

North Yorkshire Council

Environment Executive Members

11 October 2024

Oatlands Drive and Wetherby Road Crossing Upgrades

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF THE REPORT

- 1.1 To seek approval to deliver one controlled and one uncontrolled crossing on Wetherby Road and Oatlands Drive, Harrogate.
- 1.2 To designate North Yorkshire Council (NYC) owned land on Hookstone Drive as Public Open Space to satisfy conditions within the Stray Act as the proposals require stray land to be enclosed.
- 1.3 To seek approval to advertise modifications to existing Traffic Regulation Orders required to deliver the works, for new Double Yellow Lines on the Eastern Side of Oatlands Drive and for a 20mph limit on Oatlands Drive.

2.0 SUMMARY

- 2.1 Officers are seeking approval to commence with the delivery of two pedestrian and cycle crossings adjacent to Slingsby Walk, Harrogate. A public consultation has been held which demonstrated majority support for the crossing proposals. Due to information brought to light over the course of the consultation a further consultation exercise was required to further seek the public's views on land dedication options only.
- 2.2 Associated with the crossing works are modifications to existing Traffic Regulation Orders (TROs) and a new Double Yellow Line TRO, as well as a 20mph speed limit on Oatlands Drive. This report seeks approval to commence the consultation on these elements.

3.0 BACKGROUND

- 3.1 Following feedback from Road Safety groups, local schools & stakeholder groups, North Yorkshire Council have developed proposals for Highway Safety Improvements comprising improved pedestrian and cycle crossings at the junctions of Slingsby Walk/Oatlands Drive and Slingsby Walk/Wetherby Road.
- 3.2 Slingsby Walk is one of the few areas of The Stray where cycling is permitted. The current provision for pedestrian and cycle users is poor; prioritising vehicular traffic over more vulnerable road users. As such, designs have been developed for improved crossing points at both locations.
- 3.3 North Yorkshire Council has allocated funding for delivery of the crossings through a mixture of NYC and former Harrogate Borough Council monies.

- 3.4 Whilst the construction of the crossings is relatively straightforward the works have been delayed due to the fact that Stray Land is required to deliver the crossings. NYC must dedicate land to the Duchy in exchange for any land which is “inclosed” (see para 3.6), the legal process for which must be substantially completed before the works can commence.
- 3.5 Officers in the local Highway Team oversaw a consultation for the creation of the two crossing points on Oatlands Drive and Wetherby Road between 25 March and 14 April. This comprised a letter drop to approximately 2000 residents in the local area, as well as a press release in local newspapers. Just less than 200 responses were received, a summary of which is contained in Appendix A. The responses are included in their entirety in Appendix B.
- 3.6 This consultation also asked for the public’s input on which one of three land exchange options should be dedicated to the Duchy. The plans which were consulted upon are included in Appendix C. Unfortunately, as a result of this consultation it was brought to officers attention that the Land North of Wetherby Road (Option 1) had previously been dedicated as public open space. This was agreed between former Harrogate Borough Council representatives as compensation for the Stray enclosed during the construction of the Empress Roundabout. Whilst NYC does not have any record of this agreement, upon looking into the documentation provided and discussing with colleagues in Legal and Estates departments as well as with representatives from the Duchy, the conclusion was reached that the land North of Wetherby Road is not available for exchange for land enclosed as a result of these crossing works.
- 3.7 A supplementary consultation on alternative land exchange options was required. This consultation took place between 24 June and 14 July 2024, the outcomes of which are summarised and listed in full in Appendix D. Different options have been identified for the land swap (Appendix E) for two of the three options previously considered following feedback from the public that options proposed before were not of equal value to the land which is to be lost.
- 3.8 It was also brought to the officers attention in May 2024 that the ongoing application to reclassify the Stray as common land could affect deliverability of the scheme. Officers were advised to await advice on this specific point before proceeding further, the Counsel provided direction on this in August 2024 – see paragraph 9.4. As such the detailed design works were paused to avoid potentially abortive work, this is now expected to be completed by November 2024.

4.0 DETAILED PRESENTATION OF THE SUBSTANTIATIVE ISSUE

4.1 Description of proposed crossing points & other associated works

4.2 Oatlands Drive

At Oatlands Drive a Tiger crossing is proposed. The crossing is split into two distinct zones for pedestrians and cyclists, a plan of the proposals is included in Appendix F. The design is compliant with guidance in LTN 1/20 and a road safety audit has been completed (see below section 4.1.4 for a summary and Appendix F for the report). A tiger crossing is an uncontrolled crossing and requires drivers to stop and allow waiting pedestrians or cyclists to cross.

- 4.2.1 Following the Harrogate (South and West) 20mph speed limit review, it was concluded Oatlands Drive would be included as an area for a reduction in speed limit, traffic calming will be required due to current mean vehicle speeds. The proposed crossing on Oatlands Drive will feature a raised table, serving as traffic calming. The

rest of the traffic calming on Oatlands is currently being designed and will be subject to a future consultation exercise for the requisite TROs. The TROs for the Oatlands Drive 20mph will be advertised at the same time as the TRO's for the crossing point scheme.

4.3 Wetherby Road

On Wetherby Road a Toucan crossing is proposed, a plan of the proposals is included in Appendix G. This is a signalised crossing which when activated will stop traffic in both directions on Wetherby Road allowing pedestrians and cyclists to cross. Modelling has been undertaken to check what the impacts of this will be on the local highway network, the outputs of which are summarised in paragraph 5.4.7. There is an existing signalised crossing at St Winifred's approximately 100m from the proposed crossing, however this is suitable only for pedestrian use or would require cyclists to dismount to access it and be diverted from their desire line.

4.4 Traffic Regulation Orders

Oatlands Drive currently has double yellow lines to its Western side between Slingsby Walk and York Place. It is proposed to also mirror this on the Eastern side to help increase visibility to the crossing and make the advisory cycle lines safer to use, since they can become blocked by parked vehicles at busy times. This report seeks approval to start the consultation process for this new proposed TRO; a separate report regarding the outcome of this consultation and associated recommendations will be presented to the Environment Executive member in due course.

4.4.1 Amendments to existing double yellow line TROs will be required on both the Eastern Side of Oatlands drive and both sides of Wetherby Road to allow for the installation of Zig Zag Markings on the crossing approaches. This report seeks approval to start the consultation process for these amendments to TROs.

4.5 Road Safety Audit

A road safety Audit (RSA) was completed by a third party on 01 May 2024. Nine minor issues were identified during the report across the two crossings. It is the view of the Local Highway Authority (LHA) that all issues can be mitigated during the detailed design process. A copy of the RSA report is included as Appendix H.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

5.1 Highway officers ran a combined consultation for the crossing points and the land exchange between 25 March and 14 April 2024. This involved writing approximately 2000 letters to residents in the immediate vicinity of the works outlining the proposals and seeking their views on the land exchange.

5.2 A press release was also issued in local newspapers on 03 April.

5.3 Prior to commencing the consultation with residents Local Highway officers met with the Stray Defence Association to brief them on the proposals and to advise them that the consultation was commencing. Unfortunately they were not supportive of the proposals and expressed the view that the crossing updates were not needed, along with being opposed to Stray Land being enclosed for this purpose.

5.4 Officers contacted representatives from both St Aidans and St John Fisher schools to offer to brief them on the proposals. A response was only received from St Aidans school and a meeting was held via teams on Wednesday 10 April. Representatives were broadly supportive of the proposals and were pleased that NYC were taking measures to improve the safety of Active Travel modes in proximity to the school.

- 5.5 A copy of the consultation letter is included in Appendix I.
- 5.6 Crossing Consultation Response Summary Responses to the consultation were largely mixed but the majority of respondents were in support of the crossings:

Oatlands Drive Crossing	
Supports	120
Opposes	43
Did not support or oppose	21
Wetherby Road Crossing	
Supports	120
Opposes	47
Did not support or oppose	26
Total Responses	
	196

- 5.6.1 The majority were supportive of both crossings, though some were in favour of the Oatlands Crossing but not Wetherby Road (or vice versa), or only made comments on one of the crossings which is why the total responses received for individual crossings does not equal the total responses overall. Some respondents also asked for more information rather than offering comments in support or opposition to the proposals. For this reason a FAQ document was issued along with the supplementary land exchange consultation letter to address these queries or concerns.
- 5.7 Overview of consultation response themes and NYC response
A wide range of comments were received and a variety of observations were made both in support of and in opposition to the proposals. A breakdown of the number of occurrences of various comments or comment themes is included in Appendix A. The consultation responses in full are included in Appendix B.
- 5.8 NYC's response to the various comments critiquing the schemes are broken down below.
- 5.8.1 Proposals are over-engineered
A number of responses both for and against the crossings alluded that the crossings were over-engineered, however the designs produced are compliant with LTN 1/20 and there are a limited number of crossing types which are suitable for both pedestrian and cycle use, with crossings more commonly seen requiring cyclists to dismount to use them, which would defeat the purpose of installing a crossing for the benefit of active travel modes. LTN 1/20 rates the appropriateness of various crossing types according to Average Daily Traffic numbers and speed limit. Applying this methodology Tiger and Toucan crossings are appropriate for Oatlands Drive and Wetherby Road respectively.
- 5.8.2 No perceived need for new crossings/proximity of existing crossings
Responses also questioned the need for the crossings due to the proximity of existing facilities – On Oatlands Drive the existing signalised crossing near Wetherby Road would require cyclists to dismount to use it and is away from the desire line of anyone wishing to cross Oatlands Drive at Slingsby Walk. Similarly on Wetherby Road to use the existing crossing at St Winifred's is only suitable for pedestrian usage (or cyclists if they dismount) and is again away from the desire line.
- The installation of the new crossings is in accordance with NYC policy to support walking, wheeling and cycling.

5.8.3 Existing drainage issues on Oatlands Drive

It was highlighted that there existing drainage issues on Oatlands Drive in the immediate vicinity of the proposed crossing. This will be investigated during the detailed design phase to attempt to arrive at a solution though this is expected to be challenging due to the historic drainage system and widespread drainage issues across The Stray.

5.8.4 Quick response to “beg” button desired/lights at existing crossings change too slowly

Many comments requested that the pedestrian push button for the Wetherby Road crossing responded quickly after being pushed and some made reference to other crossings in the area which are perceived to be slow. There are a number of factors which must be considered in the design of traffic signal schemes and the competing demand of various road users must be balanced.

NYC has a policy of a maximum 30 second wait time for pedestrians at standalone signal controlled crossings. This means the wait will be up to 30 seconds in busy periods; generally the wait will be less than this. However, if a signal controlled crossing is linked to another in the immediate vicinity, then this maximum wait time could be up to 60 seconds. After dialogue with representatives from the Traffic Signals team it is the officer recommendation that the signals are not linked so as to maximise the active travel benefits of the scheme. Linking does however remain an option for future utilisation if required.

5.8.5 Suggestion to link both sets of Wetherby Road signals

See above

5.8.6 Proposals are a waste of money – spend it on maintenance instead

A number of comments in opposition to the schemes used to opportunity to express frustration about potholes/maintenance issues and a desire that money is spent on resolving these issues rather than implementing improvement schemes which they do not feel are necessary. Capital and improvement projects are funded from different budgets and Delivery of improvement schemes does not have a detrimental effect on the delivery of capital maintenance schemes. This is covered in the FAQ (see below).

