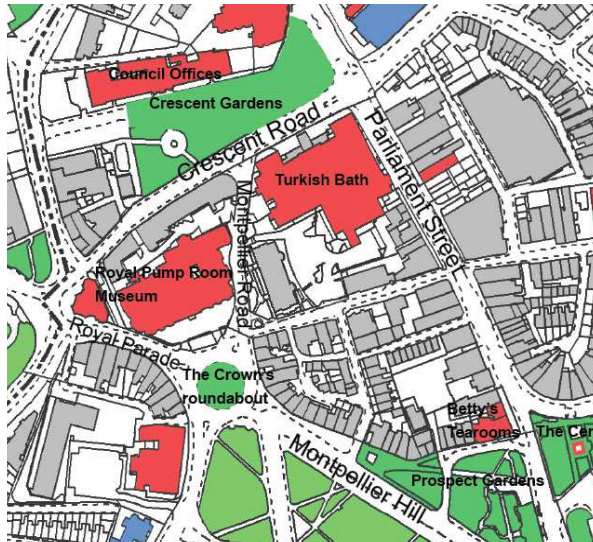


## CHARACTER AREA D – Montpellier Quarter



Retail street adjoining Prospect Gardens

### Description & Character

“Harrogate’s best kept secret”. An area of exclusive shops, pavement cafes, bars & restaurant, fashion & art/antique galleries. This is an area separated from the retail core by Parliament Street and from residential and built areas by The Stray, Prospect Gardens, The Crown Roundabout and Crescent Gardens. It is essentially a self-contained ‘island’, comprising unique shops and restaurants, which have made excellent use of the attractive, historic architecture. The facades of the buildings to the southern edge of the area provide a most attractive backdrop to the Strays and Prospect Gardens. It is a destination, strategically located at the junction of major open space, parks, heritage assets, pedestrian streets and vehicular routes. New development has been taking place along Parliament Street to add to the retail and leisure offer of the Montpellier Quarter, providing a rich and unique shopping and leisure experience, which can only be enhanced as the area matures and evolves in the future. Refurbishment of buildings is ongoing and the use of natural stone paving and stone setts within the streetscape adds value and aesthetic impact.



Montpellier Parade overlooking gardens & open spaces



Traditional shop front and canopies

## Good & Bad Attributes



Crown Hotel Roundabout

### Architectural

- Typical attractive architecture, well maintained representing the best of the Harrogate's local vernacular style.
- Good investment in quality shop frontages

### Public Realm

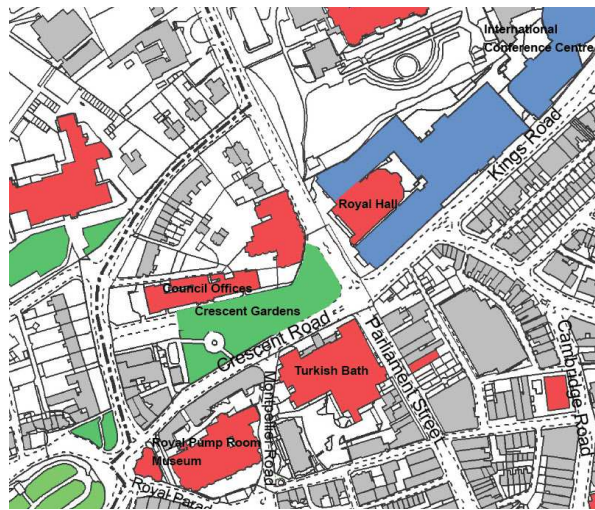
- Strategically located at the junction of major open spaces and social hub providing a rich and unique shopping and leisure experience.
- Vehicular and pedestrian conflict at link between retail core and Montpellier Quarter at The Cenotaph junction on Parliament Street.
- Investment in high quality natural materials for surfacing public realm.
- Poorly defined, maintained and visually unattractive access to the Montpellier Square parking area.



### Opportunities to Enhance

- Pedestrianise the Montpellier Square road adjacent to Betty's and develop as Alfresco dining terraces.
- Encourage additional spill out area along Montpellier Hill Road.
- Upgrade the access to the Montpellier Square parking and service area to rear of shops.
- Reduce the Parliament Street width and define as shared surface with wide pedestrian crossing particularly at the Cenotaph Gardens.
- Continue to use natural stone paving throughout the area.

## CHARACTER AREA E – Crescent Gardens



### Character & Description

This area accommodates grand buildings of civic importance and landmarks including the Council Offices, Royal Hall Theatre, Exhibition Halls, Royal Pump Room Museum, Mercer Art Galleries and Studley Hotel. All located within the manicured Crescent Gardens and the larger Valley Gardens.

It seems unfortunate that again traffic and parking impact upon the area and the buildings, but Crescent Road which runs through the area is an important access road and it is relatively well integrated within the streetscape. More could probably be done to improve the experience from a pedestrian and visitor point of view.



### Good & Bad Attributes

#### General

- An attractive but possibly underutilised area.

#### Architectural

- Imposing landmark civic buildings.
- The facades of stone buildings are discoloured & stained.



