue that there was a certain amount of negative media about EV cars and a portion of the populace were significantly opposed to them sometimes leading to actions such as intentional blocking of EV bays.

Councillor Matt Walker proposed the following motion, the motion was seconded by Councillor Peter Lacey:

The ACC supports EV charging to reduce pollution in the town but acknowledges EV charging point installation has been poorly implemented in Knaresborough due to inadequate engagement and communication with local residents, business and local councillors. The ACC support the 9 requests from the presenter of the petition (see below\*). In addition to this the ACC request a full review of all parking in Knaresborough within the next 6 months to ensure spaces, pricing and locations are in line with the needs of the town for both residents and visitors. We also call on NYC to develop a strategy for EV charging, including on street charging, rather than rely on piecemeal funding and projects that run the risk of poor implementation, undertaking appropriate engagement to ensure local resident buy-in.

\*We therefore call on the Council to:

- 1) Seek to renegotiate the contract for the Chapel Street chargers and consider a phased approach to the 10 active EV Chapel Street town centre spaces, e.g. monitor usage and have some as mixed use during the day (8am-6pm) until the demand for EV charging points increases. Current figures show the EV only spaces are underused by 80%. The spaces could still be used for resident charging overnight between 6pm and 8am. A 14-hour available charging period is much more realistic than the 4hr day time limit, which only allows for an added range of 28 miles.
- 2) Actively engage with the third party with whom NYC has the EV contract for Knaresborough to see if a compromise can be reached, as outlined above, especially given that the town was a pilot location.
- 3) Provide clarity on whether electric vehicles are permitted to park in EV only spaces, even if they are not charging.
- 4) Improve the signage around EV parking and the Car Club scheme in Knaresborough and raise awareness about the latter.

- 5) Monitor the air quality in and around Chapel Street as a consequence of the additional congestion and pollution.
- 6) Urgently to introduce a park and ride scheme that links the York Place long stay car park (suffering from poor pedestrian access to the Town Centre) to compensate for the loss of Town Centre parking and consider extending this to Conyngham Hall.
- 7) Remove the parking restrictions in the Conyngham Hall tourist car park and make the 14 inactive EV only spaces available to all until a hook up date is fixed.
- 8) Monitor usage of the 14 EV Conyngham Hall spaces once these are activated and ensure that supply and demand are proportional for current needs.
- 9) Improve all signage for car parking on each entry point to the town including real time information about availability of places.

Members discussed whether there were options for a more flexible approach to EV charging such as on street or charging from lampposts. Councillor Walker was keen to see the Council develop a strategy for EV charging that included on street charging and avoided piecemeal projects and funding.

In response to the proposal Councillor Harrison explained that he was concerned that it was not feasible to urgently set up a park and ride scheme and several of the points in the proposal had significant budgetary implications that would need further exploration

Councillor Haslam was not supportive of the proposals in part due to the language used – suggesting the scheme was ‘poorly implemented’ was not supportive of the effort officers had made into the implementation of the scheme and he supported taking a more joined up approach in working with officers to achieve something that worked for all.

A vote was taken on the proposed motion and six members voted for the motion, four voted against.

#### **Resolved –**

The ACC supports the motion proposed by Councillor Matt Walker

#### **18 Presentation from Knaresborough Town Council: Thriving Knaresborough – 2030:**

Knaresborough Town Councillor David Goode introduced this item and thanked the Committee for the invite to the meeting. He explained the history of Knaresborough and its Community highlighting the many challenges facing the town. These included maintaining a competitive local economy in a very competitive market, maintaining standards and growing services to cope with the influx of new residents due to 2000 plus new homes being built. The town suffered from congestion, anti-social behaviour, high house prices, low paid jobs, with a significant number of residents commuting to work on a daily basis. As a tourist destination the town suffered from lack of transport connectivity, a lack of hotel and other accommodation, poor tourism promotion and a slow growth in new business in the town.

Knaresborough Town Council was a well-established Council with a budget that delivered a number of services to and on behalf of residents in the town. It had a Mayor, whose duties ranged from supporting local business and causes and representing the Town in the wider region. The Town Council worked with North Yorkshire Council in a variety of areas including emergency response and was also part of North Yorkshire Council's implementation of the new community development strategy with community networks/anchor organisations. The Town Council was looking at the potential opportunities that double devolution offered the Town and had submitted proposals as part of the process with North Yorkshire Council. The town council recognised that devolution opportunities related to the transfer of assets, and/or the delivery of services.

Cllr Goode went on to brief the Committee on the workshops that the Town Council had held to look at issues facing the town and also how the Community could work together to tackle environmental and climate change issues. He explained how the town had successfully run events all of which contributed to a 'thriving town. He gave an overview of the competing priorities facing the town and how the town would have to rely and build on relationships to deliver solutions and any double devolution success. He concluded with an overview of the issues the town was facing and what the town Council was asking from the Area Committee and North Yorkshire Council.