5.8.7 Concerns about Traffic Congestion due to proximity to existing signals

A frequent comment received was in relation to the of the existing crossing on Wetherby Road just North of the junction with St Winifred’s Avenue. Many respondents stated that presently at peak times traffic can back up from the existing signal controlled crossing to Empress Roundabout, and that the addition of an additional signalised crossing would exacerbate this issue. A good number of respondents stated that if the new Toucan crossing was to go ahead, then it would need to be linked to the existing signals to ensure no further detriment to traffic flow. This comment was also echoed by many who were in support of the crossing.

Modelling has also been undertaken by WSP which concludes that the proposals will not adversely impact on network operation, though it did recommend addition of MOVA (Microprocessor Optimised Vehicle Actuation) to the new signals. MOVA uses complex algorithms to determine the most efficient use of traffic signal timings. Through additional monitoring of vehicle flows a dynamic method of control is optimised on a cycle by cycle basis rather than a fixed set of timings usually driven by time of day. The requirements of MOVA does add significant cost to the installation and management of signals and is usually considered more beneficial at junctions with more complex operation. In this location on Wetherby Road which operates over capacity at peak times, MOVA will have minimal benefit. A copy of the WSP report is included in Appendix J.

5.8.8 Concern regarding potential pedestrian/cycle collision using a shared space

Following the conclusion of the land exchange consultation, a member of the public ("Mr Y") made contact with the local Highways Team as they had been involved in a collision on Slingsby Walk. The affected party had been walking along Slingsby Walk in a North Easterly direction towards Wetherby Road. They stepped across the path towards a cut-through towards the Wayside Co-op, at which point a cyclist collided with them. They stated the cyclist was travelling at excessive speed and expressed concern that had his grandchild been with them, the accident could have been much worse.

They were concerned that the addition of the crossings would encourage cyclists to ride even faster and in an inconsiderate manner. They were concerned that Slingsby Walk is not wide enough and would prefer to see a segregated path.

Officers have given this matter further consideration. NYC officers are not aware of a pattern of collisions in this area or on other shared use paths around Harrogate. It is acknowledged that Slingsby Walk is not 3m wide along its length as would be required by modern standards for a shared use path. It is not proposed to widen Slingsby Walk, this was dedicated as a shared use path approximately ten years ago and it is not considered to be an accident cluster zone. It is not possible to widen all shared use paths that do not meet modern standards and this would only be considered if a safety issue attributed to narrow paths was identified as requiring action.

In addition to the above several consultation responses did express concern about pedestrians and cyclists sharing a single path but this is not considered to be a risk if all users are respectful and aware of others.

Shared use paths require all users to be aware of their surroundings and other users. Where historic risks are identified, these can be mitigated with appropriate signing and messaging.

5.8.9 Queries on whether consultation is in line with National Guidance/Policy

One respondent to the consultation raised a number of detailed queries to both the initial consultation and the supplementary consultation on the land exchange. This is response number 33 in Appendix E. NYC officers have responded directly on these queries and are satisfied that both consultations were undertaken in the appropriate manner, liaising with colleagues in legal & estates departments throughout the process with no concerns being raised.

5.9 Frequently Asked Questions (FAQ) Document

A FAQ responding to the most common queries raised has been produced and is included in Appendix K. This was issued by email to those who responded in this manner and also by post whilst seeking views on the reconsultation for the land exchange.

5.10 Summary of comments supporting the proposals

There was majority support for implementing the proposals. A select sample of the consultation responses is included in Appendix L. The Harrogate District Cycle Action group (HDCA) suggested response either directly copied or with minor modifications was received approximately 30 times and is sample response 1 in Appendix L. Within the positive responses some stated that they would be encouraged to walk or cycle more once the proposals were implemented, and asked that they were implemented as soon as possible. Others commented that they would be more inclined to encourage their children to walk or cycle to school if the proposals came forward.

Some recognised climate change benefits which would come from more walking and cycling uptake, as well as potential congestion reduction.

A number of respondents felt that the existing crossings were not safe enough, that they had experienced issues crossing at one or both locations and that the proposals would improve road safety. Others complained about speeding vehicles, and that inconsiderate parking reduced visibility to the existing crossings. Some welcomed the future proposal to reduce the speed limit on Oatlands Drive to a 20mph, though this was mixed, with several stating the speed limit should only be lowered during the school day/term time or only in the vicinity of the school. Responses to the potential 20mph on Oatlands Drive will be considered as part of a separate TRO consultation.

5.11 Land Exchange Consultation responses summary

In the initial land exchange consultation (ref Appendix B First Consultation Stray Land Swap Options) three land swap options were presented to the public. They were summarised on the consultation letter as below, the consultation pack also included the plans in Appendix C.

- Option 1: The land is immediately adjacent to the Stray and also to the proposed crossing on Wetherby Road. It is of good quality, grassed and a number of mature trees are present.
- Option 2: The land is remote from the crossing proposals and is comprised of 6 small portions of highway verge off Hookstone Chase. This land is grassed and is immediately adjacent to residential and commercial properties.
- Option 3: The land is remote from the crossing proposals, and comprises one parcel of highway verge off Hookstone Road. It is grassed and a number of mature trees are present.
- Of the responses received, 115 expressed a preference on the Stray Land Exchange. The remaining responses (for or against the proposals) did not express a preference. The overwhelming majority preferred Option 1 as can be seen below.

Initial Land Exchange Consultation Responses	
Responses which did not express a preference	78
Option 1	90
Option 2	1
Option 3	1
Against Stray Land Use	23
Total Responses	196

- 5.12 However, as explained in paragraph 3.6 & 3.7, a reconsultation on the land exchange was required due to the Option 1 land not being available for exchange. As such a second consultation on the land exchange only was undertaken between 24 June and 14 July. Per the initial consultation approximately 2000 letters were sent to local residents. A total of 29 responses were received; the responses are summarised below:

Second Land Exchange Consultation Responses	
Responses which did not express a preference	4
Option 1	7
Option 2	4
Option 3	13
Any/all	1
Total Responses	29

- 5.13 A description of the options is below and plans are contained in Appendix E.
- Option 1: This 310m² piece of land is located on Wetherby Road near the Woodlands Junction. It is immediately adjacent to the Stray, which in this location is comprised largely of footway and highway verge. It is grassed and features a number of mature trees.
 - Option 2: This 165m² piece of land is located on Wetherby Road opposite Wedderburn Primary School. It is immediately adjacent to the Stray, which in this location is comprised largely of footway and highway verge. It is grassed and features a number of mature trees.
 - Option 3: This option comprises two pieces of land totalling 286m², they are located on Hookstone Drive to the east of Wayside Close. It is immediately adjacent to the Stray, which in this location is comprised largely of footway and highway verge. It is grassed and features a number of mature trees.
- 5.14 Despite the low response rate for the second consultation a clear majority of respondents preferred Option 3, the 286m² parcel on Hookstone Drive. As such it is the officer recommendation that NYC proceed with Option 3 for the land to be dedicated as public open space; officers will seek to progress this with the Duchy's legal representatives.

6.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 6.1 From North Yorkshire Council Plan 2024-2028 Place and Environment Priorities "To encourage and support sustainable living in our communities and towns as well as the transport in between, including promoting and encouraging active travel including walking, wheeling and cycling."
- 6.2 The Department for Transport's **Cycling and Walking Investment Strategy (CWIS)**, sets out the ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The CWIS states that the benefits to doing this would be substantial, potentially leading to cheaper travel and better health, increased productivity for business and increased footfall in shops, and lower congestion, better air quality, and vibrant, attractive places and communities for society as a whole
- 6.3 The CWIS outlines a set of ambitious targets for the period up to 2025, including a doubling of cycling trip stages each year (from 0.8 billion in 2013 to 1.6 billion by 2025), whilst also reversing the current year-over-year decline in walking trip stages. The CWIS also identifies a need to decrease the number of cycle user fatalities and serious injuries each year. NYC shares this ambition for promoting cycling and walking as the natural choice for shorter journeys or as part of a longer journey.
- 6.4 In response to the Covid-19 global pandemic, the Department for Transport released **Gear Change: A bold vision for Cycling and Walking** in summer 2020 to support a new direction in local transport strategy. The recent COVID-19 restrictions have profoundly impacted the way people live, work and travel as evidenced by the public's desire to be more active, and the rise in popularity of cycling and walking (Sport England, 2020). The document states the need to embed those changes in people's travel behaviour, increase active travel, and transform permanently how many people move around. Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.
- 6.5 The **North Yorkshire Council Climate Change Strategy** has an ambition to 'Increase active travel for short journeys, sharing the ambition of the Routemap to ensure walking and cycling accounts for 17% of distance travelled by 2038'.

- 6.6 Our **Local Transport Plan (LTP)** is currently under review and will be updated to reflect the change in how people live, work and travel since the COVID-19 pandemic. The current plan (LTP4) key themes include 'Healthier Travel' and the need to manage the adverse impact of transport on the environment.
- 6.7 In conclusion improvements of the pedestrian and cycle crossings will contribute towards the councils ambition to encourage walking and cycling around Harrogate. Slingsby walk is a key pedestrian and cycle link which is already well used, it is hoped that an improved provision and safer environment will contribute to further uptake of active travel modes in the short medium and long term.

7.0 ALTERNATIVE OPTIONS

- 7.1 As there is an existing crossing in either location this could have been left unchanged. However the proposals offer a significant safety improvement for more vulnerable road users, and it is believed upgrading the crossings at Slingsby Walk will encourage more residents to use active travel modes. The proposals are supported by the majority of consultation respondees as discussed in section 5. Therefore this option was dismissed as it does not reflect the councils priorities with respect to supporting active travel
- 7.2 For the Wetherby Road crossing, this could be installed with a link to the existing signals at Wetherby Road/St Winefred's avenue. However, this would offer a reduced benefit to Active Travel, since the wait times at the proposed crossing would be up to one minute, whereas without a link this wait time is reduced to 30 seconds. Modelling by WSP (Appendix I - Slingsby Walk Toucan Crossing – Traffic Assessment) indicates that the proposed signals can operate within capacity thus creating a negligible delay to motorists. Officers do not recommend to link the signals in order to maximise the Active Travel benefit of the proposals and prioritise these users.

8.0 FINANCIAL IMPLICATION

- 8.1 Costs Associated with the land exchange
There should only be minimal costs associated with the land exchange since it is proposed to amend the title with land registry to reflect that the land has been dedicated as public open space.
- 8.2 Total Anticipated Costs for each scheme
- 8.2.1 **Oatlands Drive**
In the "Schemes to be added to the Highways Capital Forward Programme" report to Environment Executive on 12 September 2024 it was agreed that funding would be allocated to deliver the scheme within the 25/26 Capital Programme, meaning that the funds would be allocated upon approval of this report. The total anticipated funding required is £115,000 to cover all costs currently anticipated and to allow a contingency in case of any unforeseen costs, as well as contractors prelims.
- 8.2.2 **Wetherby Road**
Former HBC had set aside £75,000 for delivery of the Wetherby Road scheme and this was transferred to NYC after local government re-organisation. Due to cost increases and ancillary design and supervision costs, this was not enough to cover the total costs for the works and a further request for funding to make up the remaining value of £40,000 was submitted. As per the Oatlands scheme, it was agreed that funding would be allocated to deliver the scheme within the 25/26 Capital Programme in the report to Environment Executive Members referenced above.
- 8.3 The overall costs of these proposals is expected to be £230,000 and will be funded from the 25/26 Highways Capital Programme.

