



Skipton Town Council

19th September 2025

Agenda

Meeting: Full Council

Members: All Members of Skipton Town Council

Dear Councillors Bentley, Madeley, McDaid, Morton, Nash, Noland, Morgan, Feather, McIntyre, A Heseltine, R Heseltine, Harbron, Woollacott, Pickard, Kettu & Higgins.

You are hereby summoned to attend the Annual Meeting of Skipton Town Council:

Date: 25th September 2025

Time: 7:00 pm

Venue: Craven Community Hub (Old Craven College Building), Skipton High Street.

The Local Government (Electronic Communications) (England) Order 2015 Para 2, amended LGA 1972

Yours sincerely,

Mrs Louise Close

Clerk to the Council

louise@skiptontowncouncil.gov.uk

www.skiptontowncouncil.gov.uk

Members of the public are entitled to attend this meeting, *by virtue of the Public Bodies (Administration to Meetings) Act 1960 s1*, as observers for those items taken in open session. Please contact the Town Council for further details if you would like to find out more.

This meeting is being held as an in-person meeting that will be recorded, Full Council meetings will also be videoed and live streamed. Recording is allowed at Council and Committee meetings please give due regard to the Councils procedure on the recordings of meetings. Please contact the Council for further information.

A copy of this agenda is available in larger print on request.

Members are reminded that in order to expedite business at the meeting and enable Officers to adapt their presentations to address areas causing difficulty, they are encouraged to contact Officers prior to the meeting with questions on technical issues in reports.

Business

2526/056 ITEM 1 – Chairman’s Remarks

To receive the Chairmans remarks

To receive and note the engagements attended by the Mayor to date- [Page 4](#)

2526/057 ITEM 2 – Reasons for Absence

To resolve to accept the reasons for absence for any members unable to attend the meeting.

2526/058 ITEM 3 – Declarations of Interest

To receive any disclosable pecuniary interests from members on matters to be considered at the meeting. The disclosure should include the nature of the interest and be registered with the monitoring officer within 28 days.

Members are to ensure that their Register of Interests form is kept up to date with the Monitoring Officer.

2526/059 ITEM 4– Dispensations

To decide upon any dispensation requests from members received by the Clerk in respect of this meeting.

2526/060 ITEM 5 – Representations from the public

Invitation for members of the public to address the meeting. Each member of the public is entitled to speak for 3 minutes.

Questions / observations from members of the public

2526/061 ITEM 6 – Minutes [Page 5-7](#)

To approve the minutes of the Full Council meeting held on the 17th July 2025

2526/062 ITEM 7 – Reports and Minutes from Committee and Sub committees Meetings [Appendix 1](#)

To accept the minutes of the following committee meetings:

Market and Events 2nd April 2025

Management & Staffing 24th April & 19th June 2025

Finance 19th June 2025

Public Services Committee 8th May 2025

- 2526/063** **ITEM 7 – Finance reports** [Pages 8-9](#)
To resolve to approve the budget to date ([Appendix 2](#)) , schedule of payments ([Appendix 3](#)), receipts ([Appendix 4](#)), and bank reconciliations ([Appendix 5/6](#)).
- 2526/064** **ITEM 8– Saturday Road Closures**
To consider whether permission should be sought from NYC to have a road closure in place on the High Street once a month on a Saturday- Item requested by Cllr Feather
- 2526/065** **ITEM 9 – Active Travel Working Group** [Pages 10-22](#)
To support the recommended options from the Skipton Town Council Active Travel Working Group and authorise the Town Clerk to approach the potential partners with requests to help to implement these options.
- 2526/066** **ITEM 10 –Idling Taxis at the bus station** [Pages 23-25](#)
To consider the correspondence received regarding Taxis idling their engines at the bus station, and to resolve to write to NYC regarding this issue.
- 2526/067** **ITEM 11 – North Yorkshire Councillors**
To receive any reports or updates from the North Yorkshire Councillors representing Skipton.
To discuss and resolve a response proposed by Councillor R Heseltine to the proposed Electoral Review of North Yorkshire.
- 2526/068** **ITEM 12- Outside Bodies**
To receive written reports prior to this meeting from representatives on outside bodies and to answer any queries under this item.
- 2526/069** **ITEM 13 – Community Safety**
To receive a verbal update from Cllr McDaid, the Chair of the working group. Minutes from the working group are available on the [Council website](#).
- 2526/070** **ITEM 14- Notification of Business for a Future Agenda**
The Clerk should be given seven clear days’ notice of items for the agenda of the next meeting although the absolute statutory minimum notice period is three clear days.
The next meeting of Full Council is the 20th November 2025

