

## Harrogate Cycle Network Design – Zone 18 Cold Bath Road area



- Green – primary
- Orange - secondary on-highway
- Red- secondary off-highway
- Blue is routes we identified but which are not on WSP's cycle network map.

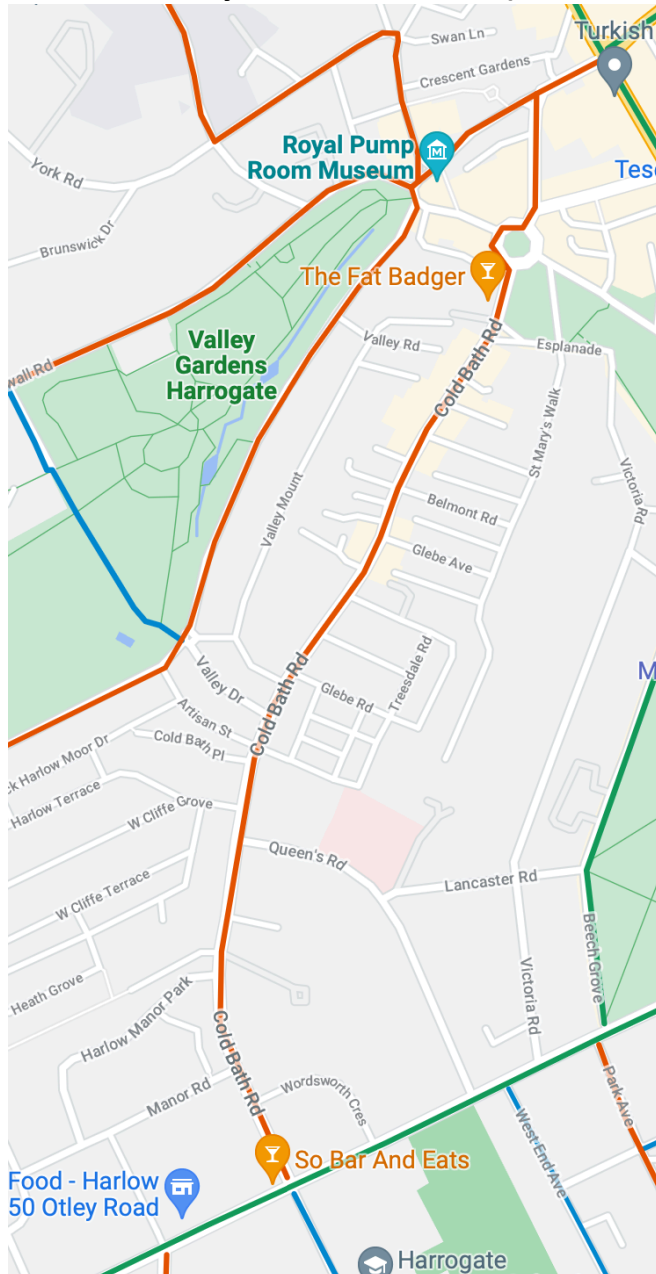
### Travel Links – key origins and destinations

Town centre	Rosset secondary school
Railway and bus station	Rosset Acre primary school
Cold Bath Road shops, cafes, bars	Rosset Sports Centre
Western Primary School	Ashville secondary school
Valley Gardens	Otley Road shops, cafes, bars
Duchy hospital	Cardale Park
Harrogate Grammar secondary school	

### General recommendations:

- Include cycle counters to aid data collection for analysis of results
- Enforcements of speed limit