The Chair thanked Cllr Goode for his presentation.

In response to questions further information was requested about anchor organisations and Cllr Goode provided information about the Parish Precept.

Members discussed the benefits of sorting lease arrangements for the Castle Grounds and Councillor Walker offered his services as a Champion of economic development in Knaresborough and to be a conduit between the Town Council and the Duchy.

Councillor Walker proposed the following motion, the motion was seconded by Councillor Gostlow:

The Council should learn from the past and strengthen communication and engagement between the Town Council and North Yorkshire Council:

- Councillor Walker to be the link on behalf of the Committee between Knaresborough Town Council and North Yorkshire Council for supporting Economic Development and working with a named officer once identified
- Councillor Walker to work with the officer responsible for negotiating an extension to the lease for the castle grounds

A vote was taken on the substantive motion and nine members voted for the motion and there was one abstention.

**Resolved –**

That the ACC supports the motion proposed by Councillor Matt Walker

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**Councillor Monika Slater in the Chair**

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Councillor Pat Marsh declared an interest in the agenda item on the basis that she had been involved with the issue for some time. Cllr Monika Slater therefore chaired the meeting for this item.

This was not a pecuniary interest and therefore Cllr Marsh remained in the room and voted on the item.

*The following statement was read out by Hazel Peacock from the Oatlands & Pannal Ash Road Safety & Active Travel Campaign:*

I am Hazel Peacock and this is Jenny Marks we are from the Oatlands & Pannal Ash Road Safety & Active Travel Campaign. We are delighted that last week two great milestones were achieved in the journey towards safer and healthier streets for our community. The School Street pilot at Beechwood Grove by Oatlands Junior School was launched and Cllr Duncan announced the plans to deliver our proposals for 20mph across South and West Harrogate, as supported by this Committee.

Both are brilliant responses to the calls for action by the community, schools, and cross party councillors who have supported the campaigns, especially Councillors Marsh, Mann, Schofield and Warneken. We thank them and also Cllr Duncan, Melisa Burnham and Allan Mcveigh on their work.

Since the School Street began the experience of the school run has been transformed; pupils and families are now able to access the school safely and independently on foot and bike. It was described by one resident "as sheer bliss".

Just as the benefits of the School Street pilot are transformative, the ambitious plan for a 20mph, could radically improve the safety and daily experiences of thousands of children and wider community.

To achieve this we are asking; Hookstone Road/Hookstone Drive, Leadhall Lane, part of Leeds Rd (A61) and Otley Rd (B6162), Wetherby Road (A661), York Place – A6040 and Beech Grove (a residential road) are included in the consultation as 20mph.

While NYC guidance identifies Category 2 roads as not appropriate for 20mph most other criteria is amply satisfied, so network hierarchy alone is not an overwhelming barrier to their inclusion. This approach has been followed in a multitude of locations in the UK including; Thirsk, Otley, the city centres of Leeds, Nottingham, Manchester, Glasgow, London and in rural villages in Oxfordshire and Gloucestershire to name a few.

The inclusion of these roads is vital because:

**Hookstone Road:** has a mean speed of 38mph and evidence of higher exceedances. The proposed markings and signing is insufficient to ensure the safety of children using it to attend Oatlands Infant School, Junior School, Harrogate College, St John Fishers and St Aidan's.

Oatlands Infant School sits directly on Hookstone Road - one of its entrances is directly onto the road next to the crossing, which bottlenecks, making it very unsafe.

The Junior School sits off Hookstone Rd, families with children at both Infants and Juniors walk and cycle between the two schools along Hookstone Road.

St John Fishers School is on Hookstone Drive – its pupils walk between Leeds Road, via Hookstone Road to the school as well as nearby St Aidan’s, navigating the bridge across Crimble Beck, with an inadequate pavement only one side.

**Otley Rd** – has an entrance into Harrogate Grammar, used by hundreds of pupils, with very large groups gathering and walking, particularly between Pannal Ash Crescent and West Park Ave.

**Leeds Road (section from M&S)** – is a high footfall area, with shops, car parking, cafes and a GP practice. It’s a key route for school children, pedestrians and cyclists and has two crossings (one of which is very precarious for pedestrians and drivers).

**Leadhall Lane/Rossett Green lane** is used by pupils to schools and 20mph would improve safety and continuity of 20mph from Yew Tree/and Green Lane.

**Wetherby Road** – has a hospital, football stadium, primary school, GP practice on it.

**Beech Grove** – is used as a rat run and has the potential as a key active travel route.

When we consider the TfL data that people hit by a vehicle at 20mph are around five times *less* likely to be killed than at 30mph, the case for including these roads as 20mph is clear and is critical for safety, enabling more walking and cycling and improving the environment and the sense of place, for our children and community.

*The following statement was read out by Dr Jenny Marks from the Oatlands & Pannal Ash Road Safety & Active Travel Campaign:*

### **20 mph and NPIF proposals**

Firstly, I would like to re-iterate our thanks regarding the very positive steps which have been made towards safer streets and healthier communities, with the Beechwood Grove School Street Pilot and the 20mph zone plans, which will be presented by North Yorkshire Council in today’s meeting.