9.0 LEGAL IMPLICATIONS

- 9.1 Since the crossing on Oatlands Drive features a Road Hump/Traffic calming, it is necessary to consult under The Highways (Road Humps) Regulations 1999 and Highways Act 1980, Section 90C. As such a 21 day consultation was required, including local police, statutory bodies and residents.
- 9.2 The Stray Act 1985 provides that:
“The Council may improve the Stray or a part thereof so far as may be necessary or desirable for the purposes of health, recreation and enjoyment and may thereon (a) make and maintain roads and footpaths.”
- 9.2.1 Slingsby Walk is one of the few parts of the Stray where cycling is permitted and it is understood that the works are being undertaken for safety reasons, for the benefit of pedestrians and cyclists, enhancing their recreation and enjoyment of the Stray. The works also seek increase uptake of walking and cycling and encourage people to make less short journeys by car which would bring wider environmental and health benefits.
- 9.3 The requirements for land exchange are set out in the body of the report. The land proposed for dedication as public open space is a pleasant grassed area with a number of mature trees, abutting adopted Highway off Hookstone Road. This is similar to the land which is to be enclosed, which is also grassed and adjacent to Highway, though there are no trees on the land to be enclosed. Offering this land as public open space will ensure additional protections for the mature trees and help to preserve the pleasant tree lined aspect on Hookstone Road.
- 9.3.1 Some consultation responses did comment that the land exchange options did not offer much value for recreational activities. However this could be argued to be the case for any land immediately adjacent to the highway, such is the case for the land to be enclosed. Additionally, this land being enclosed does not take it out of use by local inhabitants, rather it puts a surface on it to improve the amenity value for walking and cycling.
- 9.3.2 One consultation response inferred that the land exchange options did not meet the requirements of the stray act as “Adjacent(sp) means, adjoining or abutting quarter of a mile or half a mile does not meet the criteria.”. However the land exchange options were all immediately adjacent to land designated as Stray, so this assumption is not correct. The extents of the Stray and the proximity to the land exchange options was demonstrated on the plans issued in the consultation pack.
- 9.4 Common Land Application
An application was made to North Yorkshire Council by The Open Spaces Society under the Commons Act 2006 to register The Stray as Common Land in January 2023. In May 2024 officers were advised that it may not be possible to “change the nature of the Stray” whilst the application was live. Works on the detailed designs for the crossings were paused temporarily to avoid potential abortive work.
- 9.4.1 In August 2024 confirmation was received that works could proceed on the Stray provided that what is proposed is lawful under the applicable law at the time of the decision; in this case this would be the Stray Act 1985. Since the stipulations of the Stray Act are being met, the works can proceed as planned, subject to land being dedicated as public open space in exchange for that which is to be enclosed.

9.5 Traffic Regulation Orders

The proposals for the pedestrian and cycleway elements referred to within this report will require TROs. When designs are complete officers will commence the statutory legal process including consultation on the making and/or amending of any TROs currently in place.

The TROs or modifications to existing TROs that are required to deliver the crossings are:

- Amendments to double yellow lines on Oatlands Drive for proposed Zig Zag markings for new tiger crossing
- Amendments to double yellow lines on Wetherby Road for proposed Zig Zag markings for new toucan crossing

9.5.1 We also intend to consult on:

Proposed double yellow lines on to eastern Side of Oatlands Drive
20mph speed limit on Oatlands Drive

Officers consider that the proposed TROs will enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

9.6 Public Inquiry Implications

In the event of objections to the order the Council may need to give consideration to the holding of a public inquiry.

10.0 EQUALITIES IMPLICATIONS

- 10.1 Equality Impact Assessment screening has been completed (Appendix M). It is considered a full Equality Impact Assessment was not required - the crossings will contribute towards creating a substantially safer environment for disabled, older and younger people; there are no negative equalities implications arising from this recommendation.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 A Climate Change Impact Assessment screening is included as Appendix N of this report. No impacts are anticipated given the report seeks approval for the procurement of construction works.

12.0 RECOMMENDATION(S)

- 12.1 That the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation:
- i. approve the delivery of one controlled and one uncontrolled crossing on Wetherby Road and Oatlands Drive, Harrogate.
 - ii. designate NYC owned land on Hookstone Drive as Public Open Space to satisfy conditions within the Stray Act as the proposals require stray land to be enclosed.
 - iii. advertise modifications to existing Traffic Regulation Orders required to deliver the works, for new Double Yellow Lines on the Eastern Side of Oatlands Drive and for a 20mph limit on Oatlands Drive

Appendices

Appendix A - First Consultation Response Summary
Appendix B - First Consultation Responses (in full)
Appendix C – First Consultation Stray Land Swap Options
Appendix D - Supplementary Consultation Responses and Summary
Appendix E - Supplementary Consultation Land Swap Options
Appendix F - Oatlands Consultation Plan
Appendix G – Wetherby Road Consultation Plan
Appendix H - Road Safety Audit Report
Appendix I - Consultation Letter
Appendix J – WSP Wetherby Road Modelling Report
Appendix K - FAQ Final
Appendix L - Sample Consultation Responses
Appendix M - Initial equality impact assessment screening form
Appendix N - Initial Climate Change Impact Assessment

Barrie Mason

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County Hall

Northallerton

05 October 2024

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Comment #/Ref	Oatlands Supports	Wetherby Supports	HDCA Response/Modified	Quick response to push button	Existing Drainage issues	Existing Road Safety issues inc difficulty crossing	Existing speed issues	Support for double yellow lines	Support for 20mph/nr schools/support for part time 2C	Criticism of slow changing lights	See's active travel benefits	Environmental benefits	Opposes Oatlands	Opposes Wetherby	Proposals unsightly	Suggestion to link signals	Proposals over-engineered/alternative crossing type s	Proximity to existing crossings	No perceived need for upgraded crossings	Waste of money	Increased traffic/concerns about Congestion	Money should be spent on maintenance/pothole repa	Concerns about safety of proposals	Opposed to 20mph limit	Prefer part time speed limit on oatlands	Want crossings or additional crossings in alternative li	Replacement tree planting	Neutral Oatlands	Neutral Wetherby	Air pollution concerns	Against removal of extg wetherby rd crossing	Request for further info	Anti-cyclist/cycle infrastructure	Stray	Option 1	Option 2	Option 3	Not specified	Against Stray Land Use																
1	1	1																																																					
2	1	1																																																					
3	1	1	1	1																																																			
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Ref	Comments	Positive/Negative/Neutral (Oatlands)	Positive/Negative/Neutral (Wetherby Rd)	Theme	Stray land option supported
	<p>I support the new crossing in design and option 1 for new stray grass (although I think this principle is ludicrous as we have acres and acres of pointless grass - often mud - which could be trees, flowers, playgrounds, special gardens, open veg growing, magnificent cycle tracks, wide beautiful paths etc).</p> <p>Please ensure the crossing changes instantly or the benefit of all this work is largely lost. As an example the crossing outside Betty's is appalling. This is the most used crossing by visitors to Harrogate (who we want to impress?) and they stand for ages and ages watching two lanes of vehicles thundering past. Others (outside coach and horses for example) are much quicker. Utterly potty. There are so many simple cheap things that can be done that aren't.</p>				
1	<p>More action please. Just do them. I can write you a list!</p> <p>I support option 1.</p>			Supports proposals, desire for quick response to push button, criticism of other crossings that are perceived to be slow.	Not specified
2	<p>More cycle paths please. We could do much more.</p> <p>I use this route regularly and support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I also support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p>			Supports proposals	Option 1
3	<p>Stray Land would complicate the future building of cycle tracks.</p> <p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>I support Stray Land Exchange Option 1.</p> <p>Stray Land would complicate the future building of cycle tracks.</p>			Supports proposals, HDCA suggested response, desire for quick response to push button.	Option 1
4	<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>Stray Land would complicate the future building of cycle tracks.</p>			Supports proposals, HDCA suggested response, desire for quick response to push button.	Option 1
5	<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>Stray Land would complicate the future building of cycle tracks.</p>			Supports proposals, HDCA suggested response, desire for quick response to push button.	Option 1
6	<p>I am writing in response to the public consultation noted above. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p>			Supports proposals, HDCA suggested response (modified), desire for quick response to push button.	Not specified
7	<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>Stray Land would complicate the future building of cycle tracks.</p>			Supports proposals, HDCA suggested response, desire for quick response to push button.	Option 1
8	<p>I would like to support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive and for a Toucan crossing of Wetherby Road, but would ask you to please ensure that the lights change to green for people on bikes and on foot within a few seconds of the button being pushed unless, of course, someone has just crossed. If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I support Stray Land Exchange Option 1 but not Options 2 or 3 as the amenity value of those verges is low, and designating them</p> <p>Stray Land would complicate the future building of cycle tracks.</p>			Supports proposals, HDCA suggested response, desire for quick response to push button.	Option 1

<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. It gets very frustrating at other Toucan crossings when you have to wait so long to cross. You can get the lights at the Stray Ponds to change fairly quickly (which is appreciated) compared to Oatlands Drive/York Place by the Cedar Park Hotel and the Empress! ... PLEASE help us. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks</p>		<p>Supports proposals, HDCA suggested response (modified), desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks. I would also like to see double yellow lines on both sides of Oatlands Stray to facilitate cycling - I am tired of being pushed out into the flow of traffic by parked cars, and also in the cycle lane nearest to St Aidans School, by floodwater. That needs fixing urgently - I have complained several times about this but nothing gets done.</p>		<p>Supports proposals, HDCA suggested response (modified), desire for quick response to push button, Drainage issues, support for DYL Option 1</p>
<p>I'm very excited to hear about the plan to add crossings to the roads intersecting Slingsby Walk in Harrogate. I know someone who suffered life-changing injuries making one of these crossings unassisted. I'm very much in favour. However, one small request. Many of our other existing crossings have very limited usefulness because they take such a long time to respond, even if nobody else has crossed recently. It's very tempting not to wait and end up hazarding the traffic and not benefitting from the assisted crossing. Can we make the new crossings respond immediately if nobody has crossed recently? Good examples of an existing unreasonably long wait are the pelican crossings on Wetherby Road near Wayside Crescent and St Winnifred's Ave. Could they be adjusted as well?</p>		<p>Supports proposals, Desire for quick response to push button, criticism of other crossings that are perceived to be slow Not specified</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>