Mayor of Skipton 2025/26

The following Dates are events attended by the Mayor or Deputy Mayor

DATE	EVENT	PLACE/Organisation
1 st June	Car Show	Skipton High Street
14 th June	Skipton Gala	Parade and Aireville Park
15 th June	Royal British Legion Chairman's Lunch	Skipton Golf Club
21 st June	Independence Day Celebrations	Menwith Hill
24 th June	Craven College 200 th Anniversary Celebrations and Tree planting	Craven College
29 th June	Sheep Day and Armed Forces Day	Skipton High Street
30 th June	Apprentice Lunch	Craven College
3 rd July	Opening of Edinburgh Woolen Mill, Bon Marche and Peacocks	Skipton High Street
11 th July	Erquinghem-Lys Students and Councillors reception	Skipton Town Council
1 st August	Yorkshire Day	Skipton canal basin
15 th August	VJ Day wreath laying	
14 th September	Battle of Britain Service	Ripon

Minutes of the Ordinary Meeting of Skipton Town Council held in the meeting room of the Craven Community Hub (Old Craven College building), Skipton High Street on Thursday 17th July 2025, 7.00 pm

Those Present.

Chairman: Councillor W Feather (Mayor)

Councillor K McIntyre, Councillor L Morgan, Councillor C Nash, Councillor P Madeley, Councillor A Heseltine, Councillor C Harbron, Councillor S Bentley, Councillor V Kettu, Councillor D Noland, Councillor B McDaid & Councillor J Woollacott.

Officers: Mrs L Close (Chief Officer), Mrs J Dean (Deputy Clerk),

Press: A reporter from the Craven Herald

2526/001 ITEM 1 – Chairman's Remarks

Councillor Feather welcomed everybody to the meeting and the Engagements that he had attended were received and noted.

2526/002 ITEM 2 – Reasons for absence

Councillor R Heseltine and Councillor S Morton both had family commitments, and Councillor M Pickard and Councillor A Higgins both had a prior work commitment – reasons accepted.

2526/003 ITEM 3 – Declaration of Interest

None declared

2526/004 ITEM 4 – Dispensation requests

None requested

2526/005 ITEM 5 – Representations from the public

None present

2526/006 ITEM 6 – Minutes

Proposed by Councillor P Madeley, seconded by Councillor D Noland and

resolved in favour that the minutes of the meeting held on 15th May 2025 were a true and accurate record of the meeting.

2526/007 ITEM 7 – Finance reports

Proposed by Councillor P Madeley, seconded by Councillor B McDaid, and resolved in favour of approving the budget to date, the schedule of payments, receipts and bank reconciliations.

2526/008 ITEM 8 – Internal Auditor

Proposed by Councillor P Madeley, seconded by Councillor K McIntyre and resolved in favour of appointing Accountant Yorkshire Limited.

2526/009 ITEM 9 – Local Council award scheme

Members noted that the Council had achieved the Silver Award from the National Association of Local Council award scheme.

2526/010 ITEM 10 – Planning application

Councillor C Nash raised concerns regarding the application and advised the meeting of the various reasons that an application for a different supermarket was refused previously.

Councillor P Madeley raised concerns that this application should be decided at a planning committee and not by officers.

Discussions were then held in favour and against the application by members.

Councillor C Nash proposed that Council should object to this application due to the access restrictions on foot, the inadequate transport plan, and the application is not following the development plan, and the competition for the Town Centre.

This proposal was not seconded and subsequently fell.