The Royal Baths building

#### Public Realm

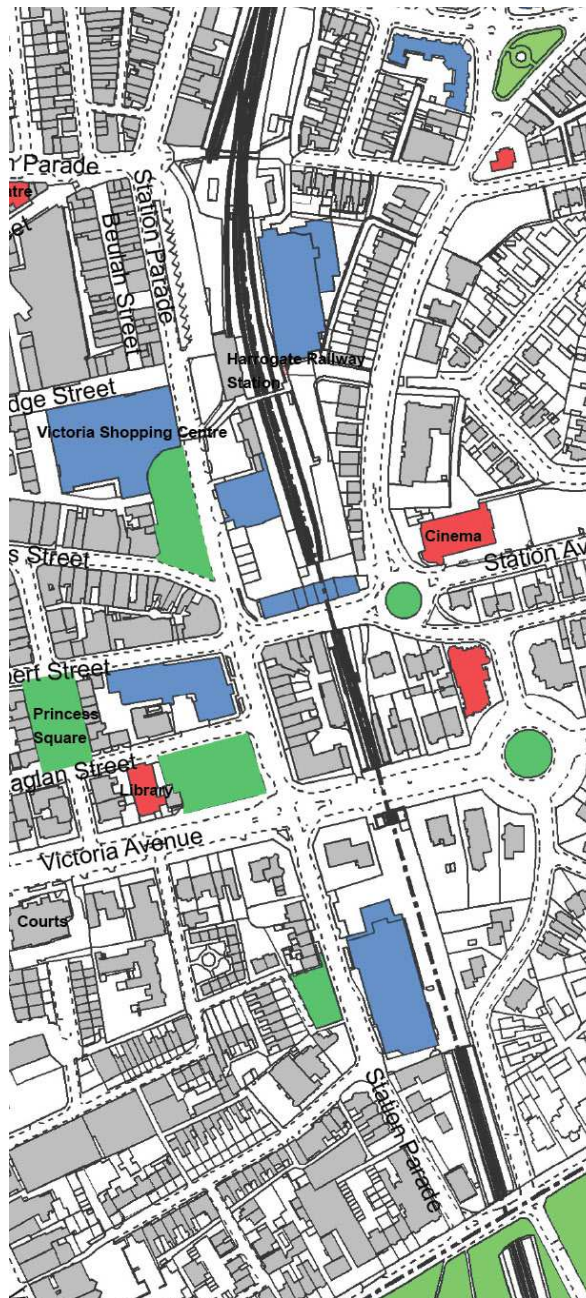
- Well maintained, manicured formal landscape setting to important civic buildings.
- Poor crossings at the junction of Parliament Street and Kings Road.



### Opportunities to Enhance

- Stone of civic buildings to be cleaned & refreshed to restore the original quality of the stone finished facades.
- Improve pedestrian linkages and signage.
- Use natural stone paving for any public realm upgrading.

## ROAD CORRIDOR 1 – Station Parade



### Description & Character

Station Parade runs in a north/south direction through the heart of the town centre and parallel with the rail line. To its northern end the road links into several streets lined with terraced 2-3 storey stone terraces. At the southern end the road 'breaks out' of the built area into York Place with panoramic views out across the expansive Stray. The road provides the main access to the town centre and the transport hub, which is located at the northern end. There is no one character along the road which has a wide variety of building types, sizes and styles, from the monolithic Waitrose store, which faces two storey stone terraces and a small public open space, to the tall office Exchange office block above the railway station and across the road from the formal gardens adjacent the Queen Victoria Monument, which are enclosed by the large Victoria Shopping Centre.

Mature street trees and landscaping play a significant role in providing visual amenity.

The road is the major thoroughfare for vehicles and crucially links into the bus station, train station and multi storey car parking, but this use as a major vehicular route also provides significant severance for pedestrians.

### Good & Bad Attributes

#### General

- At the northern end of the road there is pedestrian/traffic conflict, with poor at-grade connections to retail core. The area is predominantly hard surfaced with the majority of the space utilised for transport and parking purposes
- The access and egress to the Waitrose car parking is not ideal with a negative impact on the quiet residential area to the southern end of the road.



The bus interchange



Waitrose - inactive facade



Glazed cast-iron canopies are distinctive feature on a number of fine buildings within the town centre and feature on souther end of Station Parade.

## Architectural

- Unattractive buildings adjacent to rail station.
- Large vacant retail block adjacent to key public open space and landmark location (Beales).
- Retained and well maintained good examples of traditional glazed cast-iron canopies to shop fronts/offices.
- Road has a wide variety of building types, sizes and styles.

## Public Realm

- Three important landscaped public spaces provide a social and visual amenity.
- Good public facilities (toilets, bus stops, railway station, car parking, taxi, bins, post box).
- Mediocre quality pedestrian environment

## Opportunities to Enhance

- The existing Beales site, potential for sensitive redevelopment and create active frontage to Library public park.
- Re-balance the pedestrian & vehicular movement.
- Removal of assumed vehicular priority and widening shared surface allowing opportunities to develop 'spill-out' space at James Street junction.
- Consider creating gateways at transport hub through markers, lighting and surfaces.

## ROAD CORRIDOR 2 – Victoria Avenue



### Description & Character

A broad, formal, tree lined avenue enclosed by some fine stone buildings. There are a number of architecturally imposing and attractive Victorian villas on the avenue, particularly to the eastern end, several of which have been converted into offices. The mature trees are a particular feature of the avenue making a significant contribution to the immediate environs and also over a wider area due to their height and stature.



The tree-lined avenue

The avenue runs down a slight incline, east to west from Queen Parade to West Park, punctuated by the attractively landscaped South Park roundabout. There is good short and medium stay parking provision to the edge and in the centre of the road

The avenue crosses Station Parade down to the Stray at West park. Predominantly bounded by imposing civic buildings including the Courts, St. Paul's Reform Church, United Reform Church, the library and the adjacent formally laid out public gardens.