<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks. Although I have borrowed these words from HDCA, I believe strongly that their suggestions are well thought out and accurately reflect the needs of cyclists in Harrogate, of whom I am one.</p> <p>Thank you for planning these crossings. They will make a difference to the cycling experience, and every infrastructure project undertaken with cyclists and pedestrians in mind helps to encourage people to consider active transport. The more people who walk and cycle, the less congestion there will be, the lower the carbon emissions will be, and the better it will be for individuals and the environment.</p> <p>Oatlands Drive - the parallel/Tiger crossing at Slingsby Walk is a good idea. Evaluation will be needed at peak times to verify that traffic does stop for people wanting to cross. Traffic lights may be required if this is a problem.</p> <p>Wetherby Road - the Toucan crossing at Slingsby Walk / Wetherby Road is a good idea. It is essential to ensure traffic lights change within a few seconds of the button press (unless only just changed) rather than the 45 seconds + that seems to be the norm. Long wait times deter people from using the route or encourage people to cross on red.</p> <p>I support Stray land option 1. I don't support options 2 or 3 as the grass verges are of no amenity value to the public and the Hookstone Chase verges may form part of future cycle path plans and so Stray land complications should be avoided.</p>		<p>Supports proposals, HDCA suggested response (modified), desire for quick response to push button. Option 1</p>
<p>18 In an ideal world, a further crossing is needed on Knaresborough Road at the junction with Willaston Road.</p> <p>I am very much in favour of the two proposed bike friendly crossings on the roads mentioned above. The current situation is dangerous and putting for cyclists and pedestrians.</p> <p>I have no strong views regarding the areas proposed to replace that which will be lost by The Stray although I would prefer option 1 as the least likely to impact on possible future cycle friendly amenities.</p>		<p>Supports proposals, HDCA suggested response (modified), Desire for quick response to push button. Option 1</p>
<p>I support the proposal for a parallel crossing (tiger crossing) of Oatlands Drive. I have used these in London and York. They are practical and facilitate active travel modes. This means more people can and will make journeys by other means than a motor vehicle.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure the lights change to green for people using active travel modes (cycling, walking and 'wheeling') within a few seconds of the beg button being pushed (unless someone has just crossed). This will make using active travel modes attractive and increase take-up.</p> <p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them as Stray Land would complicate and compromise the building of cycle routes.</p>		<p>Supports proposals, existing road safety issues Option 1</p> <p>HDCA suggested response (modified), desire for quick response to push button, see's active travel benefits Option 1</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p> <p>I'm writing to express my support for both the Oatlands Drive and Wetherby Rd changes.</p>		<p>HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I'd like to see replacement trees planted in the area along Slingsby Walk near Oatlands (to mitigate the recent loss of trees and offset the extra tarmac), similarly more trees along Oatlands Drive along the Stray would help improve the environment. Many of the more recently planted trees along Oatlands have not thrived and this scheme would benefit from more trees to offset the visual impact of the wider path.</p> <p>I support the Stray Land exchange Option 1. The others are not great as they may jeopardize future plans for improved active travel projects and seem very remote from The Stray. There are many really wide pavements alongside the Stray in High Harrogate and around West Park Stray. Wouldn't it be sensible to consider these as a swap for any future changes.</p>		
<p>I'd like to see the begging buttons at the toucan crossing be more responsive. Most crossings in Harrogate (apart from the one on West Park outside the Coach and Horses) take an age to change.</p> <p>I crossed Oatlands every morning and evening when I walked my children to school and crossing Oatlands was always awful (downright dangerous dash across the road between cars) and almost deterred me from walking. I saw too many near misses with school kids over this time so I believe making these changes would be money well spent, especially so if the speed is reduced and parking in the cycle lane stopped (which seriously limits visibility).</p>		<p>Potential replacement tree planting, concerned about existing safety issues, desire for quick response to push button, support for 20mph, support for DYL, money well spent. Option 1</p>

Thank you for the information about the proposed crossings of Oatlands Drive and Wetherby Road.

Oatlands Drive

We support the proposal for a parallel crossing of Oatlands Drive.

Wetherby Road

We support the proposal for a Toucan crossing of Wetherby Road.

Please ensure that the lights change to green for people on foot and on bikes within a few seconds of the button being pushed (unless someone has just crossed).

At all other crossings, NYC prioritises motor vehicles and makes people wait 45s to over a minute before allowing them to cross. This greatly reduces the value of crossings, and goes against the transport hierarchy which prioritises active travel and puts private cars at the bottom. The long delay often serves no particular purpose.

Stray Land Exchange

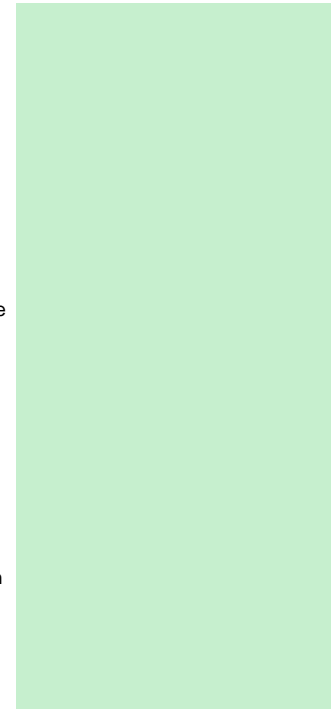
We support Option 1.

23 We do not support Options 2 and 3. Grass verges by busy roads have very little amenity value. Further, as part of our Zone Plan work we envisage cycle tracks on Hookstone Chase and Hookstone Drive. That is likely to be made more difficult if extra sections of verge are designated as Stray.

As a regular cyclist I strongly support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.

I also support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.

24 I support Stray Land Exchange Option 1. I do not support Options 2 or 3 as the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.



Desire for quick response to push button, criticism of other crossings that are perceived to be slow.

Option 1

HDCA suggested response (modified)

Option 1

<p>I received the consultation information regarding the schemes on Oatlands Drive and Wetherby Road and thought I'd provide comments.</p> <p>Overall I am very supportive of measures to improve active travel in this area - the existing are well used, near schools, large employers and link to the town. The Saints area is of a good walking / cycling distance to town and relatively flat so measures to encourage active travel on these corridors would be effective.</p> <p>Oatlands Drive Crossing</p> <ul style="list-style-type: none"> - There seems to be a confusion over whether this scheme is segregated or shared? Ladder/tramline paving is provided on Slingsby Walk and labelled as segregation, but hazard paving is proposed on the Oatland Drive footways. If it is all shared (as it looks from the scheme) all tactiles should be hazard paving and I would recommend reducing to 800mm to reduce its conspicuousness in line with DfT guidance - 2.4m of tactiles are generally unnecessary and intrusive. - There is a bit of drainage issue in this location, hopefully these works can be used to resolve this issue as I would be concerned about water ponding on the N side of the raised table. - Can dropped kerbs and shared footway be extended on the SW wide of the crossing to enable cyclists travelling north on Oatlands Drive to access the footway to turn left (or right) onto Slingsby Walk? - Fully support the parking controls and implementation of the crossing. - I would like to ideally see a wider footway on Oatland Drive to cater for school kids (and passing prams or anybody really)! <p>Wetherby Road</p> <p>Just some minor detail comments:</p> <ul style="list-style-type: none"> - Only comment is whether 4 signal heads are necessary on each approach. I would prefer to see 2 full height signal poles, 2 stub poles for push buttons / indicator units. - Would prefer to see shared use signs incorporated into bollards rather than new poles to reduce street clutter. - A shared widened route from this crossing to N Park Road would be useful in the future as this is the clear desire line from the Hospital to the town centre and may encourage patients / staff to use public transport / active travel to get to work. 		<p>Sees active travel benefits, supports proposals, existing drainage issue, supports DYL. Option 1</p> <p>Supports proposals, Support for 20mph Option 1</p> <p>Supports proposals Option 1</p>
<p>25 Stray Land</p> <p>Thank you for your high quality public consultation documents.</p> <p>I am strongly in favour of the proposed works and will also support a proposal for a 20mph speed limit on Oatlands Drive when the time comes.</p> <p>26 In my view Option 1 for replacement Stray land is the best choice.</p> <p>Thank you for the information on the new crossings planned for this area. I fully support them and would support the NYC preferred Option 1, for the area immediately beside The Stray, for dedicating land.</p> <p>27 I object to both of the proposed crossings on Oatlands Drive and Wetherby Road.</p> <p>There is no need for either of these since there are already existing pelican crossings within a very short distance of both proposed sites. They will be a waste of council tax payers money. They will increase traffic congestion on both roads.</p> <p>If the Council has already made the decision to go ahead with the crossings I would prefer Option 1.</p> <p>Note that in your letter and plans posted to me and dated 20th March 2024 you have supplied incorrect information in the letter describing 28 Option 3. You have stated Hookstone Road where it should be Hookstone Drive.</p>		<p>No perceived need for upgraded crossings, waste of money, increase in traffic congestion Option 1</p>

<p>Whilst I am grateful for being consulted, the letter does not contain sufficient information to make informed comment, so I have some questions;</p> <p>When referring to "Road Safety Groups, local schools and stakeholder groups", who exactly are you referring to....ie which groups, which schools and which stakeholders.</p> <p>Please can you provide evidence of the need to complete any or the work...ie the number of pedestrians injured in the last 5/10 years at each of the proposed crossing points and the cause of the accidents.</p> <p>Whilst appreciating grants may be used to fund the works, ultimately any work is funded by tax payers, whether locally or centrally. I would therefore like to know the exact cost of each option in order to make an informed judgement.</p> <p>29 I would be very grateful for a direct response, but the wider population will also need this information to make suitably informed comments. Thank you for the opportunity to comment or object to these proposals, as per your postal communication received today.</p> <p>I would like to object to all the proposals regarding the proposed pedestrian crossing points and their design.</p> <p>Money for these unnecessary changes and others completed and planned is a disaster , for 3 reasons :</p> <ol style="list-style-type: none"> 1. The council cannot afford it and the residents cannot afford the resulting increases in council tax that result from these unnecessary works. 2. The general residents, visitors and of course the school children will not use them...they will cross the road wherever they want to , making all this a complete waste of money. Money spent on cycle lanes in the past has been money wasted, as typically arrogant cyclists don't use them, preferring to cycle on the pavements.They also totally ignore council's no cycling signs on the Stray paths , causing a menace to pedestrians , mothers with prams and children and dog walkers. 3. The planned speed limit reduction to 20 mph is , as already seen in Wales, will prove to be an unnecessary disaster. Harrogate has a dreadful traffic system and this will add yet another bottleneck to it and will be ignored by cyclists, electric cyclists, electric scooters ...all of which have no visible registration or ID and will simply overtake the traffic at 20mph , causing further hazards. <p>You should scrap these plans and spend the money instead on proper long lasting pot hole repair and road resurfacing.If you hadn't noticed ,the terrible state of our Harrogate roadways is THE MAJOR SAFETY HAZARD and you must concentrate on this first.</p> <p>We hear of money being put aside for this , but it stays that way...set aside...but not used.</p> <p>Pot hole and road surface repairs are reported on line by residents and the response is poor indeed.Often a shovel full or two ,of tarmacadam , is carelessly thrown in just the potholes and left ...not even compacted properly.Needless to say, the pothole reappears in a few weeks.</p> <p>To be honest, it should not be up to residents to report potholes...traffic and pedestrian police and traffic wardens should report them and their reports logged and used for their annual performance assessments on road safety...this together with the Highway Dept themselves.</p> <p>To finish, Harrogate Town is looking extremely shabby everywhere, with trees in the valley garden falling over and being left to rot. Public seating rots and is removed throughout the area , including the Stray ...and never replaced. Dog poo bins deteriorate and are not serviced or replaced.</p>	<div style="background-color: yellow; width: 100%; height: 100%;"></div>	<p>Query costs/requesting further information</p>	<p>Not specified</p>
<p>30</p>	<div style="background-color: pink; width: 100%; height: 100%;"></div>	<p>No perceived need for upgraded crossings, concern crossings won't be used, oppose 20mph proposals, perception that money should be spent on maintenance/pothole repairs instead.</p>	<p>Not specified</p>