Having studied the details of the reports to be presented today, we support the majority of the proposals, but there are some important changes which we would strongly advocate.

1/ The crossings proposed on Cold Bath Road and Green Lane should be controlled crossings, giving priority to the pedestrian, rather than to cars. A simple build-out, as proposed, may be cheaper but is much less effective in keeping children and others safe. Furthermore, a build-out already exists on Green Lane at or near the proposed new build-out location.

2/ A controlled crossing should be included for Yew Tree Lane. This could be located to link with the Public Right of Way. Currently there are no controlled crossings outside Ashville and Rosset High on Green Lane or Yew Tree Lane.

3/ A controlled crossing should be included on Hookstone Road leading to the Bridlepath, given that a signalised crossing is not possible here.

4/ The £200 000 allocated for improving the junction at Otley road to improve traffic flow, includes measures to accommodate active travel, in keeping with the intended purpose of the NPIF. We would like to suggest that perhaps it should be considered whether some of this money would be better spent improving the sustainable travel infrastructure elsewhere, given the large proportion of the available NPIF funding that this constitutes.

5/ We wish to note that the Nursery Lane path already provides a safe off-road route for active travel, so the £100K allocated to that element of work, would be better spent providing controlled crossings or other infrastructure where needed, particularly given the doubt as to its viability due to the possible need for 3<sup>rd</sup> party agreement.

Significantly, we would like to see a commitment to enforcement of the 20mph zone from North Yorkshire Police. Without this the scheme is much less likely to be successful. We would like to see an enforcement plan developed and shared by NYC, NY Police and other relevant parties.

Lastly, we ask for NYC to provide a comprehensive programme of delivery for the plan for the 20mph zone and infrastructure improvements, including consultation timings and design development, to ensure the delivery of these ambitious measures at the earliest possible date.

We hope you will support these requests and we look forward to continuing to work with Cllr Keane Duncan, NYC staff, Councillors and the community on the specifics of the plan, to ensure the very best possible outcomes.

*The following statement was read out by Hazel Peacock on behalf of Christopher Harrison - Headteacher at Oatlands Infant School:*

My name is Christopher Harrison, and I am the newly appointed Headteacher at Oatlands Infant School. For those present who are not aware of our school's location, we can be found on the corner of Hookstone Road and Cromwell Road. Oatlands Infant School educates approximately 260 pupils between the ages of 4 and 7, making it one of the larger primary-age schools in Harrogate.

As Headteacher of Oatlands Infant School, I find Hookstone Road to be a great source of anxiety. Our children, parents and carers wait at our school gates at the start and end of the school day, and the proximity of traffic makes this a potentially dangerous time. Many of our families walk or cycle to school, and there have been near misses in the past. The crossing on Hookstone Road is also very close to our school gates, which creates a 'pinch point' as people cross the road and wait at the gates. When we open the gates, there are often many families waiting outside school, and I believe that reducing the speed limit on Hookstone Road to 20mph would have a significant impact on health and safety of these people at these times.

We do our best to educate the children in our care with regard to road safety, and we are proud of how mature they can be; however, the local traffic is beyond their control. According to several sources, including research by the Welsh Government, in the distance a 20mph car can stop, a 30mph car will still be doing 24mph. From the international evidence base, it can be concluded, on average, that a person is around five times more likely to be killed when hit by a vehicle travelling at around 30mph than they are from a vehicle travelling around 20mph. Reductions from 30mph to 20mph in areas in London have shown a 25% reduction in road traffic collisions, alongside a similar reduction in fatal road accidents. We also need to bear in mind that many motorists do not adhere to the 30mph speed limit already in place on Hookstone Road, making the statistics above a very conservative estimate.

To reduce the speed limit from 30mph to 20mph on Hookstone Road, and to enforce it suitably, will have an immediate and positive impact on the health and safety of the young pupils in our care, as well as those in the many schools and nurseries in the local area as well as the broader community around Hookstone Road.

*The following statement was read out by Hazel Peacock on behalf of Estelle Scarth - Headteacher at Oatlands Junior School:*

Many of the families and children attending Oatlands Junior School use Hookstone Road as part of their journey to school. Oatlands Junior School is situated at the end of Beechwood Grove. Children and families also use the bridleway that starts on Hookstone Road between Beechwood Grove and Halstead Road. Oatlands Junior School educates approximately 360 pupils between the ages of 7 and 11. A significant number of children attending Oatlands Junior School have siblings at Oatlands Infants School, situated on Hookstone Road. Therefore, families with children attending both schools use Hookstone Road and the pedestrian crossing at Hookstone Avenue.