An example of the variety of architectural treatments

### Good & Bad Attributes

#### Architecture

- Predominantly edged by imposing civic buildings in local vernacular style including, the library and its gardens, the courts, St. Paul's Reform Church, United Reform Church and large Victorian villa/offices.



Victorian Style Villa/offices

## Public Realm

- Matured tree line creating a good definition to the grand avenue
- Good convenient car parking accommodated within and along the avenue

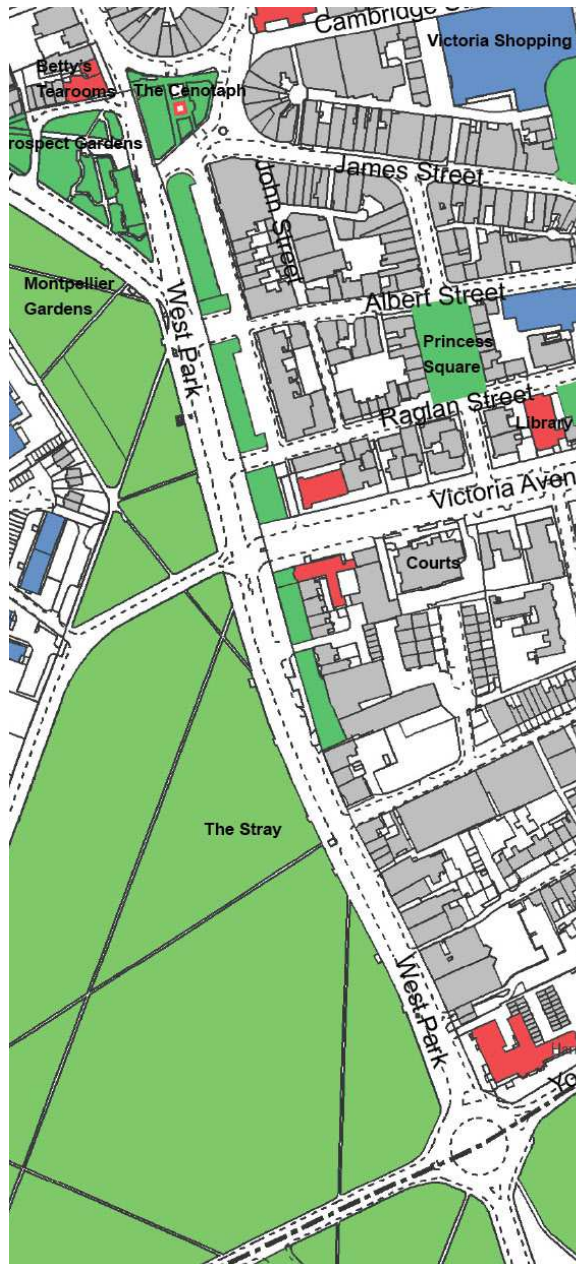
## Opportunities to Enhance

- Limited opportunities for enhancement but important to preserve existing architecture and manage land uses within this area.



Car parking & tree lined avenue

## ROAD CORRIDOR 3 – West Park



Traditional residences, some converted to retail

### Description & Character

West Park, which becomes West Park Street, is one of the main vehicular access routes into the town centre. It represents a most dramatic and attractive arrival when travelling from the A6040 York Place / A61 West Park roundabout towards the Cenotaph. The road is bounded to the east by the grand facades of imposing stone built terraces and to the west by the Stray. The Stray provide a unique setting and the landscape theme is further promoted with dramatic award winning bedding displays throughout the town centre. These are particularly prominent to the front of Prospect Place, just before arriving at the Cenotaph.

This is a vibrant street with recreational uses accommodated on the open space (the Stray) and a varied and interesting mix of building uses from pubs and restaurants, to hotels, independent shops, apartments and private residences within the terraces facing the Stray.







## Good & Bad Attributes

### General

- Formal approach to the Cenotaph from York Place (A61 from Leeds).

### Architectural

- Insensitive infill development at the southern end of the corridor.



### Public Realm

- Bounded by the Stray and mature street trees on its western side, with dramatic views defining the unique edge to the town centre.
- Spectacular floral garden displays fronting hotels/restaurants in local vernacular style to the east.

### Opportunities to Enhance

- Behind Maplin several development opportunities and possible infill development (small scale housing) to the car park area.
- Restore the traditional shop frontage to the southern end of the corridor.
- Introduce the traffic calming shared surface for pedestrian convenient at the Cenotaph junction.



Potential re-development site

## ROAD CORRIDOR 4 – Parliament Street



The Cenotaph and Cambridge Street



The Spa converted to a restaurant & queues at Betty's Tea Rooms

### Description & Character

Parliament Street is a relatively short length of road running downhill from West Park Street and the Cenotaph to the King's Road (A61), where the Conference Centre is located. It is probably best known for 'Betty's Tea Rooms' an attractive corner building at the southern end of the street. This seems to be regarded as the prime refreshment destination in Harrogate, where people regularly queue on the street to get a table. Progressing down the street it feels very much like a major vehicular thoroughfare, which detracts from the shops and fine historic buildings which flank the road including; the Turkish Baths and Westminster Arcade. Recent refurbishment and new building has taken place to the western side of the road, injecting some modern architectural interpretation and new activity, with a Jamie Oliver restaurant recently opened. The junction at the northern end



Traditional canopies & active frontage



with Kings Road, is busy and more geared to vehicles than pedestrians. The street has an interesting mix of quality buildings and uses and has seen significant investment recently, but it creates major severance for pedestrians moving from the retail core to the east across to the Montpellier Quarter and the historic buildings and parks to the west.