I strongly oppose the scheme to waste money on the proposed crossing on Oatlands Drive / Wetherby Road, as a local resident I feel it is completely unnecessary for the following reasons;

1. The roads are an utter disgrace in Harrogate and this money would be far better spent resurfacing and not wasting it on un-necessary schemes like this.
2. The current 'bodge job' of filling potholes only for them to reappear in exactly the same position is clearly not working and greater investment is needed (see above).
3. Oatlands Drive - I walk to work along Oatlands drive to get to and from work every day, but also walk along Slingsby Walk regularly at weekends and this is simply not required - It is one of the quieter roads in the area and crossing is easy with next to no danger at almost any time of the day. School drop / pick up represents the busy times but people manage and there is a crossing 50 metres down the road.
4. The Stray is a sacred piece of land in Harrogate and it should not be touched - even if you plan to .
5. Oatlands Drive - Again, it is a quiet SAFE road, why does a 20mph limit need putting in? Outside the school - Absolutely fine but not needed along the Stray section.
6. Oatlands Drive - Unblock the drains, it has been overflowing for 5 years!!!!!!!!!!!!!!!!!!!!!!
7. Wetherby Road - It is undoubtedly a highly congested road but there is a crossing 30 metres down the road for goodness sake Waste of money! Installing traffic lights will only back up the traffic even more and make the Empress roundabout dangerous. People are still able to safely cross the road in the proposed area as traffic is either moving so slowly or they wait for a gap/ traffics stops to let you cross.
8. Not referenced here but the proposed 1-way scheme on the Saints estate is again not required and will only push current traffic to incredibly congested Wetherby Road, Leeds Road and Hookstone Drive - Do any of you actually visit Harrogate and have any idea of the local traffic flows? I highly doubt it.

As a council you seem completely detached from reality and what actually happens / is needed in the local areas. Example of the wasted money on the Otley Road Cycle way. Stop wasting money on these schemes and actually fix the problems -- ROADS, LACK OF ACCESS TO SCHOOLS< DOCTORS< DENTISTS ETC OR STOP APPROVING ENDLESS HOUSINGS SCHEMES IN HARROGATE!!!!!! It clearly can't deal with it unless proper investment and infrastructure is made - the reality is Harrogate is degrading quickly, the roads are some of the worst I have experienced in any town or City in the UK. Fix that and dont waste money on things like this!

31 Who ever comes up with these ideas needs to actually get with reality, listen to the local people, visit these areas and tackle the real issues. We are very happy there will be new crossings to make the roads and Stray safer for use by pedestrians and cyclists. We also support a 20 mph speed limit on Oatlands Drive and prohibiting parking with double yellows as it is very dangerous to drive along with cars parked on both sides and pedestrians are walking out from between cars.

32 We feel option 1 is the only fair land exchange. Options 2 and 3 offer very poor quality of land as they are so far from the stray that they in no way compensate for a loss of usable land there.



Perception that money should be spent on maintenance/pothole repairs instead, proximity to existing crossings, object to use of stray land, oppose 20mph proposals, drainage issues,.

Against

Supports proposals, pupport for 20mph, support for DYL, concerned about existing safety issues

Option 1

I strongly oppose the scheme to waste money on the proposed crossing on Oatlands Drive / Wetherby Road, as a local resident I feel it is completely unnecessary for the following reasons;

1. The roads are an utter disgrace in Harrogate and this money would be far better spent resurfacing and not wasting it on un-necessary schemes like this.
2. The current 'bodge job' of filling potholes only for them to reappear in exactly the same position is clearly not working and greater investment is needed (see above).
3. Oatlands Drive - I walk to work along Oatlands drive to get to and from work every day, but also walk along Slingsby Walk regularly at weekends and this is simply not required - It is one of the quieter roads in the area and crossing is easy with next to no danger at almost any time of the day. School drop / pick up represents the busy times but people manage and there is a crossing 50 metres down the road.
4. The Stray is a sacred piece of land in Harrogate and it should not be touched - even if you plan to .
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8. Not referenced here but the proposed 1-way scheme on the Saints estate is again not required and will only push current traffic to incredibly congested Wetherby Road, Leeds Road and Hookstone Drive - Do any of you actually visit Harrogate and have any idea of the local traffic flows? I highly doubt it.



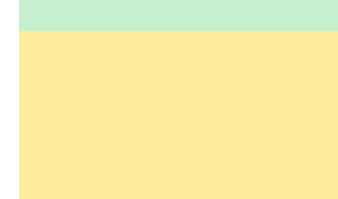

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- 33 Who ever comes up with these ideas needs to actually get with reality, listen to the local people, visit these areas and tackle the real issues. thank you for the information you sent us, on the proposed crossing points on Slingsby Walk. I think they are needed, but the amount of walkers and cyclists along Slingsby walk is quite low, and I question if aTiger and Toucan crossing are warranted. We have managed to cross the road at the Empress roundabout, for years using the Pellicon crossing. Would not this simpler style of crossing be suitable and less invasive of the stray land, along with lower costs?
- 34 I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.
- 35 Thank you for inviting comment on the proposed changes, introducing the new crossings, reducing the speed limit to 20mph and making the right side of atlands Drive across the Stray double yellow lines.
- Your plans are all excellent. Full support from the Graham-Rack household.
- 36 I support Option one

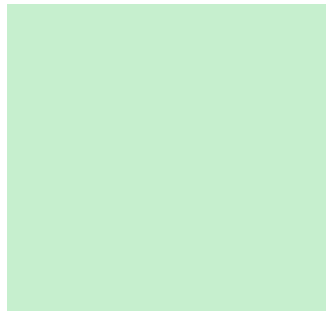

	Perception that money should be spent on maintenance/pothole repairs instead, proximity to existing crossings, object to use of stray land, oppose 20mph proposals, drainage issues.	Against
	Querying if tiger/toucan warranted, suggests proposals over-engineered	Not specified
	HDCA suggested response	Option 1
	Support for 20mph, support for DYL	Option 1

<p>I highly support the proposed crossings at Slingsby Walk/Oatlands Drive and Slingsby Walk/Wetherby Road as measures to improve safety and as wider plans for improving active travel in Harrogate.</p> <p>I am heartened to hear of plans to reduce the speed limit on Oatlands Drive to 20mph and install double yellows, and would welcome an acceleration of those changes.</p> <p>In terms of Stray Land/NYC land dedication i support Option 1 as this feels like a logical area to do so, the next option would be option 3.</p>			
<p>37 Option 2 seems illogical and of little value to the Stray or Harrogate and i would oppose this.</p> <p>I write in respect of your recent Proposal for Pedestrian Crossing Points, of where Slingsby Walk crosses Oatlands Drive, and Wetherby Road. Whilst I have no objection to these plans for Tiger/Toucan crossing points for pedestrians and cyclists, their location within 100 metres of similar crossings on Wetherby Road (end of St Winifred's Ave.) and on Oatlands Drive, outside of St Aidans School, will I fear create more traffic congestion on Oatlands Drive and Wetherby Road at peak traffic times. A way to obviate this would be to limit the pedestrian crossing time to max 10 seconds, and, or to coordinated the two adjacent crossings in order that traffic is stopped and not stopped again in 100 mtrs.</p> <p>A typical example of this action can be seen on the only pedestrian crossing in Harrogate, on West Park at the end of Tower street, where, when a pedestrian presses the button to cross it changes in their favour within 5 seconds, then allows them 10 seconds to cross before allowing traffic on West Park to proceed. There are rarely either pedestrians or traffic waiting more than 10 seconds, excellent, so many take too long to change, so pedestrians see a gap in traffic and cross, and when traffic is stopped, there are no pedestrians to cross.</p> <p>Another important requirement should be to fit sensors, to prevent the pedestrian/cyclist activation from functioning unless there is a pedestrian/cyclist sensed adjacent to the activation button. I live and walk in the area every day and consistently see the activation button on the crossing outside St Aidans school pressed by pedestrians as an automation gesture, then on looking and finding no traffic, proceed to cross, then 20 secs later 4,5,6 vehicles are forced to stop with no one to cross! All are then required to accelerate back up to 20/30 mph, burning more fuel and adding to pollution right outside the school.</p> <p>38 I am writing to you about the proposed crossing at the intersection of Slingsby Walk and Wetherby Road.</p> <p>I think it's a very good location for a crossing, having had to dodge traffic to cross the road at that very point myself.</p> <p>My concern with the proposed crossing is the location of an existing crossing 100 m further down Wetherby Road at the entrance to St Winifred's Avenue.</p> <p>Two crossing so close together will surely result in effective gridlock at times, on an already very busy road, as the crossings are used alternatively.</p>		<p>Support for 20mph, support for DYL</p> <p>Proximity to existing crossings, increase in traffic congestion, Design queries</p>	<p>Option 1</p> <p>Not specified</p>
<p>39 Slingsby Walk</p> <p>The removal of the existing crossing would mitigate this risk, and I would be fully in favour of effectively moving the crossing up the road to Slingsby Walk</p> <p>Thank you for informing me about your proposal to create pedestrian crossings at Slingsby Walk/Oatlands Drive and Slingsby Walk/ Wetherby Road.</p> <p>We are very supportive of these plans which will make it much easier and safer for pedestrians and cyclists to cross. We also agree with your preferred option 1 to replace dedicated land on the Stray. This is obviously the most sensible and practical choice as it already looks like it belongs to the Stray anyway.</p> <p>My only observation is that the corner of Slingsby Walk and Oatlands Drive on the side by St. Aidan's School has for many years suffered badly from flooding in winter or when there is heavy rain at other times of the year. This creates a very large pool of water covering the grass and pathway at the end of Slingsby Walk, and flows in the road, creating a large puddle which at times can last for 2-3 days. Passing cars don't always slow down here, so pedestrians have to be on their guard!</p> <p>40 This is exactly where your crossing is planned! I strongly recommend that this problem is rectified before or as part of the construction of the crossing.</p>		<p>Proximity to existing crossings, increase in traffic congestion</p> <p>Drainage issues</p>	<p>Not specified</p> <p>Option 1</p>

