



Design review report

About this report

Active Travel England (ATE) Inspectors have carried out a design review by applying design standards and best practices to check the quality of the active travel scheme below.

Summary of scheme

Date of design review	05/06/25
Scheme reference(s)	ATE02475
Scheme name	A661 Wetherby Road Railway Road junction pedestrian phase, Harrogate
Supporting information provided by authority	See appendix
Authority	North Yorkshire Council
Transport / Combined Authority	York and North Yorkshire
Region	Yorkshire and the Humber
Funding programme	ATF5
Design stage	Feasibility
Funding or other conditions	

Summary of design review outcomes

Policy check	Potential for conflict have been identified		
Critical issues	Issues have been identified		
Street/path tool check See appendix for details	Existing JAT score: 0%	Design JAT score: 17%	Tool version (ATE use only)
Inspector feedback	The junction is on a route on the Harrogate LCWIP; consider if the junction could be amended to cater for cyclists at this stage; or future amendments be considered at this point to allow future changes to accommodate cyclists whilst minimising expense. Consider if there is adequate capacity on the triangular islands for the volumes of pedestrians that could be expected given the location. The London Pedestrian Comfort Guidance (link here) gives a method for understanding the impact of staggered pedestrian islands. Consider whether operation can be amended to remove the triangular splitter islands, and the junction tightened up; this could reduce intergreens and reduce risks of overcrowding on the triangular splitter islands. An example of a high throughput junction in a similar space is Grandstand Road/Kenton Road Newcastle (Google Maps Link), which operates as follows: Left filter into the minor road and left/right out of minor arm, then major arm in both directions, then indicative right turn into the minor road, finally demand dependant pedestrian and cycle stage. Please note that the example is shared to illustrate the space and operation, and the advisory cycle lanes and advanced stop lines on the main road do not meet LTN1/20 standards. Consider whether provision of offside primary signal is necessary on the single lane turning right out of Railway Road; the island affects the ability of vehicles to turn right in to Railway Road, and the pedestrian crossing over Railway Road could then potentially be shortened to increase pedestrian comfort and reduce the length of the pedestrian phase. Consider whether the two lanes exiting the junction into Railway Road could be reduced to one lane local to the triangular splitter islands, to reduce the length of the pedestrian crossing and resulting impact on junction operation, and improving pedestrian comfort.		
Authority feedback	Please use this field to provide any comments		

Policy conflicts

Policy principle	6 - Routes miss opportunities to join together with other facilities as a network		
Policy conflict reference	ATE02475_P006_01P		
ATE Inspectorate comment	Junction is on LCWIP route but does not connect appropriate cycle facilities; consider whether cycle movements can be catered for during iteration of junction design		
Authority response (choose one option)	• Resolved • Resolution planned • Resolution pending - funding to be identified • No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA02		
Metric	Conflict at Roundabouts and Signal Junctions: >2,500vpd cut across main walking, wheeling or cycling streams		
Critical issue reference	ATE02475_SA02_02P		
Location	A661 Wetherby Road / Railway Road Western arm		
Latitude / longitude or other reference point	53.98578772958358, -1.4971097290010704		
ATE Inspectorate comment	Cyclists unprotected in large volumes of traffic		
Authority response (Choose one option)	• Resolved • Resolution planned • Resolution pending - funding to be identified • No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA02		
Metric	Conflict at Roundabouts and Signal Junctions: >2,500vpd cut across main walking, wheeling or cycling streams		
Critical issue reference	ATE02475_SA02_04P		
Location	A661 Wetherby Road / Railway Road Eastern arm		
Latitude / longitude or other reference point	53.98569127150439, -1.496784889537697		
ATE Inspectorate comment	Cyclists unprotected in large volumes of traffic		
Authority response (Choose one option)	• Resolved • Resolution planned • Resolution pending - funding to be identified • No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA02		
Metric	Conflict at Roundabouts and Signal Junctions: >2,500vpd cut across main walking, wheeling or cycling streams		
Critical issue reference	ATE02475_SA02_06P		
Location	A661 Wetherby Road / Railway Road Southern arm		
Latitude / longitude or other reference point	53.985665952190374, -1.4970177377799434		
ATE Inspectorate comment	Cyclists unprotected in large volumes of traffic		
Authority response (Choose one option)	• Resolved • Resolution planned • Resolution pending - funding to be identified • No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA03		
Metric	Lane Widths: Cyclists unprotected in 3.25-3.9m wide nearside lane		
Critical issue reference	ATE02475_SA03_01P		
Location	Wetherby Road eastbound ahead lane on approach to junction		
Latitude / longitude or other reference point	53.985587738403126, -1.4965158863251484		
ATE Inspectorate comment	Lane within critical width which could encourage close passes. Consider amending markings to bring lane width outside critical range		
Authority response (Choose one option)	- Resolved - Resolution planned - Resolution pending - funding to be identified - No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA03		
Metric	Lane Widths: Cyclists unprotected in 3.25-3.9m wide nearside lane		
Critical issue reference	ATE02475_SA03_02P		
Location	Wetherby Road eastbound ahead lane on approach to junction		
Latitude / longitude or other reference point	53.98588564114254, -1.4973065958741096		
ATE Inspectorate comment	Lane within critical width which could encourage close passes. Consider amending markings to bring lane width outside critical range		
Authority response (Choose one option)	- Resolved - Resolution planned - Resolution pending - funding to be identified - No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA08		
Metric	Motor Traffic Speed: Mean speed > 30mph when cyclists/pedestrians are unprotected		
Critical issue reference	ATE02475_SA08_01P		
Location	A661 Wetherby Road / Railway Road		
Latitude / longitude or other reference point	53.985728, -1.496955		
ATE Inspectorate comment	No improvements for cyclists within proposed scheme		
Authority response (Choose one option)	- Resolved - Resolution planned - Resolution pending - funding to be identified - No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			

Critical issues

Critical issue	SA09A		
Metric	Motor Traffic Volume: >1,000 vehicles in busiest hour when cyclists/pedestrians are unprotected		
Critical issue reference	ATE02475_SA09_01P		
Location	A661 Wetherby Road / Railway Road		
Latitude / longitude or other reference point	53.985728, -1.496955		
ATE Inspectorate comment	No improvements for cyclists within proposed scheme		
Authority response (Choose one option)	• Resolved • Resolution planned • Resolution pending - funding to be identified • No planned action		
Authority comment Provide evidence to support this response			
Status (ATE use only)		Date agreed (ATE use only)	
ATE Inspectorate comment			