

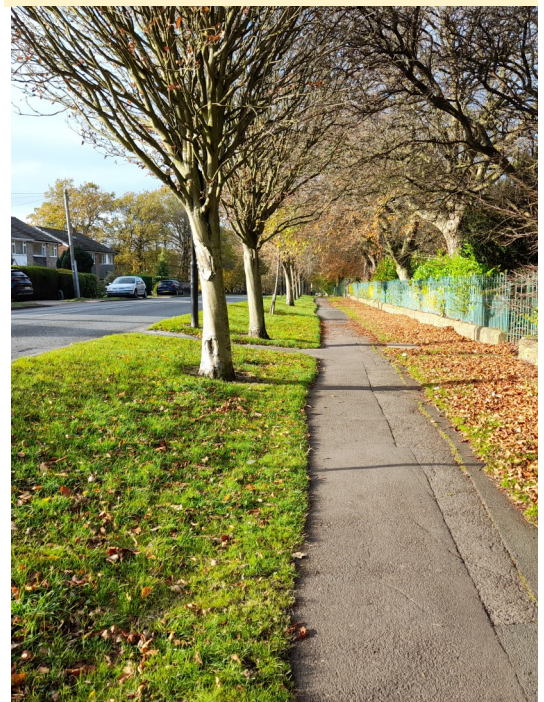
The purpose of this leaflet is to make local residents aware of the latest position, so far as we understand it, from North Yorkshire Council (NYC), with respect to Phase 3 of the Otley Road cycle path. At present we can only supply broad information because we have not yet seen a design for this section of the scheme.

Phase 2 of the Otley Road cycle path was cancelled in 2023 following the strong negative public response .

### HAPARA's understanding of the latest position with Phase 3 of the Cycle Path

- We are assured that it is definitely going ahead
- It will extend (see map) from Harlow Moor Road junction to the western edge of RHS Harlow Carr, a distance of 1.08 km, constructed along the northern side only of Otley Road
- Construction is expected to result in the loss of 5 trees, mainly around the Beckwith Road junction area, plus a loss of about 1500 sq m of grassed highway verge
- It will be funded by contributions from the developers who will be responsible for the major West Of Harrogate sites. NYC will be responsible for designing, procuring and constructing the 1.08 km length
- It will then link up to a stretch going along the southern edge of Windmill farm (H49) where 800 – 1000 dwellings are being proposed. This will form part of the development and will be constructed behind the hedge that currently exists (shown as *H49 Section* on the map)
- Phase 3 will be built as a two-way shared cyclist/pedestrian facility with a notional width of 3.0 m (see sketch overleaf)
- The standard of the H49 section is not yet disclosed
- It is intended to have toucan crossings to the southern side of Otley Road at the Beckwith Head Road/Crag Lane and Cardale Park junctions

NYC informs us that there will be no separate public consultation for phase 3 such as took place with phases 1 and 2. Instead it will form part of a Traffic Assessment (TA) that is being carried out for the west of Harrogate. The TA will form part of the application documents for each individual major site. So people will have to access a planning application, and then burrow into the TA addendum to find further information on the cycle path.

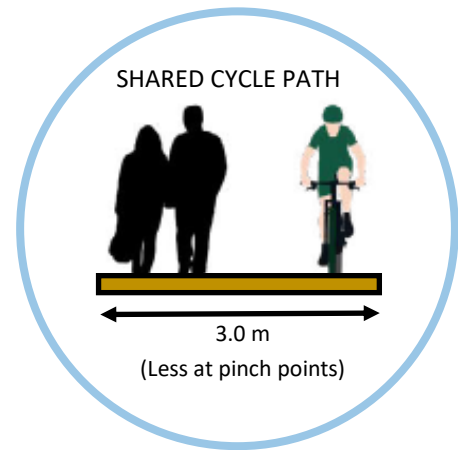


## Timescales

No timescales are available at the moment, but North Yorkshire Council (NYC) has indicated that they wish to see phase 3 constructed prior to the occupation of dwellings on the relevant major sites, including H49 and H45. This could be years away but meanwhile design studies will continue.

## HAPARA's views on the project

1. Because no public consultation is being planned for phase 3, as was the case for phases 1 and 2, any formal response will require people to burrow into the planning application documentation which can often run into hundreds of pages. Also, NYC recently announced that the Otley Road cycle path scheme will be a 'priority route' but it has not been made clear why. The cost/benefit aspects have never been explained. The major sites that will be expected to fund Phase 3 are:
  - H49 – Windmill Farm
  - H45 - Bluecoat Park
  - H51 – Various developments off Whinney Lane, which are not on Otley Road itself and, as a result, there may be objections from the developers
2. There will be an approximate 1.5 m wide strip of grass verge lost along the entire length of Phase 3 - a noticeable loss of green landscape. All at a time when the talk is about climate change and the need to conserve such natural infrastructure to the greatest possible extent. Pedestrian facility will also be compromised.
3. With phase 2 having been cancelled, phases 1 and 3 will operate in isolation.
4. Whilst phase 3 will satisfy the official guidance LTN1/20, it needs to be noted that this states that a shared option should only be used for small sections where absolutely necessary. Were this to be pursued with a two-way segregated facility, this would involve the loss of even more green landscape
5. There are significant pinch points in the vicinity of Harlow Carr and Harlow Pines.
6. Whatever one's view of phase 3 itself, we believe that not having a formal consultation is wrong even though NYC might argue that all the appropriate 'legal requirements' have been satisfied.
7. The general view of this scheme is that it will not deliver any real benefits to mitigate against the high levels of traffic on Otley Road which is how it was sold when initially launched. If the intention is to get more people cycling, which is a perfectly sensible aim, this scheme seems to be an expensive way of delivering the objective. Perhaps a better option would be to publicise the existing network of cycle paths to a greater extent.



## What residents can do

As was indicated at the top of this newsletter, our intention is to make local people aware of the latest position concerning phase 3 of the cycle path project and to ask for general views.

It is appreciated that there is no design detail to look at but it is unlikely to be radically different from phase 1, so using this as a template seems a fair initial assumption.

A further point to note is that a package of sustainability measures was signed off by North Yorkshire Council before Christmas 2023. One of these measures makes mention of 'increasing the profile' of cycle paths that already exist.

HAPARA has been working with NYC on this sustainability package and we intend to follow up on the proposals relating to cycle paths. Representatives of the Council have also been invited to the HAPARA Spring Meeting on Wednesday 17 April to provide an update on the progress being made on the sustainability package.

Our intention is to put together a summary of responses and make the Council aware of the views of the local residents.

**Rene Dziabas**, Chairman, HAPARA

Please send responses to: [info@hapara.org](mailto:info@hapara.org)

Contact us on [info@hapara.org](mailto:info@hapara.org)