## Street/Locality: Cold Bath Road (Secondary On-Highway)

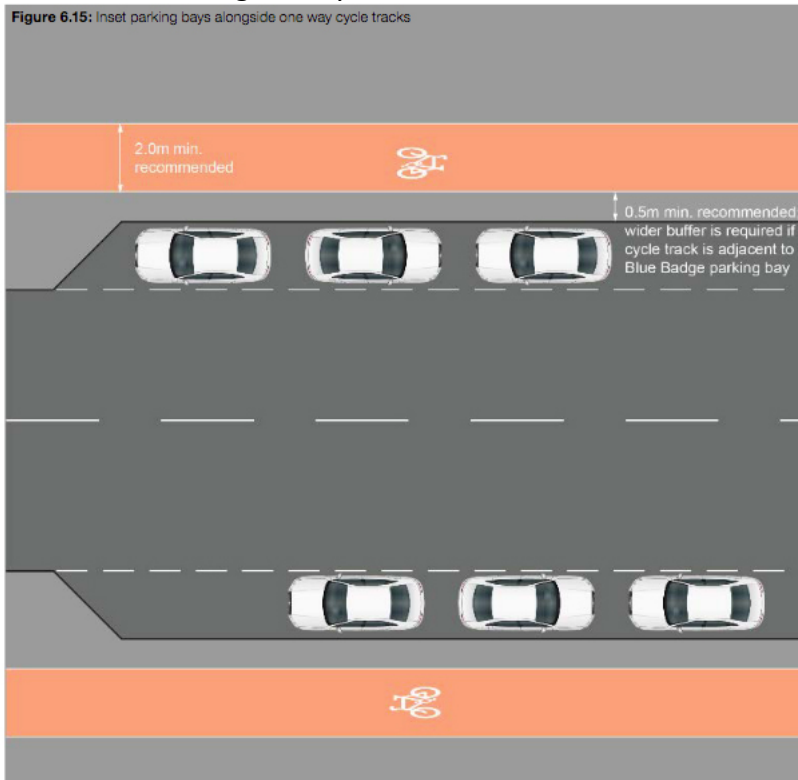


From the southern junction with Otley Road, Cold Bath Road quickly narrows to around 7m roadway width and then further to 6.5m by the point that the raised flower beds on the western roadside begin. This width continues to the northern junction at the Crown roundabout. There is on street car parking along much of the length of the road. This is on-carriageway at the southern end and then restricted to parking laybys along the northern section where the shops are. Traffic volumes are very busy and the road is downhill all the way northwards making it unsafe to consider quietway measures for shared use road space.

### Proposed design:

- There is insufficient road space / pavement space to be able to create segregated cycle tracks both sides of the road and maintain 2 way vehicle traffic. It is proposed that the road become 1 way to motor traffic going south only with the space released used to create segregated 1 way cycle tracks on each side of the road

- Car parking should be removed from the main road space and layby parking moved out sufficiently to allow the cycle track plus buffer to be routed along the inside of the parked cars alongside the pavement. See figure 6.15 below extracted from LTN1/20 showing this layout.



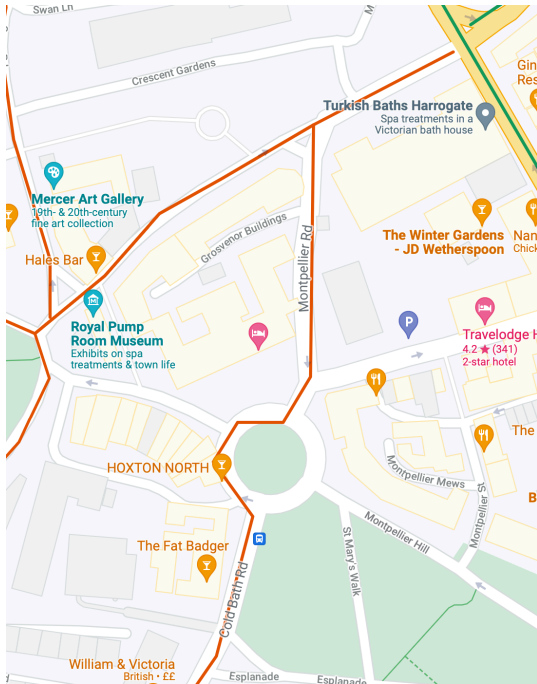
- If resident parking is needed along the bend on the south eastern section of the road, laybys should be created and the cycle track and buffer placed behind this, next to the pavement.
- Cycle parking is needed at regular intervals near the shops. Positioning Sheffield stands across the walkway creating blockages should be avoided – see the image below showing the cycle stand outside Illingworth’s hardware store.



**Known Issues / Constraints:**

- Bus routes will need to be altered
- Stray land on the very northern section of Cold Bath Road from Esplanade to Crown roundabout.