## Good & Bad Attributes

### General

- Important tourist destination corridor with landmark building and uses. (Betty's Tearooms, Turkish Bath, Museum, The Cenotaph & The Westminster Arcade).
- Quality shops/business/bars contribute to the character of the corridor.



### Architectural

- Sensitive redevelopment and infill.
- Mixed character of shopfronts.

### Public Realm

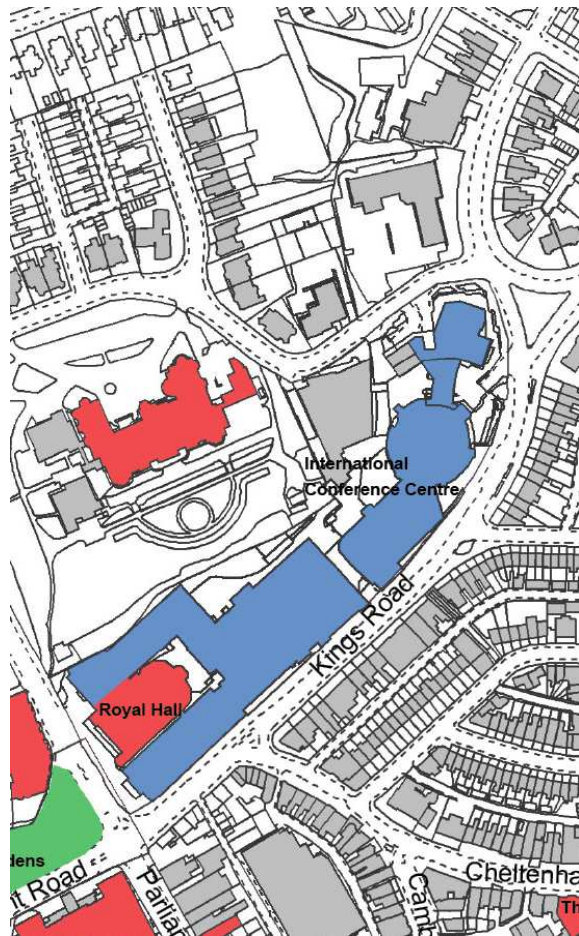
- Pedestrian and vehicular conflict around the Cenotaph area.
- Compromised by vehicular movement and road side parking.



### Opportunities to Enhance

- Remove parking from the street.
- Resolve the congested junction at the northern end.
- Introduce traffic calming/shared surface for pedestrian convenience at the Betty's junction.
- Re-introduction of traditional shop front facades.

## ROAD CORRIDOR 5 – Kings Road



Exhibition hall and restaurants



International Conference Centre

### Description Character

King's Road is dominated by the International Conference Centre and Exhibition Hall. Although a large building, quite different in scale and architectural character to other buildings in Harrogate it sits relatively comfortably, within the street scene, surrounded by good quality landscape which incorporates a row of street trees. On the other side of the road the more typical 2.5 – 3 storey stone terraces are more human in scale, with attractive B/B's & small hotels. This road links into the retail core along Cheltenham Parade, giving access to the restaurant quarter and Harrogate Theatre.



Cheltenham Crescent junction

At the western end of the road is the junction with Cheltenham Road and Parliament Street. This is a busy highway junction, but an important space as it links into the attractive Crescent Gardens and is bounded by several of the town's finest stone historic buildings; the Council Offices, The

Royal Baths and The Pump Rooms.

### Good & Bad Attributes

- Dominated by two-way vehicular movement.
- Congestion at the Cheltenham Crescent junction.

### Public Realm

- Predominately restricted street parking with incidental pavement parking to the retail/offices/B&B frontages, creating pedestrian/vehicular movement conflict
- Poor quality pavement surfaces to the front of B&B/cafe/retail terraces.
- Attractive tree lined residential area at the north.
- Good quality pavement treatment & street trees along International Conference Centre.



### Opportunities to Enhance

- Improve pedestrian crossing & Cheltenham Crescent junction.
- High quality surface finishes to shared pavement and car parking areas.
- Introduce street trees along the retail terrace.

## ROAD CORRIDOR 6 – Cheltenham Crescent/Parade



Typical conversion to restaurant/bar



Typical conversion to restaurant/bar



Attractive/active frontages and unattractive rear facades and refuse storage

### Description & Character

As well as being a key vehicular route through the town centre, Cheltenham Crescent/Parade provides the main pedestrian link between the Conference Centre, the town centre and the transport hub. It has become the focus for restaurant development, with a large number now well established towards the bottom end of the road. The road is lively, attractive and the footpaths relatively wide, making it pleasant for pedestrians. Towards the top end of the road the side/rear elevation of Harrogate Theatre is prominent, but rather bland and imposing. It is higher than the majority of the other buildings and one of very few large red brick buildings to be found in the town centre, but unfortunately not designed to integrate with Cheltenham Parade, the



main entrance being located on Oxford Street.

Across the road there are a range of independent shops which occupy well maintained original buildings. The Jubilee multi-storey car park is accessed via Cheltenham Crescent. Adjacent the Theatre the road links into a number of other streets, in particular Beulah Street. This is an attractive and significant corner, where several streets converge and pedestrians get their orientation. However, a little further east the road turns into Station Parade, also the entrance to the Bus Station; here the confluence of roads, footpaths, vehicles and pedestrians is not ideal, with pedestrians struggling to find an easy route across the road.