As Headteacher of Oatlands Junior School, I am aware of the safety concerns regarding traffic on Hookstone Road. With the School Street initiative on Beechwood Grove, families are encouraged to walk or cycle to school. However, Hookstone Road is not a safe route for children to cycle along. Reducing the speed limit on Hookstone Road to 20mph would create a safer environment to encourage more families to cycle or scoot to school. There is no cycle lane on Hookstone Road at the junction with Beechwood Grove.

We have a wide range of learning opportunities built into our curriculum to ensure children can be as safe as possible as they travel around our local area. This includes Bikeability training. Many children are enthusiastic about cycling to school once their training is complete. Parents, however, aware of the potential hazards of traffic on Hookstone Road, are often reluctant to allow children to use their bikes to travel to school.

As you may be aware, in the distance a 20mph car can stop, a 30mph car will still be doing 24mph. From the international evidence base, it can be concluded, on average, that a person is around five times more likely to be killed when hit by a vehicle travelling at around 30mph than they are from a vehicle travelling around 20mph. Reductions from 30mph to 20mph in areas in London have shown a 25% reduction in road traffic collisions, alongside a similar reduction in fatal road accidents.

Suitably enforcing a reduction in the speed limit from 30mph to 20mph on Hookstone Road will have an immediate and positive impact on the health and safety of the children in our care, as well as those in the many schools and nurseries in the local area as well as the broader community around Hookstone Road.

*The following statement was read out by Hazel Peacock on behalf of Steve Mort - Headteacher at St John Fisher Catholic High School:*

My name is Steve Mort, and I am the Headteacher at St John Fisher catholic High School. The school is located on Hookstone Drive close to the junction with Oatlands Drive. We have approximately 1500 students on roll.

The St John Fisher and St Aidan's Associated Sixth form is the largest school sixth form in the country with approximately 1000 students on roll. Sixth form staff and students from both schools move between the two school sites throughout the school day which requires them using the crossing at Hookstone Road. At these times the crossing can be very congested, drivers unfortunately do not always adhere to the traffic light signals due to them travelling along Hookstone Drive at excessive speed and/or where they see an opportunity to 'jump them.'

The crossing on Hookstone Drive is in front of the school gates and is adjacent to a very busy bus bay. The school is serviced by 12 double decker buses, some of

which use the bus bay in a morning and afternoon. In addition, we have buses that enter and leave the school drive at these times. This results in the area around the crossing, particularly the footpath, becoming very congested. Consequently, the start and end of the school day is a potentially dangerous time.

Many of our staff and students walk or cycle to school. The crossing on Hookstone Drive creates a 'pinch point' as people cross the road and wait at the gates. There have been accidents involving both staff and students being knocked off their bikes on Hookstone Drive when drivers have failed to adhere to the traffic light signals or exceeded the current 30 MPH limit. There have also been several 'near misses' where students have not used the crossing due to the congestion.

I believe that reducing the speed limit on Hookstone Drive to 20mph would have a significant impact on health and safety of these people at these times.

According to several sources, including research by the Welsh Government, in the distance a 20mph car can stop, a 30mph car will still be doing 24mph. From the international evidence base, it can be concluded, on average, that a person is around five times more likely to be killed when hit by a vehicle travelling at around 30mph than they are from a vehicle travelling around 20mph.

Reductions from 30mph to 20mph in areas in London have shown a 25% reduction in road traffic collisions, alongside a similar reduction in fatal road accidents. We also need to bear in mind that many motorists do not adhere to the 30mph speed limit already in place on Hookstone Drive, making the statistics above a very conservative estimate.

To reduce the speed limit from 30mph to 20mph on Hookstone Drive, and to enforce it suitably, will have an immediate and positive impact on the health and safety of the young students in our care and at St Aidan's Church of England High School.

*The following statement was read out by Dr Jenny Marks on behalf of Neil Renton - Head Teacher at Harrogate Grammar School:*

I would like to put forward my support, as the Headteacher of Harrogate Grammar School, for 20mph limits near our school to also include Otley Road. I absolutely support the landmark scheme put forward and hope that this pioneering initiative will also include Otley Road.

Harrogate Grammar School is a very large secondary school with over 2100 students. The large number of students leaving the site at the start and end of the school, in my view, would make it entirely sensible to reduce the speed limit also on Otley Road – a road directly next to the school where students enter, leave and cross.

Our duty staff see the need for this daily when supervising children. As a school, we fully support the reduction in the speed limit for the safety of the children in our local community and hope you will also include Otley Road.

*The following statement was read out by Dr Jenny Marks on behalf of Tim Broad - Headteacher at Western Primary School:*

Dear councillors,

Thank you for giving me the opportunity to have my thoughts considered at your meeting today.

My understanding of the council's plans is that they propose creating a build out, uncontrolled crossing point, adjacent to my school. Having done a little research on this, I gather that an uncontrolled crossing amounts to an informal crossing point which may include dropped kerbs, tactile paving and such like but with no compulsion for vehicles to stop to allow pedestrians to cross.

A build-out is a section of kerb or footway extended out into the carriageway on one side only to narrow the road. They can reduce crossing distances and improve visibility for pedestrians.