Proposed by Councillor K McIntyre, seconded by Councillor B McDaid, to support the application with the caveat that the travel plans are given more consideration, and the application is sent to the local planning committee.

10 votes in favour, 1 against, 1 abstention

Motion carried

2526/011 ITEM 11 – North Yorkshire Councillors

Councillor D Noland advised that the Local plan was only at the calling for sites stage, with no definite plans being confirmed.

A new car parking document was being prepared for consultation, and

The Mayor of York and North Yorkshire had doubled the investment in to Active travel schemes.

2526/012 ITEM 12 – Outside Bodies

A report was circulated from Councillor L Morgan regarding the Greatwood Community Centre updates.

Councillor P Madeley advised the meeting that there would be a garden party held on Friday, 29th August.

2526/013 ITEM 13 – Community Safety working group

Councillor McDaid gave an update on the working group.

2526/014 ITEM 14 – Notification of business for a future agenda

Councillor Feather asked members to bring ideas forward for the market.

With no further business transacted, the meeting was closed at 20.05pm.

The next meeting of Full Council will be held on 17th September 2025 at the Community Hub. The High Street, Skipton at 19.00pm

Skipton Town Council
25th September 2025 at 7.00pm

Meeting:	Full Council			Date:	25 th September 2025
Paper Title:	Finance Reports			Agenda Item:	8
Author of Paper:	Helen Marshall				
Purpose of Paper:	Information to note		Draft policy for feedback		Motion for Decision x

If For Decision, then give the Proposer and Seconder and the wording of the Substantive Motion that is to be considered:	<i>Proposer:</i> <i>Seconder:</i> <i>Motion wording for the agenda:</i> To resolve to approve the budget to date, schedule of payments, receipts, and bank reconciliations.
Implications: (if needed)	<i>Financial: To ensure that proper practices are being followed</i> <i>Staffing: n/a</i> <i>Stakeholders & Reputation: Approving Finances in line with the Council's Financial Regulations</i> <i>Provide a short statement about any positive or negative implications for either the Town Council or for our area or region</i>

Executive Summary: Why is this coming to the Council or Committee?	<i>Summary: 3- 4 sentences</i> Standing Item as per schedule 6 of the Financial Regulations adopted in May 2025
---	---

- Context - Timing (why now?)	
Key points: To include - Options - Challenges (including risks and threats) - Opportunities (including income, reputation, strategic intent and wider benefits e.g. local community or environment)	<i>Included is the up-to-date budget for August 2025/26</i> <i>List of payments that will be paid, following approval at this meeting. Copies invoices and purchase orders are available to view.</i> <i>List of receipts. Where the list states ‘Sales Receipt Page’ these are comprised of Market Consent Fees, Bank Interest, Coach Street PC Donations, Allotment Holders Key Deposits, Allotment Holders Rent, Heap Parkinson Re- Charge Expenses, Skipton in Bloom and Erquinghem-Lys (Refund the French Twinning Exchange Students visit in July 2025)</i> <i>Bank Reconciliations with the corresponding bank balance statements.</i>
Recommendation:	<i>Specify what outcome or response is needed from the Council/Committee to this paper or motion.</i> The Council/Committee is recommended to: Approve (under delegated powers as a committee, or in Full Council)
Appendices:	<i>List in numerical order.</i> <i>Budget Appendix 2</i> <i>Schedule of Payments Appendix 3</i> <i>Receipts Appendix 4</i> <i>Bank Reconciliations Appendix 5/6</i>

Meeting:	Skipton Town Council			Date:	25 September 2025
Paper Title:	Active Travel Working Group			Agenda Item:	9
Author of Paper:	Cllr Stephen Morton				
Purpose of Paper:	Information to note		Draft policy for feedback		Motion for Decision X