<p>41 Please ensure the new proposed traffic lights on Slingsby Walk and Weatherby Road are connected and in sync with the traffics lights outside Weatherby road and St Winifred's Avenue. Otherwise traffic flow will become more congested, due to turning red on different cycles and back up onto the empress roundabout.</p>		<p>Proximity to existing crossings, increase in traffic congestion - would support if signals linked</p>	<p>Not specified</p>
<p>Thank you for the information you sent about the two proposed junction improvements along Slingsby Walk. As a casual and commuter cyclist, I welcome these changes and they seem to be well thought out. I have personal experience of turning left around St Aidans wall from Oatlands Drive onto Slingsby walk and coming up against walkers/runners/cyclists coming along SW - and narrowly missing each other, so the change there will be good. At Wetherby Road it will simply be safer to cross, and sends a positive modern message that pedestrians and cyclists have as much right to uninterrupted movement as cars.</p> <p>Two quick things from me:</p> <ul style="list-style-type: none"> - at the Wetherby Road crossing, I'd like to ask that the new traffic lights are set to respond quickly to walkers & cyclists pressing the button. The crossing lights near the Empress and Church Road on Knaresborough Road take an absolute age to change to red and it's often tempting to dash across between cars rather than wait such a long time for the green man. (We'd all welcome you shaving a minute or so off the waiting time there if possible). - On the Stray exchange, my vote would be for the land nearest the Stray & hospital- option 1. 		<p>Desire for quick response to push button, criticism of other crossings that are perceived to be slow</p>	<p>Option 1</p>
<p>42 Looking forward to seeing the changes take shape soon. (Next cycling improvement suggestion from me - find a way to allow cyclists to cycle from Christ Church along Park Parade & Regent Parade to reach Westmoreland Street safely 🚲)</p> <p>Ref the above plans on Wetherby Road.</p>			
<p>Whilst I don't object in principle to this proposal, the fact that this will be a second traffic light controlled crossing within less than 50m of the one already at the crossing of Wetherby Road and St Winifred's Avenue is of concern for adequate traffic flow.</p> <p>This is already a busy road and more standing traffic will only contribute to air pollution and further exacerbate poor traffic flow in this area at peak times. It seems to me that consideration should be given to whether both crossings are required or that their tech should be aligned to prevent stop start traffic within such a short distance.</p>		<p>Proximity to existing crossings, increase in traffic congestion, supports proposals if Wetherby Road crossing linked to existing crossing suggest</p>	<p>Not specified</p>
<p>43 May I also make the suggestion that, as this part of Wetherby Road is next to a hospital and doctor surgery, that it should also be a 20mph zone.</p>		<p>20mph on Wetherby Road</p>	<p>Not specified</p>

<p>We are residents on Oatlands Drive and have received your consultation letter for proposed Tigar and Zebra crossings and a 20 mph speed limit.</p> <p>We have lived here for 11 years and cross that part of the road every day which is just a few yards from a signalised crossing. The proposed plans are :-</p> <ol style="list-style-type: none"> 1. Completely unnecessary. Most school children walking and cycling to school cross at the crossing on York Place and walk straight up Oatlands Drive without the need to cross the area of road in question, which actually only has a footpath on the 'school' side of the road. Pupils who live in the Saints area use the current crossing outside the school. Please share the data of accidents/incidents which warrant such a large and obtrusive new crossing? 2. A colossal waste of tax payers' money. 3. Unsightly. The current aspect of the Stray will be ruined and will also take away Stray land. The replacement land is not an equally useable space. 4. Dangerous. Having ONE BUMP in the middle of such a long road may cause accidents for those who are not aware of it. 20 mph speed limits have now been proven to distract drivers, who look at their dashboards rather than paying attention to the road. 5. Unpopular. Please share the data collected from residents in the area who think the proposed crossing is needed? 6. Repairing the roads and improving their current appalling state might be better use of tax payers' money and more beneficial to road safety. <p>We would really appreciate it if you could take our views on board. We will have to live with these plans everyday. Consultants who visit the area and make these proposals, with all due respect, do not see what the area is like on a day to day basis.</p> <p>Comments on the Stray Ferret social media post, with the regards to these plans, have been very negative. With only 2 in favour out of 54 readers.</p>		<p>No perceived need for upgraded crossings, proximity to existing crossings, waste of money, unsightly, object to use of stray land, safety concern from road hump proposal/opposed to potential 20mph limit, perception that money should be spent on maintenance/pothole repairs instead.</p>	<p>Against</p>
<p>I fully support the proposed crossings as detailed in your consultation letter.</p> <p>My only observation is that the surface water drainage on The Stray & Oatlands Drive is ineffective, and this scheme should rectify those issues. If they are not rectified, the standing water will make the crossing un-usable. I refer to the corner of Oatlands Drive & Slingsby Walk, by the boundary of Bead House - part of the secondary school. (I note that this winter that "Ice" warning signs have been provided at this point, on Oatlands Drive)</p> <p>In terms of The Stray exchange land:</p> <p>Option 1 - I fully support Option 2 - I cannot support as it will be the first Stray designated land on Hookstone Chase Option 3 - I could support this option but it is too remote from the main body of The Stray, and therefore would be my least preferred option</p>			<p>Supports proposals, drainage issues</p>
<p>45 I hope my feedback is helpful to this important scheme. Thank you for the letter outlining the proposed crossings.</p> <p>I live on St Catherines Road, so near to both areas.</p> <p>I don't have an objection to change, but I do object to spending money on schemes like this when the basics of highway maintenance are not being managed. I would rather spend the money fixing what infrastructure we have first. The pot holes and roads in the Saints area are a disgrace and have been for some time. Please consider spending money wisely.</p>			<p>Perception that money should be spent on maintenance/pothole repairs instead.</p>
<p>46 16:30. Also putting double yellow lines is a great idea. Unfortunately the ones we have around the school area are never adhered too. If a traffic officer was to enforce the rules it would make the roads around the school a lot safer. Needs to be enforced on a regular basis. Also parking goes on all the way down Oatlands Drive especially on weekends. Blocking cycle lanes etc. With regards to the tiger crossing, sounds good. However moving the gullies I'm sure will not work. The area floods nearly every time we have rain. Therefore the proposed cycle area on Slingsby Walk would be under water for numerous days a year. Making cyclists use the pedestrian areas. Works have been carried out over the years but so far they haven't worked. I would prefer the option 2 for the landlord exchange. With regards to other proposed changes to supposedly improve travel around the area. A consultation took place not long ago. Hopefully once again local residents will be</p> <p>47 listened to.</p>			<p>Support for 20mph during school hours, support for DYL, drainage issues.</p>

<p>Thank you for the letter regarding the proposed crossings.</p> <p>I live on St Catherines Road.</p> <p>I don't have an objection to the proposals, but I do object to spending money on schemes like this when the basics of highway maintenance are not being managed. I would rather spend the money fixing what infrastructure we have first. The pot holes and roads in the Saints area are a disgrace and have been for some time.</p> <p>I am confident that the majority of people would agree that resurfacing the neighbouring roads would be money better spent so people are not damaging vehicles on a daily basis. The area at the top of St Catherine's Road/ St Winifred's Road is appalling and is never fixed properly.</p> <p>Even in the centre of town (Charles Square) looks shocking with potholes and crumbling roads left unmanaged for many months!</p> <p>For this reason I object to the proposals unless the roads in need of resurfacing are addressed first as simply filling them in every so often clearly does not work.</p>		<p>Perception that money should be spent on maintenance/pothole repairs instead.</p>	<p>Not specified</p>
<p>48 Feel free to forward this to anyone with any influence.</p> <p>Thank you for consulting on the proposed changes, they look like a good improvement.</p> <p>However, I strongly object to the reduction of the speed limit to 20 mph. There is no justification for it and it sets a precedent to impose these restrictions more widely. The current speed limit should be maintained.</p> <p>The council should focus on measures to improve car travel, not make it harder. Maintaining the road surface should be a priority, not reducing speed limits.</p> <p>49 Many thanks for the information regarding the crossings on Oatlands Drive and Wetherby Road. Both my husband and I think these are excellent proposals and fully support your efforts.</p> <p>With regard to exchange of land to the Duchy, proposing to take a small land area from the Stray, for the above, both my husband and I are in favour of what we understand to be Proposal 1: the land to be transferred from NYC to the Duchy be that as close to the Stray as possible, i.e. by the War Memorial on Wetherby Road.</p>		<p>Supports proposals, opposes 20mph, comments on maintenance needing to be a priority</p>	<p>Not specified</p>
<p>50 Many thanks for the dedicated work done by your team in easing the crossing of the two busy roads, for cyclists and pedestrians.</p> <p>I recently received your communication about crossings on either end of Slingsby Walk.</p> <p>I'm in approval of both proposals, however, I would be keen to make sure that the Wetherby Road crossing does not result in the closure of the existing crossing outside the hospital, near St Winifred's Avenue.</p> <p>51 My preferred option would be option 3 as currently Hookstone drive has no designated crossing between the junction at Oatlands drive and the Woodlands pub. There is a sports club , pine woods entrance and a show grounds entrance plus a bus stop that can be hard to cross the road to. I have often seen members of the public and school children struggling to cross. In fact when it was the caravan show I had to assist an elderly couple cross the road to enter via the show ground side entrance. I do think the crossing should be more towards the Hookstone Wood road as in my opinion we should be encouraging people to walk to showground events, hence walking through side entrances, therefore freeing up busy roads.</p> <p>52 I look forward to hearing the outcome. After looking at the plans I think all options of crossings should be taken.</p> <p>I feel that both of the proposed crossing points will ease use of public transport and so would support them. The Wetherby Road crossing does have a bus stop on the approach to the crossing westbound, towards Harrogate. But I am sure that you will have taken this into</p> <p>53 consideration in the design.</p> <p>54 Very supportive of the proposed traffic calming measure to increase road crossing safety for users of Slingsby Walk.</p>		<p>Supports proposals.</p> <p>Supports proposals, against removal of hospital crossing</p> <p>Supports propoals and would like an additional crossing</p>	<p>Option 1</p> <p>Not specified</p> <p>Not specified</p> <p>Not specified</p>