I would be interested to know the precise location of this development and the timescale for completion.

Obviously I support any measure which results in improved safety for our children and road users in general. I would like it to be noted however, that I would prefer a controlled crossing, as this will be much safer. With an uncontrolled crossing, children will still be dependent upon drivers being aware and considerate as there will be no compulsion for them to stop to allow people to cross at this point. This is also something we would have to make very clear to our pupils to ensure they don't have the expectation that vehicles will stop. There is a clear risk here if some of our pupils mistakenly believe that vehicles will stop when they are crossing at this point. A zebra crossing, for example, would be a much safer solution and would provide a safe crossing point for those pupils who would usually walk down Cold Bath Road to the north to get to their homes.

With regard to the build out aspect of the proposal, I have significant concerns about the impact of the potential narrowing of an already narrow and busy road. Due to the parking bays opposite school, there is insufficient room as things currently stand, for two large vehicles to pass each other safely at this point. The same is true just below school where there is parking on both sides of the road. This invariably leads to one vehicle stopping to allow the other through. To deliberately, further narrow the road at any point, will result in significant congestion with more vehicles stationary outside the school, emitting pollution and further damaging the air quality. This congestion will also lead to frustration for drivers which is not a healthy emotion for anyone in charge of a vehicle.

I do accept that the installation of a controlled crossing at this point will also create congestion and it is perhaps time to consider longer term plans for reducing the amount of traffic on Cold Bath Road at key times during the day.

I feel as though this proposal is based more on economic concerns rather than the safety of children and would urge the council to rethink their plans.

Mark Codman (Democratic Services) delivered the following statement to the Committee: Officers would like to thank all those who have submitted statements in relation to the report for the review of the petition for a maximum speed of 20 mph on roads in South and West Harrogate to improve Road Safety. All feedback will be taken into consideration where it is feasible and a response to items raised will be addressed as part of the report presentation, anything regarding further detail can be provided in writing following the meeting.

Considered – The report of the Corporate Director of Environment which presented Members of the Harrogate and Knaresborough Area Constituency Committee (ACC) with officer findings and proposed actions following the review of the petition, received on 08 June 2023 'For a maximum speed of 20mph on roads in South and West Harrogate to improve road safety'. Members' feedback was also sought.

Melisa Burnham (Area Manager - Highways and Transportation) explained the areas that were being considered under the 20mph review. The review had been undertaken in accordance with the Council's 20mph Speed Limit & Zone policy (2022) and the national guidance set out in the Department for Transport's (DfT) Circular 01/2013 'Setting Local Speed Limits'. The following information was highlighted:

- Both desk top reviews and site visits were carried out using the guidance in paragraph 5.13 of the policy, the details of which were set out at paragraph 4.1 of the report
- Section 5 of the report gave an overview of the data collected by the Council during the review and paragraph 5.1 outlined the mean speeds measured on the roads that were being considered.
- Paragraph 5.3 set out the incidents that North Yorkshire Police had recorded over the last five years whereby there were resulting personal injuries and which had speed related causation.
- The report considered how the review linked to schools in the area and to active travel projects within Harrogate. The proposed recommendations were outlined in section 10 of the report and the next steps were set out in section 11.

The Committee considered the report and made the following comments:

- Councillor Arnold Warneken was keen to see reports emphasize the positive effects of a scheme such as this on the environment.
- Councillor Schofield requested that the Highways officers look at upgrading crossing and installing more zebra crossings, particularly near school entrances. He also asked for reassurance that members of the public would comply with the new speed limits that were brought in and he asked for a guarantee that no recognition cameras were to be installed as part of this scheme and was it possible that the side roads of Arthurs Avenue could be made residents only. It was confirmed that the reason that the areas in question had been selected was that it should facilitate a good level of compliance and would use a mix of signage and traffic calming methods. There were no plans to install recognition cameras and the team would be happy to look at the question regarding Arthurs Avenue.

Members debated the width of the proposed scheme welcoming the roads selected but asking if Leadhall Lane could also be included as part of the scheme? – MB confirmed that the team would be happy to look at Leadhall Lane, but any decisions would have to be in line with the Council's Policy.

Paul Haslam requested quarterly reports to the Committee on changes to roads generally.

A vote was taken on the recommendations as set out in the report, Members voted unanimously for the recommendations.

**Resolved –**

That Members consider the proposals and provide officers with relevant feedback.