If For Decision then give the Proposer and Seconder and the wording of the Substantive Motion that is to be considered:	<i>Proposer: Cllr Stephen Morton</i> <i>Seconder: Cllr Matt Pickard</i> <i>Motion wording for the agenda:</i> <i>To support the recommended options from the Skipton Town Council Active Travel Working Group and authorise the Town Clerk to approach the potential partners with requests to help to implement these options.</i> <i>If a decision is to be made then only motions on the agenda can be considered (Standing Order 1a) and the motion must be proposed and seconded before debate can begin (Standing Order 1b)</i>
Implications: (if needed)	<i>Financial: The Town Council may be able to bid for funding for schemes to support active travel within Skipton Town Centre. Some small schemes may require Town Council funding e.g. from the Road Safety Budget.</i> <i>Staffing: Staff time to engage with partners identified in the paper</i> <i>Stakeholders & Reputation: Having secure funding to organise a workshop on Active Travel and then setting up this working group, the Town Council has raised expectations that we will try and secure a step change in promoting active travel in a safe and secure environment within the Town Centre.</i>

Executive Summary: Why is this coming to the Council or Committee? - Context - Timing (why now?)	This work builds on several of Skipton Town Council’s strategic priorities for 2024-2028 and is central to our vision: <i>Revitalising the High Street</i> <i>Protecting the environment and ensuring sustainability</i> <i>Working with others to tackle big challenges on Transport, Housing and Community Safety</i> We secured funding, through North Yorkshire Council, from the UK Prosperity Fund to organise an Active Travel Workshop (held on 10 October 2024) which was very well attended by local partners. Following further work from the workshop, we brought a paper to Full Council on 16 January recommending that Skipton Council establish an Active Travel Working Group with key local partners. This group has met several times and also undertook an Active Travel consultation, which was promoted at the Skipton Rotary Eco Day. The Active Travel Working Group have produced a number of prioritised options to enhance Active Travel within Skipton and especially within the Town Centre.
Key points: To include - Options - Challenges (including risks and threats) - Opportunities (including income, reputation, strategic intent and wider benefits e.g. local community or environment)	<i>The main options proposed with a summary of the potential roles for Skipton Town Council and the suggested key partners are listed below:</i> 1. Improve bicycle storage The Town Council’s role would be to engage / lobby partners who could provide bicycle storage facilities. We could also coordinate a bid for active travel funding, possibly from as early as Autumn 2025 (via the YNY Mayor’s Active Travel Fund). Partners needed for this are likely to include the owners of the sites listed above, presumably British Rail for the railway station, possibly Transdev for the bus station (or NY

Council if we used the adjacent care part), Skipton Building Society for their main office, and NY Council for the High Street car park.

2. Develop local walking and cycle routes

The role of the Town Council is to advocate for improved walking and cycling routes and to try to improve both road safety (see below) and personal security for pedestrians and cyclists and to prompt North Yorkshire Council to consider these schemes should future funding opportunities become available.

The main partners needed for developing town centre walking and cycling routes are the LCWIP owners - NY Council and the possibly North Yorkshire and York Combined Authority. The Canal and River Trust may be needed if there is any scope to further develop towpath routes.

3. Widespread 20 MPH restrictions.

The Town Council role is to request North Yorkshire Council and North Yorkshire Police to action 20 MPH limits throughout Skipton Town Centre, given the difficulties in promoting walking and cycling routes with the current high levels of road danger.

The main partners needed are NY Council, NY Police and the YNY combined authority.

4. Comprehensive one-way system, wider pavements, more pedestrian crossing points, more pedestrian refuges and traffic calming measures.

At this stage Skipton Town Council should ask NY Council to explore options for funding of a feasibility study into developing a pedestrian and cycle friendly town centre to include a comprehensive one-way system in Skipton, pedestrianised streets, wider pavements, dedicated cycle routes (or bus/cycle lanes), regular pedestrian crossing points, more pedestrian refuges, and other traffic calming measures.