## Street/Locality: Crown roundabout / Pump Room loop (Secondary On-Highway)



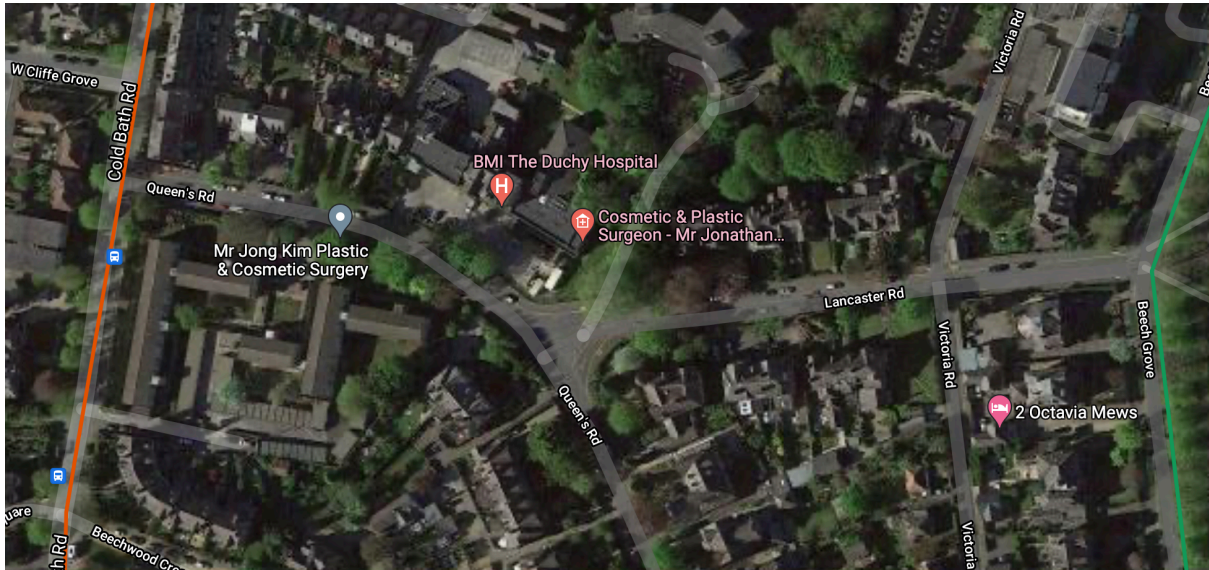
### Proposed design:

- Remove the paving around the inside edge of the roundabout to shrink its size and so create room for a cycle lane around the edge of the roadway, creating a Dutch style roundabout
- Remove car parking from Royal Parade and Crescent Road and remove 1 traffic lane to create a segregated 1 way cycle track from Crown roundabout, along Royal Parade and Crescent Road to the traffic light junction with Parliament Street
- The return cycle route west from the traffic lights should be a segregated cycle lane along Crescent Road and Montpelier Road (car parking to be removed here) back to the Crown roundabout.

### Known Issues / Constraints:

- Stray land around the roundabout and Pump Room.

## Street/Locality: Queens Road (Secondary On-Highway)



The northern section of Queens Road is the link from Station Parade (railway and bus station) via Victoria Avenue, Beech Grove, Lancaster Road to Cold Bath Road.

### Proposed design:

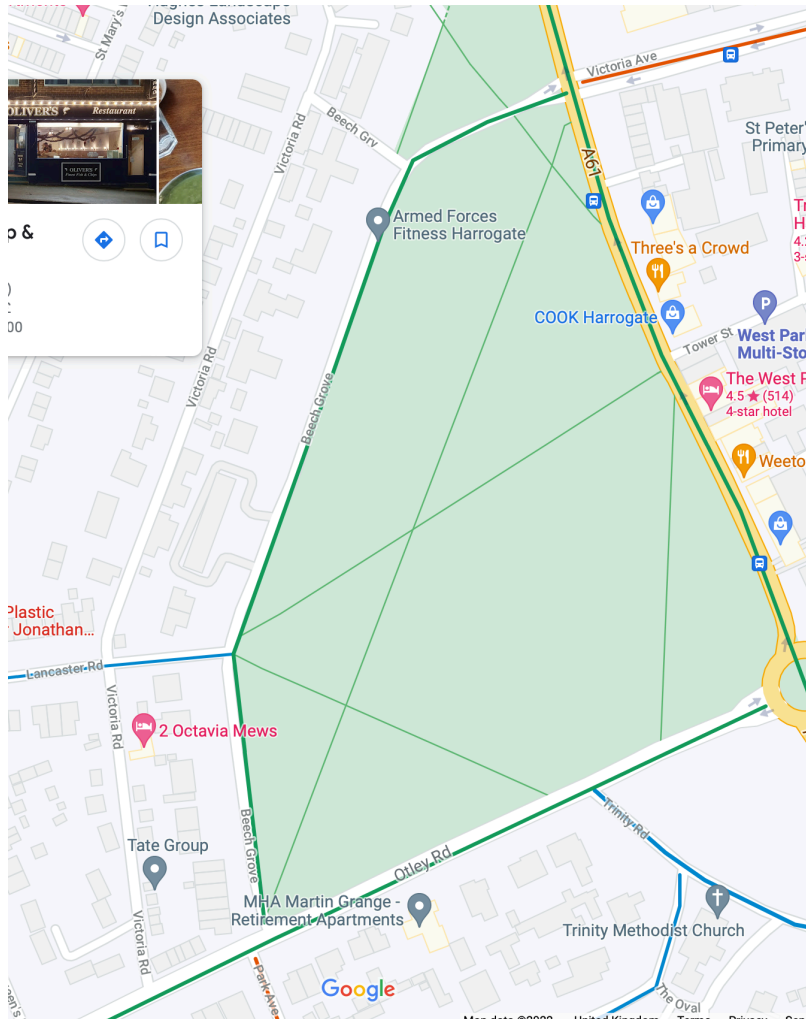
- The current junction of Lancaster Road and Queens Road is enormously wide and hazardous to cross for pedestrians and cyclists. The traffic island should be substantially enlarged to constrain the roadway widths from widening and the island turned into a mini parklet or similar.