Junction with Oxford Street

## Good & Bad Attributes

### Architectural

- The unimpressive rear facade of the Harrogate Theatre on the street.
- High pedestrian footfall with broad pavement and good quality finishes.
- One-way slow moving traffic with strategic road narrowing for good pedestrian crossings.
- Well defined, convenient road side parking.

### Public Realm

- Heavy traffic car/bus/taxi and pedestrian conflict.
- Hidden access to the multi-storey car park.

### Opportunities to Enhance

- To improve the rear facade of the theatre.
- To rationalise the Station Parade junction.
- Improve & enhance the access & exit of the multi-storey car park.
- Improve paving materials, using natural stone in key areas.

## ROAD CORRIDOR 7 – Cheltenham Mount/Bower Road



### Description & Character



Residential & Asda frontage to the street



Misused underpass gateway

Cheltenham Mount, is predominantly residential with attractive 3 storey bay fronted stone terraces. Footpaths are approximately 2m wide, asphalt with concrete kerbs. There are no street trees. To the western and northern side of the road the properties have a small frontage, which allows for gardens and 'off road' parking. The only 'on street' parking is located to the southern end of the road with double yellow lines along the rest of the road.

To the northern edge of the road, ground floors on some of the buildings are now being converted into retail outlets.

At the junction with Commercial Street the road becomes Bower Road and passes beneath the railway through an attractive stone arch bridge.

Bower Road contains both older terraces and more recent new build properties, in particular a large Asda store. Considering its size the store frontage fits in quite well to the street scene, assisted visually by several mature street trees.

Pedestrian access under the bridge to the store on the northern side of the road is accommodated under a separate stone arch, providing safe access away from road traffic. Unfortunately a similar separate arch to the southern side of the road is blocked by car parking and appears to be in private ownership. The attractive stone bridge provides a gateway for significant footfall into town from Asda, the Dragon Road coach/car park and the residential areas to the east, but visually it



is now blighted by a large conspicuous advertising hoarding located on the southern side of the road.

## Good & Bad Attributes



Inactive facade to pedestrian way along Asda frontage

### Architectural

- Asda frontage is articulated but inactive.
- Pleasant residential environment to end of Bower Road with incidental mature trees.

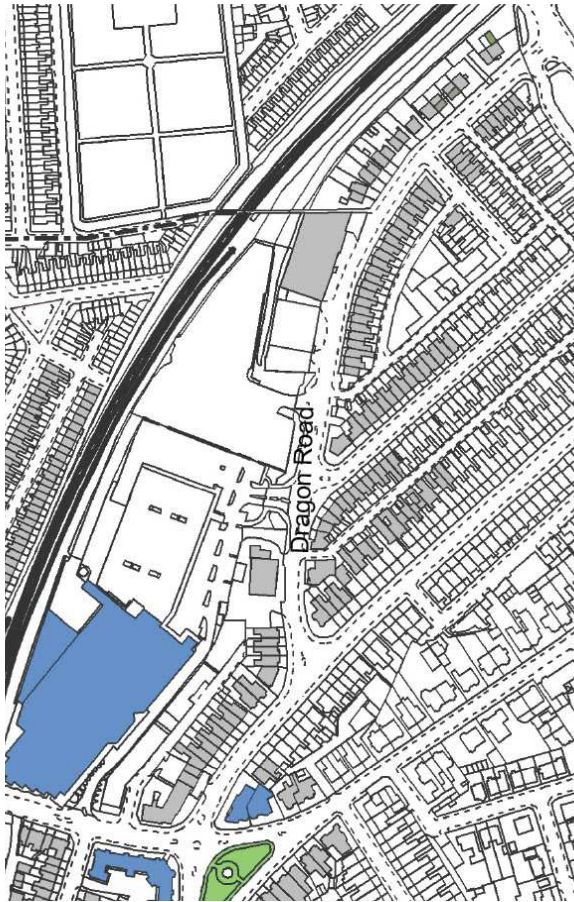
### Public Realm

- Predominately restricted street parking with incidental pavement parking to the retail/offices frontages to Cheltenham Mount creating pedestrian/vehicular movement conflict.
- The pedestrian southern arch misused by garage for car parking and leasing advertising hoarding.

### Opportunities to Enhance

- Commercial opportunities for buildings being realised and more demand possible.
- Enhance & improve the arched underpass.
- Opportunity to introduce active frontages to Asda facades & arcade.

## ROAD CORRIDOR 8 – Dragon Road



Large commercial units on Dragon Road



Predominantly a residential road to the eastern edge, mixed use to the west.

### Description & Character

Dragon Road has been included as it provides access to one of the town centre car parks (Dragon Road Car Park) and this car parking area is also used by coaches and commercial vehicles servicing the Conference Centre.

The road is a relatively quiet, broad road with no distinct character, but two distinct sides. One side (eastern) remains residential, with typical 3 storey stone built terraces. The other side of the road, the western edge, comprises a mix of recent development, including; the Asda petrol filling station, the Dragon Road car park, two blocks of commercial units and some relatively modern brick built semi-detached and terraced housing.

## Good & Bad Attributes

### General

- Essentially a residential road providing vehicular access (cars & delivery trucks) to the large retail store (Asda) & petrol station.
- Large commercial vehicles servicing the conference centre use the Dragon Road car park.