	The main partners for these measures would be NY Council and possibly the combined authority. 5. Promoting safe active travel to school The Town Council's role is mainly to advocate for safe active travel to school and potentially to coordinate bids for Active Travel funding that could help take this forward. The key partners for this are schools, parents associations and NY Council. 6. Car sharing scheme for Skipton Partners require to explore this further would be a lead organisation (which might be the Town Council) and a potential car share developer/operator. The Active Travel Working Group suggested that, in the first instance, we engage with CoMoUK which is a national charity that supports vehicle sharing schemes. 7. Bike sharing scheme The only partners proposed were potential bike hire companies (not clear if this was local or national). However, CoMoUK will also support bike and scooter sharing schemes. 8. Park and Ride schemes for Skipton As well as the potential site owners, we would need partnership from a bus company and probably investment from either NY Council or the NYY Combined Authority.
Recommendation:	<i>Specify what outcome or response is needed from the Council/Committee to this paper or motion.</i> The Council is recommended to: - Approve this motion at Full Council

	<i>- Consider whether to establish an implementation group (after reviewing the membership and roles of the Active Travel Working Group) to help in taking these priorities forward.</i>
Appendices:	<i>Below: Membership of the Active Travel Working Group (Appendix I) Submission to North Yorkshire Council on the Cycle Development Network consultation (Appendix II)</i>

Options for Active Travel - Proposals for Skipton Town Council

We have had four meetings of the cross-sectoral Active Travel Working Group (membership listed in Appendix I) and have undertaken a detailed community survey which resulted in 72 responses. At the last meeting, we agreed a list of prioritised options and categorised these by ease of implementation (e.g. likely cost and feasibility). We have also tried to clarify the role of the Town Council and the partners we would need to engage with if we are to implement some of these options.

The options that have been discussed are ranked below:

9. Improve bicycle storage

There was a high level of support for this suggestion, and the costs should not be excessive.

The suggested sites to consider were

- Skipton Railway Station
- Skipton Bus Station
- Skipton Building Society
- High Street / High Street Car Park

The responsibility for implementing and maintaining these bicycle storage facilities would be different for each site but there was a clear view that a package of storage sites would be much greater than one or two isolated sites.

There is also the question of what type of storage facility, but the working group felt these should be weatherproof, have secure bases to which bikes can be locked,

ideally have CCTV oversight and be open to all bike users (not just train/bus travellers or restricted by employee status). They should ideally be free or a minimum charge for usage. It was also proposed that cycle storage should be linked to secure left luggage facilities so that cycle gear and other personal possessions could be stored at the same facility as the bicycle storage (an important consideration for cycling visitors to Skipton).

The Town Council's role would be to engage / lobby partners who could provide bicycle storage facilities. We could also coordinate a bid for active travel funding, possibly from as early as Autumn 2025 (via the YNY Mayor's Active Travel Fund).

Partners needed for this are likely to include the owners of the sites listed above, presumably British Rail for the railway station, possibly Transdev for the bus station (or NY Council if we used the adjacent car park), Skipton Building Society for their main office, and NY Council for the High Street car park.

10. Develop local walking and cycle routes

This proposal had high levels of public support and costs should be reasonable. We should be able to build on the Skipton LCWIP (Local Cycling and Walking Infrastructure Plan) but with a greater emphasis on the town centre. There are specific concerns about pedestrian access for Sandylands and between the Railway Station and the Bus Station and then the Town Centre. Locally, Sandylands is an important destination for Skipton schools without playing fields whose classes access the site on foot for organised games sessions and physical activity.

The Town Council has responded recently to the Cycling Network Development consultation, highlighting schemes which would assist in taking forward the LCWIP (comments in Appendix II). These include improving cycle routes, for example, along Broughton Road, Belmont Street, Carleton Street, Gas Street as well as main through routes (A6131, A 6069 and A 629).

However, our survey responses also highlighted two related challenges for this priority. One challenge is managing the potential conflict between walkers, cyclists and other wheeling travellers. The other challenge is creating safe walking and cycling spaces alongside busy roads when pavements are narrow, and roads have large vehicles potentially travelling at 30 mph in both directions.

Therefore, there remains a question as to whether town centre walking and cycling routes can be further developed without other measures such as speed restrictions, a comprehensive one-way system or significant area wide traffic calming.

The main partners needed for developing town centre walking and cycling routes are the LCWIP owners - NY Council and the possibly North Yorkshire and York Combined Authority. The Canal and River Trust may be needed if there is any scope to further develop towpath routes.

