

Section 3: Policy check

A policy conflict is where a street layout or condition **does not** align with the government’s active travel principles set out in [Inclusive Mobility](#) and [LTN 1/20](#). ATE has reviewed the scheme and carried out an assessment of compliance against the following policy checks.

Next steps

- Step 1**
- If a remaining policy conflict has been identified, then select an option from the ‘Authority response’ column to describe the how this issue will be addressed and provide further details in the ‘Authority comment’ column to support this.

For further information please see the [How we do design assurance with local authorities](#) guidance.
- Step 2**
- Return this report to ATEInspectorate@activetravelengland.gov.uk within 20 working days of receipt.

Unresolved Policy Conflicts						
Policy conflict	Policy conflict ID	Latitude and longitude	Location name	ATE Inspectorate comment	Authority response: Select proposed action to address the policy conflict	Authority comment: Please provide further details
PO01 - Cyclists are not separated from pedestrians	INS24093-02_PC01_01P	53.979364, -1.569226	Otley Road	Designer justification for shared use facilities is acknowledged. This is supported by feasibility work exploring alternatives. There are still opportunities to reduce the potential for conflict between users where interactions are most likely, such as at the bus stop near Harlow Chase. See annotated drawings.	No resolution planned	Constraints plan was provided to ATE showing level difficulties, width constraints, the need to reduce tree loss and the need to retain as much open space grassed verge as possible so that this key route into Harrogate Town Centre retains as much of its green

character as possible and is not unduly urbanised.

Whilst it is accepted and understood that a shared use facility should be considered as a last resort (Paragraph 6.5.4 of LTN 1/20). Feasibility of having a consistent segregated route along the corridor is not possible and having the route swapping between shared and segregated at regular intervals is not seen to be coherent or comfortable for users of the route.

LHA looking at existing pedestrian / cycle usage and proposed ped/cycle trip rates enabling the peak hour flow to be estimated with a projection added for new trips associated with the proposed new housing developments. Through an analysis of the corridor, maximum active travel mode use is projected at <300 active trips (273 during am peak).

					Paragraph 6.5.7 of LTN 1/20 reveals a minimum width of 3m should be used and this has been achieved withing proposals.
PO03 - The route is not direct, logical and intuitive	INS24093-02_PC03_01P	53.979308, -1.569543	Beckwith Head Road	Proposed interventions stop a few metres short of a positive connection to existing infrastructure on Beckwith Head Road. Consider options to improve the facility as it crosses the side road, where the crossing is narrow and kerb stones are damaged/irregular. Consider updating signage and line markings where the proposed track joins the existing route.	Resolved There is an existing shared use facility is present on the east side of Beckwith Head Road for its entire length. The link along between the 2 sections of shared use via the toucan crossing is legible to users. Additional signage and paving would detract from the comfort along the route. There is a dropped crossing south of the junction with Beckwith Knowle to allow access to the shared use facility for cyclists who may have been travelling northbound on carriageway.
PO06 - Route does not join together with other facilities as part of a holistic, connected network	INS24093-02_PC06_01P	53.980437, -1.563044	Beckwith Road	Designer response suggests Beckwith Road junction will become signalised in future. This presents an opportunity to improve connections for pedestrians and cyclists.	Resolution planned A proposal is in development to signalise the junction and active travel movements will be considered throughout its development.

John Cooper1 14/4/2026 15:23

Comment [1]: ATE Comment: please let us know if/when this scheme comes forward so we can resolve this issue in our records.

PO06 - Route does not join together with other facilities as part of a holistic, connected network

INS24093-02_PC06_02P 53.978588, -1.573546

Western end of route

It is unclear how the proposed route links to proposed infrastructure assumed as part of the West of Harrogate Urban Extension. Assumed this will be resolved as future development comes forward. Recorded as outside scheme scope.

Outside scheme scope

Detailed Design of the H49 Windmill Farm site allocation is still to come forward. The developer is proposing three new junctions onto Otley Road which will be signal controlled with scope to provide Toucan facilities. Developer is aware of the proposed Otley Road Cycle Facility and the need to tie-into this. A proposed signalised junction will be formed at the Howhill Road junction to the west. Planners are keen that Howhill Road retains its rural character therefore the H46 BlueCoats Park Developer is proposing Cycle Connectivity throughout their site allocation linking Otley Road to Beckwith Head Road through their site.

Resolved Policy Conflicts				
Policy conflict	Policy conflict ID	Latitude and longitude	Location name	ATE Inspectorate comment
PO03 - The route is not direct, logical and intuitive	INS24093-02_PC03_02P	53.979887, -1.566148	Beckwith Knowle junction	Previous designs show a toucan crossing on the eastern side of the Harlow Pines/ Beckwith Knowle junction. It was unclear from the design what the intended movements were. In updated designs, additional crossings and connections have been added.

