

ATE02475 - A661 Wetherby Road/Railway Road junction pedestrian phase, Harrogate –

NYC Response to outcome letter (10 June 2025)

NYC - At this point no detailed design has been undertaken, all points raised will be considered as part of that process. However, comments at this point below:

ATE - To help when undertaking any future Junction Assessment Tools, pedestrian movements are scored as in the Route Check User Manual paragraphs 12.14 to 12.18. This is hosted on our website [here](#). For this scheme as currently designed the pedestrian movements would be scored Amber (1) as they consist of multiple crossings.

NYC – *Noted.*

ATE - Some specific feedback for consideration when iterating on the design before construction is provided below.

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.

NYC - At this stage with the allocated budget cycle focused improvements are not achievable. Work undertaken as part of this project will not prohibit future works at this junction including cycling improvements. This project will improve the junction for all users walking, cycling, public transport or private vehicles. LTN1/20 standard facilities cannot be delivered at this point.

ATE - 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.

NYC - Pedestrian surveys have been undertaken and capacity of the triangular islands is not a problem with the expected volumes of pedestrians.

ATE - 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.

NYC - The scope of this project to provide pedestrian facilities is unlikely to include removal of the triangular splitter islands. The project is being delivered on a budget which requires minimal civils work. Significant alterations to the existing footprint of the junction, islands and kerb lines would require significant works which is not deliverable as part of this scheme.

ATE - 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.

NYC - Offside primary is existing, at this point it has remained on the layout but aware it is not necessary for a single lane. Island is also existing but shortened in length on the indicative layout to reduce any obstruction to right turning vehicles. Island does not currently cause any obstruction to right turning vehicles but tracking of turning movements will be undertaken to all movements as part of the detailed design work. Not sure how removal of the island would shorten pedestrian crossing without alterations to the triangular islands which is cost prohibitive at this point.

ATE - 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.

NYC - Railway Road is currently two lanes at this point due to traffic volumes, particularly for events as its the entry point to Yorkshire Show Ground. The right turn is required due to supermarket carpark entry point very close to the junction. Removal of the separate right turn lane would risk right turning vehicles preventing straight ahead vehicles progressing and potentially backing traffic on Railway Road back to the junction and causing a safety and operational issue within the junction.