The role of the Town Council is to advocate for improved walking and cycling routes and to try to improve both road safety (see below) and personal safety for pedestrians and cyclists and to prompt North Yorkshire Council to consider these schemes should future funding opportunities become available.

11. Widespread 20 mph restrictions.

There was very strong support for this with only small numbers of survey respondents opposing it. The general message received seemed to be for as much of the town's roads to be restricted to 20 mph as possible, but especially those with schools and / or narrow pavements. Some survey respondents were very impressed with the Ilkley 20 mph restrictions.

We felt that the Town Council should request North Yorkshire Council and North Yorkshire Police to action 20 MPH limits throughout Skipton Town Centre, given the difficulties in promoting walking and cycling routes with the current high levels of both real and perceived road danger.

We also felt it would be useful to ask North Yorkshire Council for a map showing all schools within Skipton and the current speed limits on surrounding roads. Apart from the town centre, because of concerns for safe routes to school, there was strong support for 20 MPH schemes on roads close to Aireville Park (e.g. Gargrave Road and Broughton Road).

The main partners needed are NY Council, NY Police and the YNY combined authority.

12. Comprehensive one-way system, wider pavements, more pedestrian crossing points, more pedestrian refuges and traffic calming measures.

We have put these all together because it is difficult to think how pavements could be widened and pedestrian crossing improved on Newmarket Street, Swadford / Belmont Street, Craven / Cavendish Street without sacrificing a vehicle lane. A number of options for a one-way system were mooted but these would clearly need more work on feasibility.

This option could be relatively expensive depending on the extent of the scheme and the options for engineering works considered to be required and/or feasible.

The main partners for these measures would be NY Council and possibly the combined authority. At this stage Skipton Town Council should ask NY Council to explore options for funding of a feasibility study into developing a pedestrian and cycle friendly town centre to include a comprehensive one-way system in Skipton, pedestrianised streets, wider pavements, dedicated cycle routes (or bus/cycle lanes), regular pedestrian crossing points, more pedestrian refuges, and other traffic calming measures.

13.Promoting safe active travel to school

There was very strong support for this in the survey but an amazing variety of suggestions on how it could be developed. Many of these suggestions feature in other options e.g. speed limits, cycle ways, wider pavements, traffic restrictions (especially High Street and adjacent streets) and more pedestrianised streets.

However, there were also specific suggestions on walking buses and provision of parental parking at some distance from the school (alongside banning parental drop offs outside or adjacent to the school). There were also several suggestions on good lighting for walking routes, especially off-road routes.

It has been noted that recent national guidance (from Department of Transport and Active Travel England), suggests promoting schemes that restrict traffic outside schools during pick-up and drop-off times.

The Town Council's role is mainly of advocacy and facilitation and the key partners for this are schools, parents associations and NY Council.

14.Car sharing scheme for Skipton

There was quite a good level of support for a car sharing scheme with most survey respondents rating it either a good idea or a fair idea. One third of survey respondents said that they would use a car sharing scheme if one was available. Further work on the feasibility of a car sharing scheme would be justified based on the feedback so far.

There are a number of issues that would need to be addressed. Who would operate such a scheme, where would cars be parked and, if electric vehicles were used, where would the charging points be located. We felt that the time was right for a feasibility study, engaging local employers and potential shared vehicle users to assess opportunities for funding for vehicle purchases, scheme management and installation of charging points for Electric Vehicles.

Partners required to explore this further would be a lead organisation (which might be the Town Council) and a potential car share developer/operator. The Active Travel Working Group suggested that, in the first instance, we engage with CoMoUK which is a national charity that supports vehicle sharing schemes.

15. Bike sharing scheme

Although it appears from the summary results that this proposal had a lot of support, the actual suggestions in the survey responses are mainly about other measures to promote cycling in general rather than a specific bike sharing scheme.

These included better bicycle storage, dedicated cycling routes, reducing traffic speeds, and making Skipton a cycle-friendly town. There were a number of comments about separating bicycling and pedestrian routes and some concerns about e-bikes (speedy and silent?); the latter could also apply to other wheeling travel such as two wheeled scooters and battery operated mobility scooters.