<p>55 We would welcome the proposed crossings and agree that Option 1 for the land exchange makes the most sense, as it's already connected to the Stray. Thank you for sending us details of the proposals. My wife and I are regular walkers on the Stray and will find both crossings useful (particularly the one on Wetherby Road, where it can be quite difficult to get across at the moment. So we support the proposals.</p>		<p>Supports proposals.</p>	<p>Option 1</p>
<p>56 In relation to the dedication of land to replace the area of Stray that will be 'lost' to the new crossings, we support Option 1. I'm writing in response to the consultation for crossings on Oatlands Drive and Wetherby Road. I support the proposed parallel crossing on Oatlands Drive. I also support the proposed Toucan crossing on Wetherby Road.</p>		<p>Supports proposals.</p>	<p>Option 1</p>
<p>57 In addition, I support Stray Land Exchange Option 1. I am not in favour of the other options. Thank you for the opportunity to be consulted on this proposed development. I applauded the way cycling has been introduced on some pathways, including Slingsby Walk, on the Stray. No white lines, no fuss, just the expectation that cyclists and pedestrians would accept the common usage and be mindful of each other's presence. This seems to have worked very well. The cyclists mainly use the pathways to get about town and, perhaps, take a little exercise. The new proposals seem grossly over-engineered in comparison. More suited to lycra - clad athletes using the Stray as a sort of velodrome. Surely, it would be more in keeping with the current and future usage of the people of Harrogate if Puffin crossings were installed on both sites. It is clearly unaligned to have demarcation on the crossings but not on the paths. But this is definitely not an argument to have the paths demarcated. Now, if Puffins were installed, there would be no need to take any more of the Stray. But if you were to take more of the Stray, you cannot be serious that any other than your Option 1 meets the Land Declaration. Also, surely the 100 m requirement is in respect of the original definition of the Stray not the subsequent extensions. Indeed the subsequent extensions do not meet the requirements that you have set out. I formally challenge , because I think you are taking the ****, that the land in front of my property meets the "has to be equally advantageous to the inhabitants of the borough as public open space " criterion. So please do tell me how I can challenge this.</p>		 <p>Suggests proposals overengineered, suggests puffin crossings instead (NOTE - puffin not suitable for combined ped/cyclist usage - discount), supports 20mph proposals with conditions</p>	<p>Option 1</p>
<p>58 I do agree that the speed limit on Oatlands Drive should be 20 mph. This should be restricted to south of the Stray and only during term time. 1. Slingsby Walk/Oatlands Drive In favour of it all. Tiger crossing - good 20mph speed limit desperately needed as the road is so full of cars with lots of pupils/people/cyclists around. Please note though, that the current cycle lanes are not wide enough to be safe - particularly obvious at school home time, when there is a huge queue of cars on the road, the pavements are full with pupils and cyclists are literally sandwiched in between. 2. Slingsby Walk/Wetherby Road I don't understand why you can't put in another Tiger crossing here, given that there is already a signalised crossing a hundred yards away ?</p>	 <p>Supports oatlands proposals, supports 20mph, critical of current cycle lanes. Suggests tiger for Wetherby Road due to Proximity to existing signalised crossing.</p>		
<p>59 3. Option 1 for land exchange makes far more sense than the other two options.</p>	<p>Supports proposals.</p>	<p>Option 1</p>	

The Slingsby Walk/Oatlands Drive Crossing

It is unclear what the need is for it to be segregated into cyclists/pedestrian if this is more expensive than a normal crossing. Pedestrians far exceed the number of cyclists at this point.

Slingsby Walk/Wetherby Rd Toucan

This proposal requires a review.

The proposed crossing is of concern as it is a third point to cross in quick succession in addition to the main pedestrian crossing the hospital staff and visitors use below the St Winifred's Avenue entrance, and there is also another pedestrian crossing point via the middle of Wetherby Rd slightly higher up towards the roundabout.

In order to keep some flow of traffic on this section of Wetherby Rd and allowing for traffic turning in and out of St Winifred's Avenue, the Kingswood Medical Practice and traffic heading into Lancaster Park Rd for Harrogate hospital and ambulance station, there should be only 1 traffic light crossing safely serving this area. It also becomes congested easily due to the bus stops sited facing each other just below Slingsby Walk on Wetherby Rd with no bus bays and close to where the proposed zig zag lines end.

60 Could the proposed crossing point and current St Winifred's Ave crossing point be combined and moved to where the bus stops are now and resite the bus stops slightly? Could bays be created for the buses to pull into?

Thank you for circulating details of the proposed developments in relation to the above. Having read the proposals, and as local residents who regularly walk along Slingsby Walk at both busy and quiet periods of the day, we are writing with the following comments:

1. Improving school safety is a sensible priority. You refer to other stakeholder groups being involved though - who are they and what other concerns have they raised?

2. It is not obvious that such an extensive crossing is needed at the Oatlands Road junction. Pedestrians and cyclists don't seem to struggle that much with crossing this road at most times and there are already other crossing points for the school. However some slowing of traffic in the direction of the school would be beneficial and improve safety and so a simple, much smaller dual use crossing could be installed.

3. There is no need to segregate cyclists and pedestrians at this one point. As a general observation, pedestrians and cyclists tend to respect each other on Slingsby Walk at present, so anything which would make that route viewed as more of a cycle way should be discouraged on safety grounds for pedestrians.

4. It is harder to cross Wetherby Road and so a new crossing there may be helpful - the only concern would be that there is an existing crossing c. 150m away and so traffic may get doubly held up - but maybe that up is an acceptable trade?

5. Stray land option 1 is clearly more beneficial than options 2 and 3. Indeed it makes us wonder why the freehold land under option 1 has not been used in previous exchanges?

61 Thank you for taking this feedback into account.



Suggests proposals overengineered, proximity to existing signalised crossing Not specified

Suggests proposals overengineered, proximity to existing signalised crossing Option 1

<p>In principle I support the provision of pedestrian/cycle crossing points, the current lack of facilities discourages the use of Slingsby Walk by families and children. However, I strongly disagree with some of the details of the designs shown on the drawings.</p>		<p>Suggests proposals overengineered,</p>	<p>Option 1</p>
<p>Oatlands Drive. The proposal is far too complicated. It's as though it's been designed by someone who has no idea how real people in the real world behave. Specifically, to try and separate cyclists and pedestrians by two crossings next to each other, demonstrates a complete misunderstanding of cyclist behaviour. All users will just cross by the straightest path possible, regardless of any signage to the contrary. In other words, you're proposing to waste thousands of pounds on pointless facilities. Just make it simple.</p>			
<p>Wetherby Road On the assumption that National Regulations demand all the signage, the design looks reasonable. I would question however, why you need to take what looks to be about 1 meter of grassed area on the north side of Wetherby Road, when there are no designated cycleways on Wetherby Road itself. So there is no need for that extra tarmac.</p>		<p>Suggests proposals overengineered,</p>	<p>Option 1</p>
<p>Stray Land dedication. 62 Option 1 (NYC Preferred) is the obvious one. The others are just plain daft. While I agree in principle with your proposal for the Oatlands Drive/Slingsby Walk crossing, which is on my walking route to town, I must insist as part of the project the collapsed/blocked roadside drain on the West side of Oatlands Drive immediately adjacent to the proposed crossing is repaired as part of the project. (At the part of the road currently decorated by an ICE warning sign that the Council has not seen fit to remove).</p>			
<p>This defect has been in existence since I came to live in St Winifred's Road in 2008 and many times I have been completely soaked by cars driving through the surface water which pools at the side of the road. Water rises UP through the drain further up the road and flows towards your proposed crossing on the surface forming road side pools. Traffic can only avoid this by driving at the very centre of the road which often does not happen to the dismay of pedestrians. A few years ago there was a public consultation on the subject of recommending things that would encourage more people to walk/cycle to town rather than drive. This obvious road/drain defect was reported— and of course nothing has happened !</p>			
<p>63 The impression this gives is that it easier for the Council to do 'public consultations' than actually fix obvious problems. I hope your consultation will not fail to bring improvements for the same reason.</p>		<p>Supports proposals., drainage issues.</p>	<p>Not specified</p>
<p>Thank you for the recent letter about this pedestrian crossing. Just to say that we are in support of the crossing, and agree that option 1 looks the most sensible for reclaiming stray land. 64 I object to the proposals almost in their entirety, but most particularly to the proposal to enclose any part of the Stray to complete the works. Specifically,</p>			
<p>The proposed crossings are arguably unnecessary.</p>		<p>Supports proposals.</p>	<p>Option 1</p>
<p>According to crashmap.co.uk, there have been 5 road accidents on Oatlands in the past 10 years (2 fatal and 3 slight) and none at the Slingsby Way/Wetherby Road junction. Indeed, it would seem, if there is a concern about reducing the number of road traffic accidents, there would seem to be higher priorities — for example, the stretch of Keppelborough Road East of the Embsay Roundabout where there have been</p>			

would seem to be higher priorities – for example, the stretch of Knaresborough Road East of the Empress Roundabout where there have been significantly more accidents.

There is already a well-used pedestrian crossings several metres away from the proposed tiger crossing on Oatlands Drive. There is also a pedestrian crossing close to the Slingsby Walk/Wetherby Road junction to slow the traffic on Wetherby Road.

The Council has identified congestion around Harrogate to be a significant and longstanding problem (Harrogate Advertiser 04.01.24). Adding a further two crossings will serve only to heighten that, particularly on the Wetherby Road arterial route.

The crossings, especially at Oatlands Drive, are overengineered.

The proposal to segregate then merge cycle and pedestrian traffic at the Oatlands Drive/Slingsby Way traffic is a nonsense. Aside from the fact that the volume of cycle traffic on the Stray or in the cycle lanes does not merit a separate crossing, why would the Council want to separate cyclists at Oatlands Drive only to merge them again on Slingsby Walk. Indeed, it begs the question why encourage cyclists to use the pedestrian footways at all when the Highway Code (and Highways Act) expressly advises against it and cycling on a pavement can technically incur a fixed penalty?

There is no justification to enclose Stray land.

Assuming there is a need to slow the traffic down on Wetherby Road (and I have some sympathy for this) and Oatlands Drive, could it not be achieved without the need to enclose any Stray land by

- 1. Introducing a 20mph speed limit with or without
- 2. Installing a zebra or pelican crossing plus or minus an island – as is done on most of the other crossings around the town.

None of the proposed exchanges of land satisfy the Criteria of the Stray Act

Proposals 2 and 3 are not within 100m of the Stray or of equivalent value (and the suggestion that they are seems to be contemptuous to local people and visitors)

The Stray was originally created as a contiguous stretch of land connecting the Wells situated on the Stray. The Stray Act clearly defines the "Stray" to mean the area shown on the original "Stray Plan". According to Harrogate Civic Society (July 2023) "The Stray Map cannot be changed even if exchange land is required due to road and footpath building etc. Also, the exchange land will not become Stray but be



No perceived need for upgraded crossings, proximity to existing crossings, crossings overengineered

Against

Having just driven up Oatlands Drive and turned left towards town on the Knaresborough Road / Park Place - dodging all the potholes along the way - I can't believe the Area 6 Highways Office want to create a Tiger Crossing on Oatlands Drive, and take away 42 square metres of the Stray - I thought this was protected land?

There is a pedestrian crossing less than 200 yards away and, having lived on Oatlands Drive for 37 years, I've never seen the need for what you are proposing.

WHY?!

I can see the sense in reducing the speed limit (I don't like it but it costs very little and may help prevent accidents) but I can only assume this totally unnecessary and costly change is the brain child of someone with nothing better to do.

I strongly suggest you and the rest of your cohort walk up Oatlands Drive, turn left onto Knaresborough Road / Park Place and count the huge pot holes in the half mile stretch from Cedar Court Hotel to the Prince of Wales roundabout.

Then go and fix the pot holes.

And when you've done that I'll give you a list of the rest of the roads you need to fix (it's a long list).

THAT would be a good way to spend our money.

It's not on a totally unnecessary and expensive plan.

No doubt you've already wasted money with Align Property Partners.

66 Please don't waste any more.

With reference to the above we would be in favour of option 1 as the land to be returned is immediately adjacent to the Stray.

67 However I fail to understand why options 2 and 3 were ever suggested as the Stray is a compact piece of land and why would you want the returned land as a piece of road verge? I also fail to understand how options 2 and 3 were within 100metres of the Stray?

I have received this letter (attached) in the post today re the creation of new road crossings near or abouts Oatlands Drive and Wetherby Road from Slingsby Walk at either end of it.