### Known Issues / Constraints:

- None



## Street/Locality: Beech Grove (Secondary On-Highway)



Beech Grove has been turned into a Low Traffic Neighbourhood (LTN) using planter modal filters as part of the 2020 Emergency Active Travel Fund initiative from government. It forms a key link between Otley Road and the Station Gateway scheme on Station Parade via Victoria Avenue. Funding from a later Active Travel Fund bid will be used to create cycle tracks along Victoria Avenue to complete the route.

The road has residential flat accommodation along the western side with disc parking along much of the eastern side.

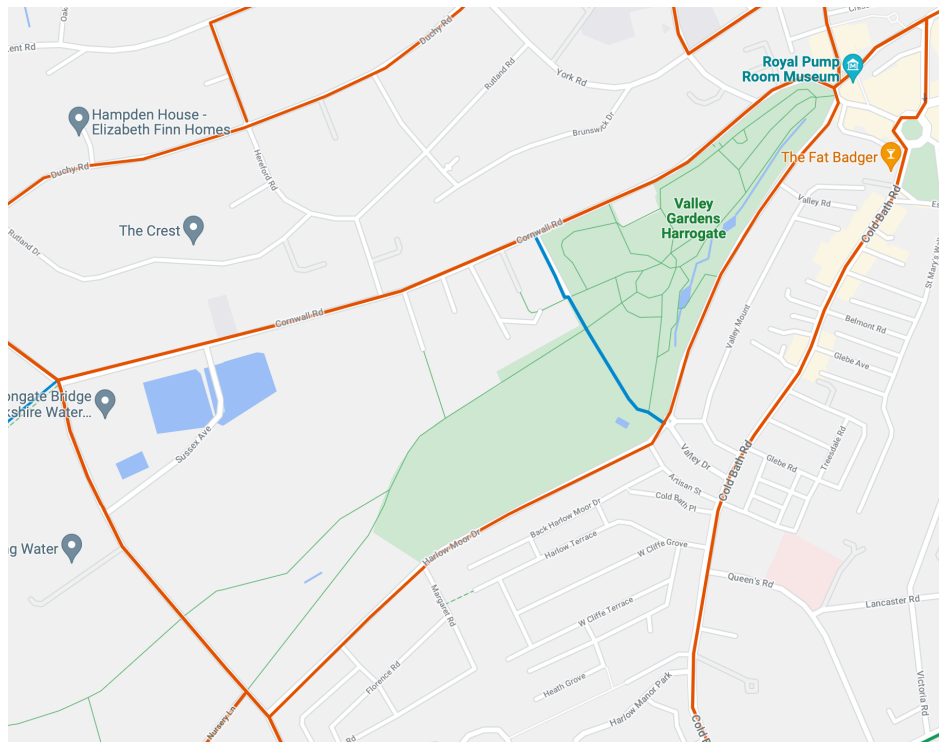
### Proposed design:

- The modal filters should be made permanent at the earliest opportunity
- 20mph speed limit should be introduced.

### Known Issues / Constraints:

- Stray land along the eastern side of the road.

## Street/Locality: Valley Drive & Harlow Moor Drive (Secondary On-Highway)



Valley Drive / Harlow Moor Drive run along the southern edge of Valley Gardens park from the Pump Rooms in the east to Harlow Moor Road in the west. Valley Drive has disc parking restrictions whereas Harlow Moor Drive is unrestricted. Both roads have heavy parking along both sides, restricting the road space for traffic to a single vehicle width.

### Proposed design:

#### OPTION 1

- Convert Valley Drive / Harlow Moor Road to 1 way motor traffic westwards, making it the return loop with Cold Bath Road running eastwards and Harlow Moor Drive joining the loop
- Remove car parking along the northern side of both roads, creating the width to add segregated cycle tracks on each side of the road. The westbound cycle track should be placed behind the car parking (closer to the pavement) with a buffer. See the diagram earlier in this document showing an illustration of this layout from LTN1/20.

#### OPTION 2

- As traffic volumes are currently fairly low along Harlow Moor Drive and West Park acts as another return loop option, this could be left as-is and designated a 20mph quietway for mixed cycle and motor traffic.

### Known Issues / Constraints:

- Stray land at the very eastern end of Valley Drive opposite the Pump Rooms.