The only partners proposed were potential bike hire companies (not clear if this was local or national). However, CoMoUK will also support bike and scooter sharing schemes.

16. Park and Ride schemes for Skipton

There was moderate support for such schemes but also some queries on whether a park and ride scheme was feasible or necessary. The sites suggested included Gateway House (the Computershare building), the Auction Mart, Snaygill Industrial site, Wyvern Road (as part of the new Lidl development).

Developing a park and ride scheme would be an ambitious commitment and would need a feasibility study first. It is not clear how much annual subsidy might be required for a park and ride scheme or whether it could ever be self-financing. If traffic restrictions were introduced as part of the other options to promote active travel, these would probably increase the viability of a Park and Ride scheme.

It was suggested by the cross-sectoral Working Group that a park and ride scheme could be linked to a pilot of increased rural buses. This might work best if there were new or more frequent rural bus routes, which then stopped at a park and ride site on the edge of Skipton to pick up car passengers for the route into the town centre.

As well as the potential site owners, we would need partnership from a bus company and probably investment from either NY Council or the NYY Combined Authority.

Membership of the Active Travel Working Group

Skipton Town Councillors: Stephen Morton, Matt Pickard, Brian McDaid, Chris Harbron

Skipton Building Society: Holly Bradley

Skipton Bid: Neil Roe

North Yorkshire Council Officers: Alexander Kay, Helen Williams

York and North Yorkshire Combined Authority: Graham North

Climate Action Skipton: Mark Hopley

Yorkshire Dales National Park: Robert Ashford

Cycling Network Development – Comments From Skipton Town Council

Background

In 2024, Skipton Town Council received support from North Yorkshire Council, through the UK Shared Prosperity Fund, towards a sustainable travel audit for Skipton and the surrounding area. After exploring several options, we elected to use this on a workshop for key stakeholders to try and improve access to active travel options. Following the success of this workshop, which resulted in several clear recommendations, we established a time limited Active Travel Working Group.

We have used the outputs from this working group as well as comments from other local councillors and partners to inform this response to consultation on the Cycling Network Development for Skipton. We believe they are consistent with the current Local Cycling and Walking Infrastructure Plan (LCWIP).

Skipton Town Council Response

Skipton Town Council would very much support the development of cycling routes on several of the access routes leading into the town centre, especially the A6069 (Belmont Street and Broughton Road) proposals and the Carleton Street and Gas Street proposal. It appears that some of these had previously been recommended under the Transforming Cities Fund proposals but were not funded. Each if these routes would help improve safe access from the railway station to the town centre.

The proposals relating to the A6131 / Skipton Road would also improve safe cycle access to the town centre as would the A629 Keighley Road proposal (we note that the latter is listed as high cost and a long-term aspiration but the long-term benefits would be considerable).

The Manville Lane proposal fits with some of the early suggestions that came up at our initial active travel workshop. A Manville Lane cycleway would assist links between the railway station and Craven College as well as several secondary schools. This scheme would need to address personal security and lighting concerns.

Black Lane is a key link between the railway and bus stations and is heavily used by pedestrians. We feel it would need to be widened considerably if was also to be used as a cycleway as well as a footpath. We are not sure how feasible this is as it is constrained by the railway on one side and by Morrisons store on the other; if it is technically possible to widen it, it may be very expensive.

There are similar issues relating to improvements for Gallows bridge if it were to provide improved routes for not just cyclists but walkers, wheelchair users and mobility scooters. Another key route on which to raise cycling levels and where it should be possible is Embsay-Skipton.

Although these proposals are all listed under the Cycling Network Development umbrella, Skipton Town Council would also emphasise that all these routes should include adequate provision to improve pedestrian access to the town centre.

Importantly, this may mean a need for separate cycling and pedestrian space within the same route and for some schemes might, in turn, impact on space for motorised traffic (including bus routes). Many of these schemes would be easier to implement if there were a town centre wide speed restriction of 20MPH (making it easier for cyclists to use road lanes safely) and/or a comprehensive one-way system (reducing the need for double vehicle lanes on many of the narrow streets).