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**Councillor Pat Marsh in the Chair**

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**Otley Road Sustainable Transport Measures – West of Harrogate:**

*The following statement was read out by Rene Dziabas of Harlow and Pannal Ash Residents Association (HAPARA):*

We would like to take this opportunity to express our broad support for this proposal. It is probably one of the few times that one is able to see residents' comments actually incorporated into such a policy, and we look forward to this package being developed and implemented in a manner that will start to address a number of the problems arising from the huge level of housing development to the west of Harrogate. If we do have concerns with this package, they relate to two wider aspects:

1. The package comes over as being defined by a set amount of money. In this case £565K, with £798K being shown as available. We would have liked other elements to have been costed thereby helping to develop more of a vision towards greater sustainability. We understand that finances are very constrained at present, but we feel that this package represents an opportunity to put additional markers down for the future. Ultimately it should take us towards getting traffic off of the roads and making immediate communities more sustainable.
2. We would have liked stronger statements in relation to public transport. A point that was made at the workshop in May of this year. We fully understand that public transport is not in the gift of the council since it is run on a commercial basis, but we feel that a greater emphasis is required since it is accepted that one of the keys to reducing car usage is a good public transport proposition. So far much of the discussion around public transport comes over as aspirational, and we have yet to see any ambitious plans to really expand such services.

In no way do we wish our reservations to be taken in a negative manner. We fully recognise that Area 6 have taken the trouble to actively engage with the local community which has been appreciated, and we look forward to future engagements addressing our concerns. But at the end of the day if you don't ask then you don't get and we feel that this is an opportunity to put down some community based markers for the future.

*The following statement was read out by Mark Codman (Democratic Services) on behalf of David Mitchell, Harrogate Cycle Action:*

**1) Otley Road Cycleway**

In 2017, NYCC successfully bid for funding for the Otley Road Cycleway, from Prince of Wales roundabout to Cardale Park.

Only a very small, isolated part (Phase 1) of the cycleway has been built, to poor standards. NYC abandoned Phase 2 in 2023, following a consultation which showed majority (56%) support for going ahead with it.

We are disappointed that the council has shown so little commitment to its own cycle scheme.

With thousands of houses planned on Otley Road beyond Harlow Carr, it remains essential to build a joined-up cycle route from the new developments to the town centre. There must not be broken links.

Diverting the funding away from the cycleway is therefore the wrong decision.

## **2) 20mph zone**

We strongly support the proposed 20mph zone.

The funding should not come from raiding the cycling budget.

## **3) Increasing capacity for motor vehicles on Otley Road**

The largest single item of spending in the revised programme is £200,000 for new traffic lights at the Otley Road/Cold Bath Road junction, specifically to increase capacity for motor vehicles.

This is for unsustainable transport not sustainable transport and should not be funded from the West Harrogate Sustainable Transport package.

## **4) Uncontrolled Crossings**

As Councillors will know, 'uncontrolled crossings' are not really crossings at all – just a bit of tactile paving and a dropped kerb as a suggested place to cross, but with priority to motor vehicles.

Uncontrolled crossings are proposed by NYC at:

- Western Primary (Cold Bath Road) and
- Ashville College (Green Lane)

These should be zebra (Western Primary) and parallel (Ashville College) crossings.

## **5) Cycle Signage Review**

There was a comprehensive cycle signing programme in 2014. The work does not need doing again.

We need safe cycle routes, not more signposts.

£25,000 for a signage review – presumably to be paid to consultants WSP - would be a shocking waste of public money.

## **6) Nursery Lane**

Nursery Lane has a good, sealed surface, and modal filters so there is no through traffic. If it is currently a footpath it could be made a bridleway, but no infrastructure is needed.

NYC need to invest in a coherent, well-thought-out cycle network, including difficult but much-needed provision on main routes like Otley Road. Instead they are cherry-picking isolated streets or paths which they think will be easy to do and not generate any opposition, but which don't join up to other routes.

Spending £100,000 on Nursery Lane is not sensible because it would not make a meaningful difference to the cycle network.

[Summary Principle 8 of LTN 1/20 Cycle Infrastructure Design for information]

"8) Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links, and areas that are good for cycling.

Routes should be planned holistically as part of a network. Isolated stretches of provision, even if it is good are of little value. Developing a connected network is more than lines on a map. It is about taking local people on a journey with you in order to understand who currently cycles, where they go and why they go there and, more importantly, who does not currently cycle and why.”

*The following statement was read out by Mark Codman (Democratic Services) on behalf of John Holder:*

In the hope of improving matters, I do think Highways Dept seem to prefer to alter roads but do not to listen to the obvious--there are too many traffic lights in Harrogate which appear at every junction, particularly on Otley Road.

Suggestions to take some out of action on a pilot basis are not even considered

Motorists can well negotiate junctions onto another road we are not at all inexperienced and I would simply say it is really a waste of money on truly expensive schemes.

There are many instances also, of wrongly placed mid-road road stands next bus stops and large grates which slow traffic also mini roundabouts which are unnecessarily slowing traffic, but this seems not to be on the list.

**Considered – The Report of the Corporate Director of Environment** to update Members and seek their views on the proposed package of measures to take forward as part of the Otley Road Sustainable Transport Measures for West of Harrogate.