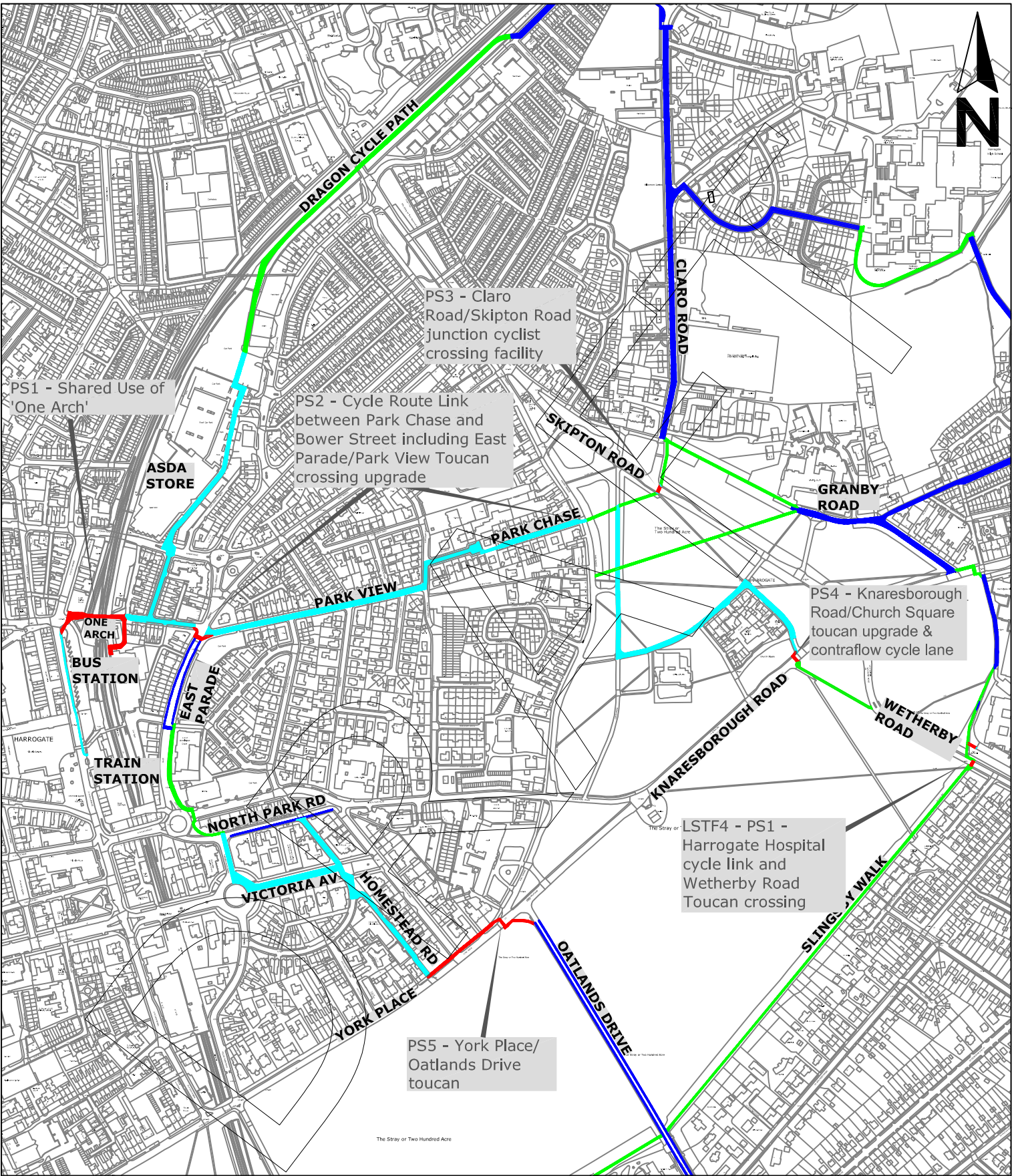
### Opportunities to Enhance

- Potential infill development on car park area used for conference centre exhibitions.
- Introduction of street trees strategically located along residential edge.
- Improve the entrance to the car park and signage to and from the car park.



Conference centre holding area

# **APPENDIX H PEDESTRIAN & CYCLE IMPROVEMENTS**



PS1 - Shared Use of 'One Arch'

PS2 - Cycle Route Link between Park Chase and Bower Street including East Parade/Park View Toucan crossing upgrade

PS3 - Claro Road/Skipton Road junction cyclist crossing facility

PS4 - Knaresborough Road/Church Square toucan upgrade & contraflow cycle lane

LSTF4 - PS1 - Harrogate Hospital cycle link and Wetherby Road Toucan crossing

PS5 - York Place/Oatlands Drive toucan

**KEY**



EXISTING OFF ROAD CYCLE ROUTE



POTENTIAL OFF ROAD CYCLE ROUTE PROPOSED AS PART OF THE LSTF MEASURES



EXISTING ON ROAD CYCLE ROUTE (QUIET ROADS AND OR CYCLE LANES)