Outside the town centre, we also need a 20MPH limit on the route to Stirton and 30MPH limits on the routes to Embsay and Carleton. These would greatly increase safe cycle accessibility to Skipton as would improved secure cycle storage within the town centre; reducing traffic speeds and improving cycle storage should be relatively cheap, easy and effective to implement.

Skipton Town Council
25th September 2025 at 7.00pm

Meeting:	Skipton Town Council				Date:	25 September 2025
Paper Title:	Idling Taxis at the bus station				Agenda Item:	10
Author of Paper:	J Dean					
Purpose of Paper:	Information to note		Draft policy for feedback		Motion for Decision	X

If For Decision then give the Proposer and Seconder and the wording of the Substantive Motion that is to be considered:	<i>Proposer:</i> <i>Seconder:</i> <i>Motion wording for the agenda:</i> To consider the correspondence received regarding Taxis idling their engines at the bus station, and to resolve to write to NYC regarding this issue. <i>If a decision is to be made then only motions on the agenda can be considered (Standing Order 1a) and the motion must be proposed and seconded before debate can begin (Standing Order 1b)</i>
Implications: (if needed)	<i>Financial: N/A</i> <i>Staffing: N/A</i> <i>Stakeholders & Reputation: Responding to requests and correspondence received..</i>

Executive Summary: Why is this coming to the Council or Committee? - Context - Timing (why now?)	<i>Summary: 3- 4 sentences</i> A request for Councillors to discuss the issue at a full council was received from a member of the public. Details below.
--	--

Key points: To include - Options - Challenges (including risks and threats) - Opportunities (including income, reputation, strategic intent and wider benefits e.g. local community or environment)	A member of the public raised the below concerns with Cllr Andy Brown- NYC <i>‘The area around Skipton Bus Station is, as we know, not the nicest part of the town. Reports of evening anti-social behaviour have been circulating for a while, there is always litter, apparent issues with the toilet and a bus station that is more often than not, devoid of customers and buses – despite NYC’s endless words and strategies about encouraging us to get out of our cars and use public transport.</i> <i>But my main bug bear with this area is the idling taxis polluting the air whilst pedestrians walk through. It’s worth noting that Bradford City has one of the cleanest taxi fleets in the country (either electric or hybrid) – which is all part of their push for clean the air to improve public health. If NYC taxi drivers are going to use fossil fuelled cars, why are they allowed to let them needlessly idle and pollute the air?</i> <i>I don’t want to walk through and breathe in dirty air but I have no choice if I come over the bridge and head into town. Don’t we value the health of nearby residents, visitors and shoppers? It would cost nothing to switch them off, but here are the environmental and financial costs of keeping them running:</i> •Average cost per minute: Around £0.05 for a typical vehicle •Annual impact: Idling for just 10 minutes a day can waste up to 60 gallons of fuel per year, costing £100–£150 depending on fuel prices •Small petrol car: Emits about 19g of CO₂ per minute while idling. •Idling leads to fuel residue buildup, which can damage engine parts and shorten lifespan •Contrary to myth, restarting the engine uses less fuel and causes fewer emissions than idling.
---	---

	•<i>Highway Code Rule 123: Prohibits unnecessary engine running when stationary</i> •<i>Fines: Local authorities can issue £20 fixed penalties, rising to £80 if you refuse to switch off when asked</i> <i>Thank you</i> <i>Kind regards'</i> Councillor Brown's response was: <i>'Very much one for the clerk of Skipton Town Council to put on the agenda for them to discuss. I think their contact is on the website. If not get back to me and Ill contact some of the Green Councillors and get them to raise it'</i> The member of the public subsequently contacted the Chief Officer, requesting that the issue be discussed at Full Council.
Recommendation:	<i>Specify what outcome or response is needed from the Council/Committee to this paper or motion.</i> The Council is recommended to: <i>- Consider whether to write to North Yorkshire Council regarding this issue</i>
Appendices:	