Melisa Burnham (Area Manager - Highways and Transportation) detailed the background to the report. On 10 February 2023 a decision was made at the former NYCC BES Executive Members meeting to allocate the remaining funds from the National Productivity Investment Fund (NPIF) to develop a package of ‘Sustainable Transport Measures’ for the West of Harrogate in line with the original NPIF bid objectives. These objectives recognised the need to provide a series of safety improvements and congestion relief along the Otley Road corridor and the delivery of sustainable transport enhancements.

NPIF funding had become available in 2018, to date the funding had been used for improvements to the Harlow Moor Road junction and to construct the Otley Road Cycle path, these projects formed Phase 1 of the Sustainable Transport Measures package.

The report outlined what was planned for Phase 2, which had originally been to complete the Otley Road cycle route between Cold Bath Road and Beech Grove. Following public consultation and stakeholder engagement it was agreed not to proceed and look at improving road safety for cyclists elsewhere. Following feedback it was decided that roads such as Queens Road and Victoria Road were to be considered for improvement. The overall area for review was outlined in Appendix A to the report. The report gave details of the community engagement in section 6 and full feedback collated from community engagement events was contained in Appendix B. The report detailed the consideration of Additional Active Travel and Road Safety Projects in Harrogate and concluded with the proposed package of measures and the next steps to be undertaken.

- Councillor Warneken expressed concern that these measures designed to improve congestion could increase the problem elsewhere and he requested

that the Council look at improving crossing outside schools, this could include installation of 'tiger' type crossings

- Councillor Schofield suggested a correction to the report in that the cycle way did not connect to Cardale Park and instead terminated outside of West Lea Avenue causing dangerous conditions for cyclists between Plantation Road and Cardale Park. He asked if some extra signage could be erected to make clear where there was and was not a cycle path as to allay the fears of elderly residents

A vote was taken on the recommendations as set out in the report, Members voted unanimously for the recommendations.

### **Resolved –**

That Members consider this update and note its content.

22

### **Harrogate Transport Projects - Oatlands feasibility results:**

Considered – The report of the Corporate Director of Environment to update Members on the progress on three projects within their area: the Oatlands feasibility study, the Harrogate Transport Improvements Programme and the Killinghall bypass.

Louise Neale (Team Leader Transport Planning) detailed the background and explained that a variety of projects had been under development in the Harrogate area for some time. As these schemes were strategic and likely to require significant investment, they were developed in line with the Department for Transport (DfT) framework for large local major transport schemes. These schemes are developed by the Council's transport planning team, who lead on development of scheme business cases, government bidding opportunities and transport policy.

The main areas of focus in the report were:

- **Harrogate Transport Improvements Programme** - Since 2019, when the Harrogate Congestion Study public engagement showed very low support for any of the Harrogate relief road alignments (78% against), the Council has developed a number of options to reduce congestion. This study, known as HTIP, in its first phase considered options for several corridors into the centre of Harrogate, but due to the funding required to develop a compliant business case, its current second phase has been focussed on one corridor, the A61 Leeds Road. Measures considered included provision of sections of bus priority facilities, improved signals and crossing facilities for pedestrians, cycle infrastructure and also consideration of how junctions can be improved to enhance movement of all modes along the corridor. HTIP was also looking at park and ride facilities but this would extend beyond simply the A61 corridor and would include provision more widely in Harrogate and Knaresborough.
- **Oatlands feasibility study** - The Oatlands Feasibility Study developed from the public engagement that was undertaken on the options suggested as part of the Harrogate Active Travel Fund Tranche 2 (ATF2) proposal – following consultation it was found that the biggest areas of concern in the area were indiscriminate parking, traffic speeds, ability to safely cross the road and the reduction in bus services and bus penetration in the Oatland Area. In terms of solutions for the issues raised engagement largely favoured less parking and reduced traffic volumes, with cycle lanes, slower traffic, and easier ways to cross the road also achieving a high level of support. This review was being considered in conjunction with the 20mph review and road safety

improvements were already planned for areas such as the Oatlands Drive crossing at Slingsby Walk.

- **Killinghall bypass** - Work on a possible bypass for the village of Killinghall, has been in consideration for some time, and featured in the Council's list of major schemes for many years. Work on the bypass looked at a number of possible highway alignments, and as set out above, in line with DfT requirements also looked at alternative approaches to reducing the impact of traffic in the village of Killinghall. No public engagement had been undertaken on the Killinghall Bypass since the Harrogate Congestion Study public engagement in 2019. It was recommended that before the scheme progresses any further, engagement on the principle of pursuing the scheme further, and possible recommended alignments is undertaken.
- Councillor Haslam suggested that, in terms of HTIP, rather than a specific corridor review the Council need to review travel across the whole Harrogate and Knaresborough
- Councillor Gostlow asked about whether the park and ride was to include Knaresborough - LN answered that three main corridor routes into Harrogate were being looked at for the park and ride scheme, these were the A61 (north and south), the A661 and another eastern route but not specifically going into Knaresborough
- Councillor Gostlow had a follow up question about how any new measures to combat congestion would be balanced against loss of biodiversity – LN explained that at this time this was a high level options appraisal and details like this would be looked at a later stage
- Councillor Gostlow subsequently asked about bus services in Knaresborough and if the buses could be diverted slightly to main car parks at the two ends of Knaresborough this would act almost the same as a park and ride scheme – LN agree to consult the Integrated Passenger Transport Team on the bus services
- Councillor Marsh asked about the lack of a bus service in parts of Knaresborough and whether the Council could take this up with the servicing companies – LN explained this was outside the scope of this review but it would be part of discussion on the wider Local Transport Plan.

