

North Yorkshire Council

Harrogate and Knaresborough Area Committee

27 November 2025

Harrogate and Knaresborough Active Travel updates

Report of the Corporate Director of Environment

1.0 PURPOSE OF REPORT

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

2.0 UPDATE REQUEST

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

3.0 OATLANDS AND WETHERBY ROAD CROSSINGS

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

4.0 ACTIVE TRAVEL FUND (ATF) 2 – VICTORIA AVENUE

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

5.0 BILTON CROSSING

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

6.0 KILLINGHALL GREENWAY ACCESS IMPROVEMENTS

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

7.0 OTLEY ROAD SUSTAINABLE TRANSPORT MEASURES/NPIF

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

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

8.0 HTIP- HIGHWAYS TRANSPORTATION IMPROVEMENT PLAN

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

9.0 20MPH UPDATE

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

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

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

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

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

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

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

10.0 SCHEMES IN DEVELOPMENT

10.1 Bilton to Hornbeam Park - cycle route

- 10.1.1 Traffic surveys were undertaken in March to support design work on the northern and southern sections of the route. Following the design workshop with Sustrans (on behalf on ATE) a routing option for the northern section to use the existing Greenway from Bilton Lane to Asda car park has been progressed which is change to the original LCWIP route which proposed infrastructure on the A59 from Bilton Lane to Dragon Road. Following a review of the original concept designs on the A59 it was concluded that a new walking/cycling bridge would be required over the railway on the A59, the cost and delivery of which would be a significant barrier to delivery. The designs now utilise the existing pedestrian/cycle bridge on the Greenway which connects to Grove Park Avenue, where a pedestrian/cycle counter has recently been installed to support future business case work on the route.
- 10.1.2 Modelling (informed by the traffic surveys) has tested proposed designs on the southern section of the route. An officer/consultant meeting is planned for November to discuss the proposed designs and clarify design queries. The design work and further modelling of York Place is also dependant on the Stray Rein options study which will influence designs on Stray Rein and connections north.

10.2 A59 Missing Link

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

10.3 Harrogate Cycle Network Development Prioritisation

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

11.0 FINANCIAL IMPLICATIONS

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

12.0 LEGAL IMPLICATIONS

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

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

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

13.0 EQUALITIES IMPLICATIONS

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

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

14.0 CLIMATE CHANGE IMPLICATIONS

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

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

15.0	Recommendation
15.1	That the Committee notes the updates provided.

Appendices

Appendix A – Active Travel Delivery programme

Appendix B – 20 March Harrogate & Knaresborough Active Travel updates

Appendix C – Equalities Impact Assessment

Appendix D - Climate Change

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