Section 4: Summary of critical issues

A critical issue is defined as a street layout or condition that is associated with an increased risk of pedestrian and cyclist collisions. ATE has reviewed the scheme and carried out an assessment of the following critical issues.

Next steps

Step 1 If a remaining critical issue has been identified, then select an option from the ‘Authority response’ column to describe how this issue will be addressed and provide further details in the ‘Authority comment’ column to support this.

Failure to resolve identified critical issues, or to provide a response may result in a record of non-compliance, which has the potential to impact the capability rating of the authority.

Step 2 Return this report to ATEInspectorate@activetravelengland.gov.uk within 20 working days of receipt.

Unresolved Critical Issues						
Critical issue	Critical issue ID	Latitude and longitude	Location name	ATE Inspectorate comment	Authority response: Select proposed action to address the critical issue	Authority comment: Please provide further details
SA03 - Lane Widths: Cyclists unprotected in 3.25-3.9m wide nearside lane	INS24093-02_SA03_02P	53.979665, -1.566223	Beckwith Knowle	Combined width of cycle transition and carriageway lane is within the critical range of 3.25-3.90m southbound on Beckwith Knowle. Consider removing the traffic island and adjusting line markings to resolve this issue.	Resolved	Designs were updated to reflect removal of traffic island and adjusting line marking.
SA06A - Provision of Crossings: on busy streets (more than 8,000vpd), formal crossings are more than 400m apart	INS24093-02_SA06_01P	53.980860, -1.561473	Otley Road	Designer response indicates a controlled facility will be introduced at Beckwith Road - this would resolve the issue. Please let us know if this scheme comes forward and we will	Resolution planned	A proposal is in development to signalise the junction and active travel movements will be considered throughout

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Comment [2]: ATE Comment: this issue was introduced by the March 2026 designs. Please provide a response.

SA09A - Motor Traffic Volume: more than 1,000 vehicles in busiest hour when cyclists/ pedestrians are unprotected

INS24093-
02_SA09_01P
53.980974,
-1.561022

Otley Road

Existing uncontrolled crossing over Otley Road is maintained, assumed traffic volume is >1,000 vehicles at the peak hour. Consider options to provide a crossing informed by LTN 1/20 table 10-2 and traffic speed and volume. Assumed key desire line for park access.

Resolved

A proposal is in development to signalise the Beckwith Road junction and active travel movements will be considered throughout its development.

Resolved Critical Issues

Critical issue	Critical issue ID	Latitude and longitude	Location name	ATE Inspectorate comment
SA02 - Conflict at Roundabouts and Signal Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	INS24093-02_SA02_01P	53.979817, -1.566335	Beckwith Knowle	Existing uncontrolled crossing over Beckwith Knowle signalised junction with no green man for pedestrians, assumed >2,500vpd cut across the main pedestrian flow. Controlled pedestrian facilities added to proposals.
SA03 - Lane Widths: Cyclists unprotected in 3.25-3.9m wide nearside lane	INS24093-02_SA03_01P	53.979299, -1.569587	Otley Road	Existing lack of infrastructure on some parts of Otley Road are absent, and people on bikes assumed in the carriageway. Resolved by proposed design.
SA07B - Standard of Crossings: at signal junctions, there are arms with no green man for pedestrians	INS24093-02_SA07_01P	53.979317, -1.569516	Crag Lane	Existing uncontrolled crossing over Crag Lane, assumed traffic volumes are >2,500vpd. Design includes toucan crossing over Crag Lane.
SA07B - Standard of Crossings: at signal junctions, there are arms with no green man for pedestrians	INS24093-02_SA07_02P	53.979803, -1.566325	Beckwith Knowle	Existing uncontrolled crossing over Beckwith Knowle signalised junction with no green man for pedestrians. Resolved in updated designs.
SA07B - Standard of Crossings: at signal junctions, there are arms with no green man for pedestrians	INS24093-02_SA07_03P	53.979972, -1.566539	Harlow Pines	Existing uncontrolled crossing for pedestrians and cyclists with Harlow Pines signalised junction with no green man for pedestrians. Resolved in updated designs.
SA09A - Motor Traffic Volume: more than 1,000 vehicles in busiest hour when cyclists/ pedestrians are unprotected	INS24093-02_SA09_02P	53.979154, -1.570400	Otley Road	In carriageway cycling in existing where traffic volume is assumed >1,000 vehicles at peak hour. Resolved by proposed traffic free shared use track.
SA16 - Guard Railing: used as standard without consideration of inherent safety risks	INS24093-02_SA16_01P	53.979742, -1.567215	Otley Road	Existing uncontrolled crossing is narrow and surrounded by guard railing. Resolved by design.