

Harrogate Cycle Action Questions & Response to Otley Road/Pannal Ash Road Consultation

Otley Road

We support the principle of a cycle route from Beckwithshaw to Pannal Ash Road, but it is very disappointing that this has been designed as a shared use facility.

- 2) Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.**

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

West Harrogate urban expansion will not be a rural area, and the path is not through a park or 'away from streets'. There should therefore be separate paths for walking and cycling.

Active Travel England (ATE) carried out a Design Review in 2022

<https://harrogatecycleaction.org.uk/wp-content/uploads/2025/02/ATE-Route-Check-Otley-Road-shared.pdf>. They said

(<https://harrogatecycleaction.org.uk/wp-content/uploads/2025/02/ATE-Route-Check-Otley-Road-shared.pdf>) that 'shared use is unlikely to see an uptick in active travel' and should only be considered as a last resort.

Shared use option

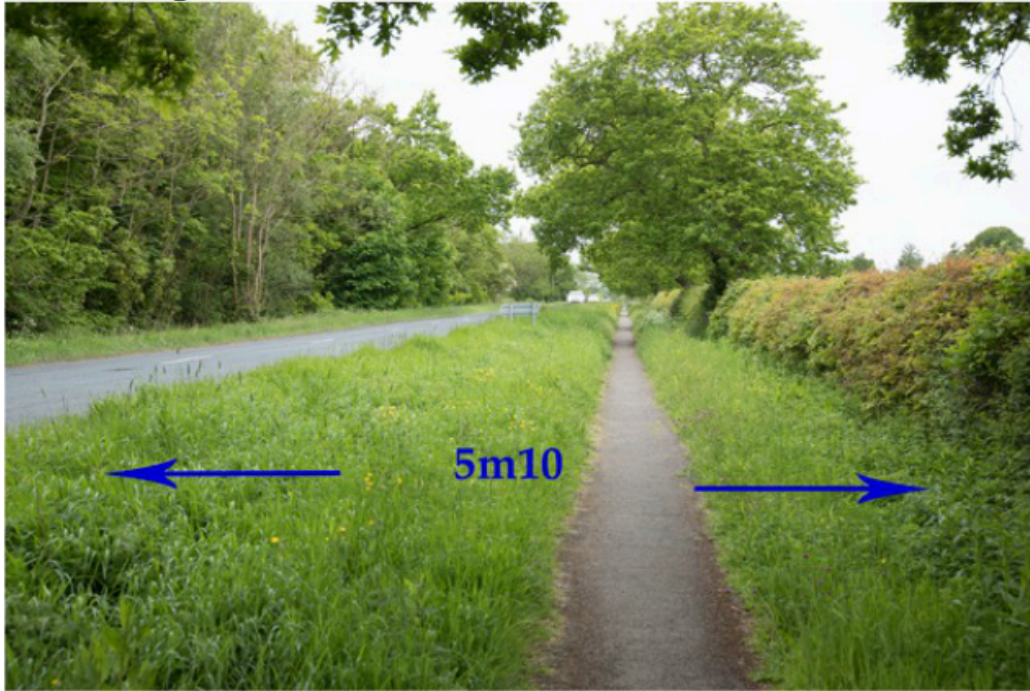
Shared use is unlikely to see an uptick in active travel when considering the planned large scale residential development to the west of the scheme, and the inclusion of the scheme on Harrogate's Primary LCWIP corridor. LTN 1/20 chapter 5.5.3 suggests that footway conversion into shared use should only be considered when options that reuse carriageway or verge have been rejected.

Segregated option

To ensure continuity along the route consider narrowing carriageway on western extent of scheme to allow for continued width throughout'

To the best of our knowledge, NYC has never pursued a segregated design, and always been set on shared use for this route in spite of national design standards.

Space constraints are not a valid excuse. We measured the footway and verges in 2022 <https://harrogatecycleaction.org.uk/wp-content/uploads/2022/10/otley-rd-phase-3.pdf>, and while there are some pinch points, overall there is ample space for separate walking and cycling facilities.



Can you please tell us what happened to the bid for funding from BILF, and why Homes England is not funding this scheme?

Pannal Ash Road

We support the principle of a cycle track on Pannal Ash Road and look forward to seeing the design.

NYC's letter of 15th July 2026 states that this route links residential areas to Harrogate town centre, but in the absence of Otley Road cycleway Phase 2 (Cold Bath Road to Beech Grove) that is simply not true.

Cold Bath Road is almost as busy as Otley Road, with 8-9,000 vehicles a day, so is not a suitable alternative route.

Wider Context

These schemes should form part of a wider NYC plan for a coherent network – otherwise they will be of very limited value.

The two immediate areas of concern are:

- Otley Road from Cold Bath Road to Beech Grove
- The Whinney Lane roundabout

Otley Road from Cold Bath Road to Beech Grove

'Phase 2' of Otley Road cycleway from Cold Bath Road to Beech Grove was funded in 2017 but cancelled by NYC in 2023.

Without it the rest of Otley Road cycleway, and Pannal Ash road cycle track, remain isolated from the town centre.

NYC cannot claim that Cold Bath Road is a suitable cycle route to the town centre because:

- It doesn't go the town centre
- It is almost as busy as Otley Road, with 8-9,000 vehicles a day

Cycle networks should provide routes that get people where they want to go, not seek to dictate to people where they are allowed to go.

Otley Road from CBR to BG is not part of this scheme, but there must be a clear plan to deal with it, rather than an obstinate determination to leave it as a broken and dangerous link in the network.

The Whinney Lane Roundabout

Roundabouts are hazardous to cyclists – they are the places where people on bikes are most likely to be hit and injured by drivers.

One possible solution for the Whinney Lane roundabout would be to make it a compact roundabout.

Compact roundabouts

10.7.28 Compact (sometimes known as Continental style) roundabouts⁴⁴ have a tighter geometry that is more cycle friendly than most existing UK roundabouts (see Figure 10.44). As the geometry encourages lower speeds, cyclists can use the carriageway to pass through the roundabout in the primary position. Motorists are unable to overtake cyclists on the entry, circulatory carriageway and exit lanes because of their limited width.

10.7.29 Compact roundabouts without protected space for cycling should only be used in conditions where cycling within the carriageway is appropriate on the approaches to the junction (see Section 4.2) and are generally suitable for a total junction throughput of up to around 8,000 PCUs/day. At higher flows or speeds, protected space will be required on compact roundabouts.

Making Pannal Ash Road safe for cycling will be of limited value if there are no plans to deal with the *far more dangerous* roundabout at the top of the road.