POTENTIAL ON ROAD CYCLE ROUTE PROPOSED AS PART OF THE LSTF MEASURES

**NORTH YORKSHIRE COUNTY COUNCIL**  
 Business and Environmental Services  
 Corporate Director:- David Bowe

PROJECT: LSTF - IMPROVEMENTS TO CYCLING INFRASTRUCTURE TO HARROGATE TOWN CENTRE AND HARROGATE DISTRICT HOSPITAL

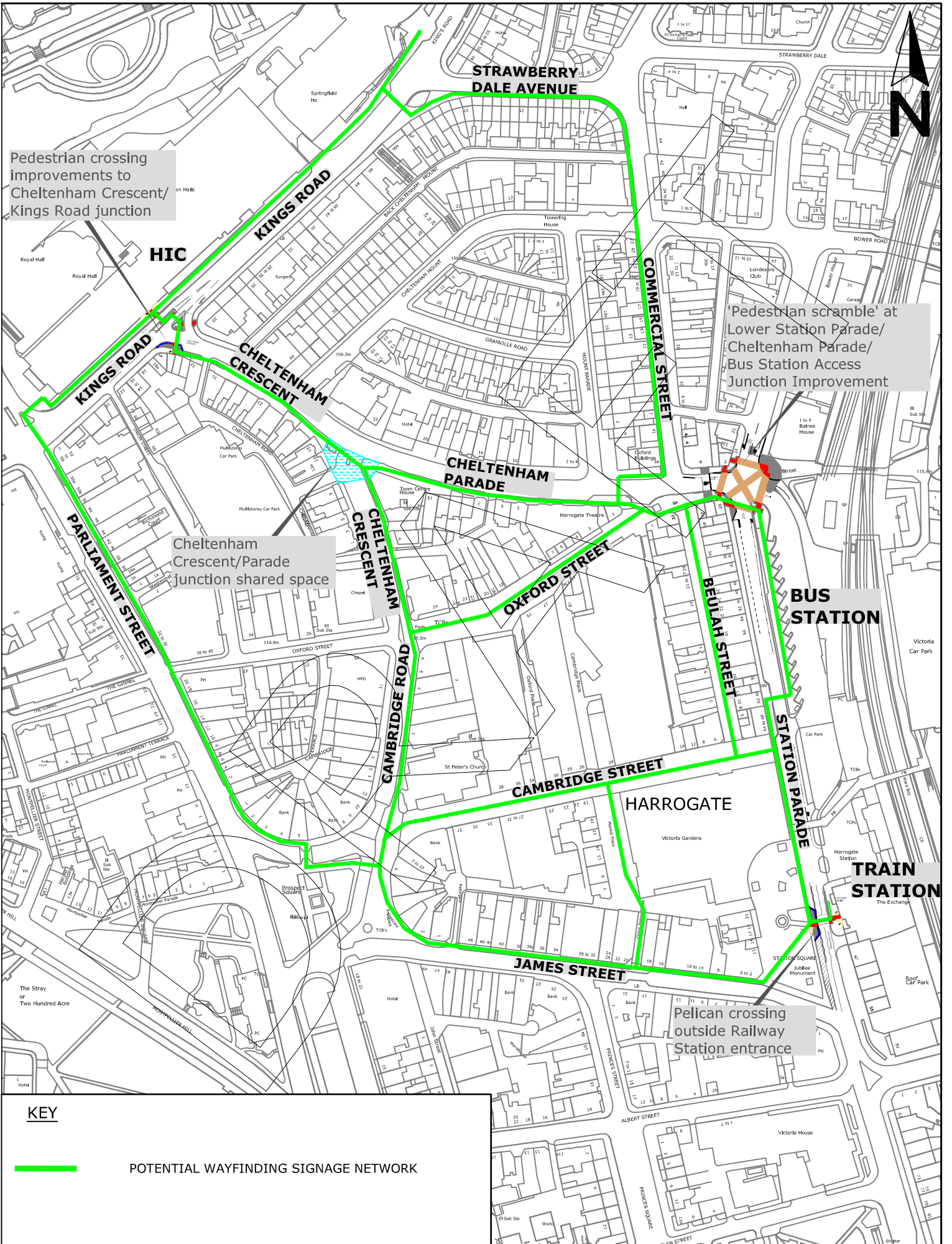
AREA: 6 - BOROUGHBIDGE

DATE: JANUARY 2013

DRAWING TITLE: CYCLE CONNECTIVITY PLAN

SCALE: NTS

DRAWING NO.: LSTF-A6-CCP-RP-1



Pedestrian crossing improvements to Cheltenham Crescent/Kings Road junction

'Pedestrian scramble' at Lower Station Parade/Cheltenham Parade/Bus Station Access Junction Improvement