Paul Haslam proposed the recommendations in the report but with the addition of a Quarterly report detailing progress on delivery and any delays. This was seconded by Councillor Windass.

A vote was taken on the proposed amended motion, Members voted unanimously for the amended motion.

### **Resolved –**

That Members note the content of the updates on the three studies: HTIP, the Oatlands feasibility study and the Killinghall Bypass and that Members receive a Quarterly report detailing progress on delivery and any delays.

### **The role of the ACC in Community Resilience:**

Considered – The Head of Resilience and Emergencies gave a presentation detailing North Yorkshire Council's role in responding to and recovering from emergencies. The presentation highlighted the responsibilities of multi-agency partners, North Yorkshire Council, Elected Members role in emergencies and Community Resilience within the Area Constituency Committee Area. The Resilience and Emergencies team (R&E) operated under the Civil Contingencies Act 2004 and

had in the recent past dealt with emergencies such as the major 2015-16 flooding to the 2018 cold weather storm known nationally as the 'Beast from the East'.

The team were responsible for making sure the Council could maintain critical services and support effected communities during such emergencies. The presentation outlined the senior officers and teams responsible for actions during or after each emergency. It was detailed that each of the individual ACCs were to be allocated a Resilience and Emergencies officer who would report to their respective ACC, carry out Member training and provide ongoing support to develop Integrated Emergency Management within their electoral divisions. The Resilience and Emergencies officer for the Harrogate and Knaresborough ACC was Simon Wright.

Detail of risks and planning efforts in specific areas within the Harrogate and Knaresborough Area were identified.

The Head of Resilience and Emergencies explained that the Member's handbook would be available shortly and once distributed Simon Wright would consult individual Members on any issues they would like to raise.

The Head of Resilience and Emergencies would return to the Committee on an annual basis to discuss good practice and identify any gaps in the service.

**Resolved –**

That the Committee notes the presentation.

**24 Update from Working Groups:**

- The Chair of the Bathing Water Working Group asked about the attendance of Yorkshire Water, DEFRA and the NFU at the Harrogate and Knaresborough ACC – Mark Codman (MC) explained that Yorkshire Water had received multiple requests to attend different ACCs and visits would be coordinated across all committees
- Invites had been followed up to Environment Agency/Defra/NFU and Members would be informed when this was arranged
- Update from the Voluntary Sector Working Group: MC advised that he was in the process of arranging the first meeting of the group and Members would be invited as soon as a date/time was agreed.
- Update on Harrogate Station Gateway Working Group: MC informed Members that it had been agreed that this group would meet after the Executive had made a decision on how the Harrogate Station Gateway project was to proceed.

**25 Committee Work Programme:**

Considered – The report of the Democratic Services and Scrutiny Manager that invited Members to consider, amend and add to the Committee's work programme.

Mark Codman (Democratic Services) advised that the Member visit to Bilton Water Treatment Works was awaiting confirmation from Yorkshire Water.

Councillor Mike Schofield proposed that a formal meeting be held to brief Members on the Playing Pitch Strategy for North Yorkshire, this was seconded by Councillor Pat Marsh and Members voted unanimously for the proposal.

Mark Codman went on to advise of the following informal briefings, for which dates were yet to be agreed:

- The £50k seed funding for each ACC
- Report back on interim results of the Let's Talk Transport survey
- Q&A session on next steps on the Climate Strategy

It had also been confirmed that the MP for Harrogate and Knaresborough had agreed to attend the Committee on the 12 January 2024, MC requested that Members consider if they had anything they would like to refer up to the MP before or at that meeting. MC finally informed that items so far agreed for the November meeting of the Committee included a visit from the Youth Council and the Schools Educational Achievement and Finance Annual report.

- Councillor Schofield asked if it could be considered to have an item on the implications of the parliamentary boundary review
- Councillor Lacey informed Members that he had recently attended a health briefing that covered the issue of the integrated care board implementing a new Urgent Care strategy across the Humber and North Yorkshire; there were implications for Harrogate and the Harrogate District Hospital and this was worth considering
- The programming of bin collections was raised and the alignment across North Yorkshire

#### **Resolved –**

Members noted the current work programme with amendments.

#### **26 Any other items:**

**Such other business which the Chair agrees should be considered as a matter of urgency because of special circumstances.**

There was no urgent business.

#### **27 Date of Next Meeting:**

Thursday 23 November 2023 10:00 am

The meeting concluded at 1.59 pm.