

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 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 is considered. The approved budgets available for each project and the source of funding has 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 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 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 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 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.