Cheltenham Crescent/Parade junction shared space

Pelican crossing outside Railway Station entrance

**KEY**

 POTENTIAL WAYFINDING SIGNAGE NETWORK

**NORTH YORKSHIRE COUNTY COUNCIL**  
 Business and Environmental Services  
 Corporate Director:— David Bower



PROJECT: LSTF - HARROGATE TOWN CENTRE PEDESTRIAN IMPROVEMENTS

DRAWING TITLE: PEDESTRIAN CONNECTIVITY PLAN

AREA: 6 - BOROUGHBIDGE

DATE: MAY 2013

SCALE: NTS

DRAWING NO.: LSTF-A6-PCP-RP-1



# **APPENDIX I TOWN CENTRE BUS SERVICES**

**Table 1 Bus services within Harrogate Town Centre (Weekday)**

| No. | Operator                              | Route   | Weekday Frequency Per Hour (first <sup>1</sup> and last <sup>2</sup> buses) |
|-----|---------------------------------------|---|---|
| 1A  | Transdev Harrogate and District (H&D) | Knaresborough & Aspin - Harrogate                 | 2 (07:32-20:20)   |
| 1B  | Transdev (H&D)                        | Knaresborough & Eastfield - Harrogate             | 2 (06:40-23:50)   |
| 1C  | Transdev (H&D)                        | Knaresborough & Carmires - Harrogate              | 4 (05:53-00:10)   |
| 2A  | Transdev (H&D)                        | Harrogate - Dene Park & Bilton Circular           | 2 (06:40-23:10)   |
| 2B  | Transdev (H&D)                        | Harrogate - Bilton & New Park Circular            | 2 (06:25-19:25)   |
| 3   | Transdev (H&D)                        | Harrogate – Jennyfield Circular                   | 4 (07:35-23:25)   |
| 6   | Transdev (H&D)                        | Pannal Ash - Harrogate                            | 1.5 (06:25-18:55)   |
| 24  | Transdev (H&D)                        | Pateley Bridge - Harrogate                        | 1 (07:10-18:35)   |
| 36  | Transdev (H&D)                        | Leeds - Harrogate - Ripon (Via Harewood & Ripley) | 4 (06:25-22:00)   |
| 737 | Yorkshire Tiger                       | Bradford Interchange to Harrogate (Airport Bus)   | 1 (05:30-22:10)   |
| 770 | Transdev (H&D)                        | Leeds - Wetherby - Harrogate                      | 1 (06:50-18:20)   |
| 771 | Transdev (H&D)                        | Leeds - Wetherby - Harrogate                      | 1 (06:10-23:15)   |
| X1  | Connexions Buses                      | Knaresborough to Harrogate                        | 4 (07:35-18:35)   |
| X4  | Connexions Buses                      | Harrogate to Wedderburn Circular                  | 1 (09:55-15:55)   |
| X6  | Connexions Buses                      | Pannal Ash to Harrogate                           | 1 (09:28-17:30)   |
| X6A | Connexions Buses                      | Beckwith Knowle to Harrogate                      | 1 (09:08-16:50)   |
| X12 | Connexions Buses                      | Harrogate to Duchy Road Circular                  | 1 (09:30-16:30)   |
| X52 | Connexions Buses                      | Ilkley to Harrogate                               | 0.5 (09:42-16:45)   |
| X53 | Connexions Buses                      | Guiseley to Harrogate                             | 0.5 (07:42-17:45)   |
| X70 | Connexions Buses                      | Wetherby to Harrogate                             | 2 (07:30-18:35)   |

<sup>1</sup> Represents time of first service from origin of service as shown in route column

<sup>2</sup> Represent time of last service available from Harrogate town centre



**Table 2 Bus services within Harrogate Town Centre (Weekend)**

| No. | Operator                              | Route   | Saturday<br>Frequency per<br>Hour (first <sup>3</sup> and<br>last buses <sup>4</sup> ) | Sunday<br>Frequency per<br>Hour (first and<br>last buses) |
|-----|---------------------------------------|---|--|---|
| 1A  | Transdev Harrogate and District (H&D) | Knaresborough & Aspin – Harrogate                 | 2 (08:32-20:20)  | 1 (09:42-17:20)   |
| 1B  | Transdev (H&D)                        | Knaresborough & Eastfield - Harrogate             | 2 (07:40-23:50)  | 1 (07:57-17:50)   |
| 1C  | Transdev (H&D)                        | Knaresborough & Carmires - Harrogate              | 4 (06:54-00:10)  | 2 (06:58-18:10)   |
| 2A  | Transdev (H&D)                        | Harrogate - Dene Park & Bilton Circular           | 2 (07:10-23:10)  | 2 (08:50-22:35)   |
| 2B  | Transdev (H&D)                        | Harrogate - Bilton & New Park Circular            | 2 (07:55-19:25)  | 1 (09:35-17:35)   |
| 3   | Transdev (H&D)                        | Harrogate – Jennyfield Circular                   | 4 (06:40-23:25)  | 2 (09:05-23:25)   |
| 6   | Transdev (H&D)                        | Pannal Ash - Harrogate                            | 1.5 (08:20-18:55)  | 1 (09:05-18:05)   |
| 24  | Transdev (H&D)                        | Pateley Bridge - Harrogate                        | 1 (07:10-18:30)  | 0.5 (10:00-16:35)   |
| 36  | Transdev (H&D)                        | Leeds - Harrogate - Ripon (Via Harewood & Ripley) | 4 (07:10-22:00)  | 2 (07:55-22:00)   |
| 737 | Yorkshire Tiger                       | Bradford Interchange to Harrogate (Airport Bus)   | 1 (05:40-22:10)  | 1 (05:40-22:10)   |
| 770 | Transdev (H&D)                        | Leeds - Wetherby - Harrogate                      | 1 (07:30-18:20)  | 0.5 (09:54-22:20)   |
| 771 | Transdev (H&D)                        | Leeds - Wetherby - Harrogate                      | 1 (07:20-23:15)  | 0.5 (09:50-21:25)   |
| X1  | Connexions Buses                      | Knaresborough to Harrogate                        | 4 (06:50-18:35)  | n/a   |
| X4  | Connexions Buses                      | Harrogate to Wedderburn Circular                  | 1 (09:55-15:55)  | n/a   |
| X6  | Connexions Buses                      | Pannal Ash to Harrogate                           | 1 (09:08-17:30)  | n/a   |
| X6A | Connexions Buses                      | Beckwith Knowle to Harrogate                      | 1 (09:08-16:50)  | n/a   |
| X12 | Connexions Buses                      | Harrogate to Duchy Road Circular                  | 1 (09:30-16:30)  | n/a   |
| X52 | Connexions Buses                      | Ilkley to Harrogate                               | 0.5 (09:42-16:45)  | n/a   |
| X53 | Connexions Buses                      | Guiseley to Harrogate                             | 0.5 (07:42-17:45)  | n/a   |
| X70 | Connexions Buses                      | Wetherby to Harrogate                             | 2 (07:30-18:35)  | n/a   |

<sup>3</sup> Represents time of first service from origin of service as shown in route column

<sup>4</sup> Represent time of last service available from Harrogate town centre