I fear the proposed crossing on Wetherby Road near the war memorial at the back of the hospital, will be very problematic to the Empress Roundabout nearby which is already extremely busy and backed up with traffic going along Wetherby Rd, Skipton Rd, Knaresborough Rd and the A59. It will effectively stop traffic on Wetherby road for the new crossing, which will back up to this roundabout causing further traffic jams on the roundabout with cars already struggling to clear it in current traffic conditions, it will worsen this problem further.

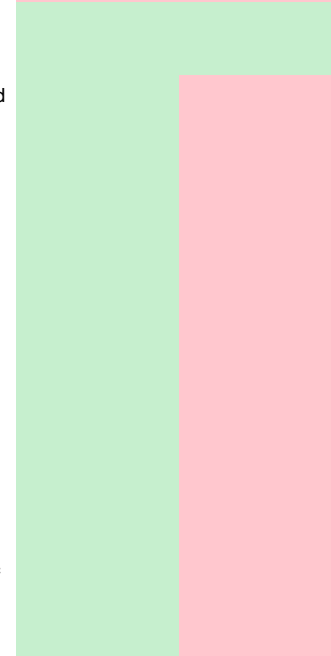
There is already an existing pedestrian crossing a little way further down Wetherby Road opposite St Winifreds Avenue and this is so close I fear this new crossing will also create more traffic jams here on Wetherby Road too in between the 2 crossings, effectively blocking up a lot of Wetherby Road. Surely pedestrians coming off Slingsby Walk can just walk the 30 seconds to this St Winifreds crossing?

The problem I see is the roundabout with two crossings very close to it and each other will render the roundabout and Wetherby Road at that end a constant back up and accident waiting to happen. I don't feel the need for this additional new crossing is required given the existing pedestrian St Winifreds existing crossing being present already.

Re the other crossing I don't think this will be a problem other than school times which are already busy, but might help students walking to school etc so may be beneficial. However, I don't think it is beneficial to make the whole of Oatlands Drive a 20 mph zone, surely just outside the school at the most?

Re land swaps for Stray land, I have no comments either way on this. I think so long as you make the residents in the houses near the plots of land aware, as I think some folk park on grass verges/have trades people park on grass verges, already so they would need to know well in advance that the plot outside their houses will be stray land – communication of this will be crucial for you to do with the houses/residents

68 concerned.



Against use of stray land, proximity of existing crossings, no perceived need for crossing upgrades, want existing maintenance issues sorted, waste of money

Option 1

Proximity to existing crossings, increase in traffic congestion, supports oatlands crossing, supports 20mph on oatlands near school only

Not specified

have read the details on the Tiger and Toucan crossings, plus the reclamation options of land to the Stray, with interest.
 | have outlined some thoughts below:
 1) The 'route' in question incorporates the very busiest Wetherby and Skipton roads in all of Harrogate; at all times of day. Yet, it seems that almost at the junctions of these bottle-necks is an appropriate spot to 'test' brand new (Chinese) traffic management schemes giving priority to pedestrians and cyclists at enormous cost, which may succeed or fail abysmally - thus adding considerably to the already snail-like traffic on that journey. And, possibly cost even more money to undo the construction if necessary.
 2) The supposed and expected increase in cycle use in Harrogate is failing to materialise, as the Otley Road half-built, half-baked scheme shows. Not being a traffic engineer, | wouldn't guess at the gradient of that road, but it's common sense that a 'ride' down the hill is achievable, and possibly fun, but to ride back up is nigh-on impossible, maybe with shopping, without a racing-machine cycle and at best unlikely. All this, coupled with the now-half-defunct 'Station Parade' debacle, which has also tried to just deny that cars exist; prioritising cyclists and wheelchairs is also unrealistic.
 3) The structures appear to have very raised areas at their centre. Why is this so necessary? The multi-coloured sections and textures are so complex that | believe, motorists, cyclists and indeed pedestrians will not know what the heck they all mean?! It is also a fact that the existing black, sleeping-policemen throughout the town are so in need of maintenance and repair and, are causing serious damage to cars, that they too need urgent attention. | also challenge you to 'test' the recall of the number of indicators/signs that the motorists/cyclists/ pedestrians can achieve (focus groups) for these concepts, as well as watch the road/ pavement/crossing, for one single road-crossing facility.
 4) With regard to the reclamation of precious Stray ground - for the enjoyment of the town residents - I'm astounded that two options are bits of grass alongside roads, nowhere near the Stray. How can 'residents enjoy' those! The area adjacent to the Stray by the War Memorial is the only honest choice; if the footage meets the criteria.
 These are my immediate thoughts and considerations on the Highways Department's elaborate and expensive reaction to the road traffic conditions in Harrogate; and hope this public involvement and methodology will not be just a box-ticking exercise.

69 Thank you

1. I am supportive of these proposals. The crossings are much needed as I have seen several near miss incidents at these locations. Many drivers do not slow or give way to pedestrians and cyclists. The crossings will facilitate sustainable travel and make it easier for people with disabilities to move about.
2. The detailed proposals appear to be good. The cycling and pedestrian routes follow natural desire lines. I have no comments to offer on the layout of the crossings.
3. Please ensure minimum delay times when pedestrians and cyclists are using the crossings. In Harrogate on roads with continuous traffic flows it appears that pedestrians always wait the full delay time which is currently, on the two crossings on the A6040 York Place, more than 30 seconds. So waiting in rain and being splashed by traffic when one uses the crossings is unpleasant and a disincentive to walking and cycling. On heavily trafficked roads the only relevant criteria for delays in responding to a crossing call is the last time the crossing was used.

 I have recently been in correspondence with DfT on this and they confirm my view that these delay times should be minimised or deleted to give more priority to pedestrians and cyclists.
4. In respect of the Stray Land I agree with Option 1.

 If you get objections from the Stray Defence Association I would urge you to give such objections no more weight than you would give to the comments of any individual living in the town. This is a non-democratic small group whose comments are given too much credence. In current parlance they take up "band width" simply by making lots of noise.
5. Finally I would urge you to make as much rapid progress as possible. These crossings will make a real difference to the enjoyment of the Stray and encouraging healthy and sustainable transport.



Proximity to existing crossings, increase in traffic congestion




Option 1



Supports proposals, concerned about existing safety issues, desire for quick response to push button, criticism of other crossings that are perceived to be slow.

Option 1

<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I support the proposal for a Toucan crossing of Wetherby Road, with priority given to pedestrians and cyclists. Please ensure that the lights change to green for people on bikes and on foot (including mothers with prams, young children learning to cycle etc) within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p>			
<p>This is a real safety issue, and long overdue since it was first raised and refused. I live near this crossing and risks are taken to get across at this point. It makes no sense not to follow a cycle path with a safe crossing of a busy road.</p>			
<p>I note that The Stray Defence Association is often consulted as a representative body on matters of The stray. They are not representative. I have asked them how many members they have, and they have declined to answer. Do you know how many people they represent? I have never seen them out and about as a group on the Stray. I have not seen them picking up litter (as my running club does), planting trees (as the Rotary Club do), etc. They are against cycling on the Stray, yet it is sustainable route linking up parts of the congested town, and a safe place for children and adults to learn to cycle.</p>		<p>Supports proposals, concerned about existing safety issues, desire for quick response to push button.</p>	<p>Option 1</p>
<p>71 To complicated to understand. An expensive option for a simple problem. Typical of the council!! **More important - crossing at the corner of stray - across York Place to West Park Street (A61) by Prince of Wales Roundabout *AN ACCIDENT WAITING TO HAPPEN*</p>		<p>Suggests proposals overengineered</p>	<p>Not specified</p>
<p>73 Please note my wife and I would prefer option 1, the land immediately adjacent to the Stray. To whom it may concern, I express my support for the proposed Tiger crossing on Oatlands Drive. Currently it is difficult to cross at times as it is quite a busy road.</p>		<p>Supports oatlands, no comment on wetherby rd</p>	<p>Option 1 Not specified</p>
<p>74 In response to the proposed pedestrian crossing points changes for Oatlands Drive and Wetherby Road with Slingsby Walk my comments as a regular user of Slingsby Walk as a pedestrian and of both Wetherby Road and Oatlands Drive as a driver, my feedback is as follows: 1. The traffics lights on Wetherby Road crossing should only be installed if they are synchronised with the subsequent pedestrian crossing outside the hospital on Wetherby Road. This road is already congested and adding traffic lights at this point would further cause traffic to back up onto the Empress roundabout if not synchronised with the next set of lights. Drivers do not need to be made to stop twice for pedestrians within such a short distance. As per my comments below regarding Oatlands Drive, I do not believe that cycles and pedestrians need to be segregated at this crossing point. 2. As a regular walker across the proposed Oatlands Drive crossing point, I believe that the proposal at this point is vastly over architected. A simple zebra crossing would easily surface given that pedestrians and cycles are not segregated for the rest of Slingsby Walk segregating them at the crossing point is totally unnecessary and an overly expensive solution to an otherwise simple problem. This would negate the need for such complex crossing facilities and the land grab from the Stray.</p>		<p>Supports proposals if Wetherby Road crossing linked to existing crossing, Proximity to existing crossings, increase in traffic congestion, Suggests proposals overengineered</p>	<p>Not specified</p>
<p>75 I welcome the above proposal as I often cycle from my home off Claro Road to work at St John Fisher school, I try to be away from traffic as much as possible so use Slingsby Walk. The trickiest part of my journey is crossing Wetherby Road as the traffic is constant and I normally have to rely on the goodwill of a motorist stopping to allow me to cross (and this, more often than not, is when a pedestrian joins me as motorists are more inclined to stop for them). This can sometimes add as much as 5 minutes to my short journey and I feel that less confident cyclist might decide not to do it and drive instead or drive on a rainy day if they feel they will be stuck there quite a while. It will also greatly help pedestrians especially those with restricted mobility who can't dash across when they see a gap. I don't use the path on the other side of Oatlands Drive but can see it would be useful to those who do, the tiger crossing makes sense as it's not as busy a road as Wetherby Road, when I cycle back down Oatlands I don't have a problem turning right onto Slingsby Walk.</p>		<p>Supports proposals if Wetherby Road crossing linked to existing crossing,</p>	<p>Option 1</p>
<p>76 Option 1 seems the best one as that is adding back to The Stray. I write to share my approval of the plans to create the crossings for Slingsby Walk across the two roads at Oatlands and Wetherby Rd.</p>		<p>Supports proposals</p>	<p>Option 1</p>
<p>77 The land replacement nearest the crossings is also to my liking.</p>			

<p>The proposal marked Option 1 is by far the best and gets my vote.</p>		<p>Supports proposals if Wetherby Road crossing linked to existing crossing, Proximity to existing crossings, increase in traffic congestion</p>	<p>Option 1</p>	
<p>Is it your intention to retain the existing pedestrian crossing between the hospital and St Winifred's Avenue? If so, the hospital crossing and the proposed Slingsby Walk crossing will less than 100 metres apart and therefore it would make sense to link them so as both stop the traffic at the same time.</p>		<p>This will greatly reduce the need for traffic to stop at one set of lights only to set off to find the second set has just changed to stop. It makes a lot of sense to synchronise both sets of lights to change in tandem.</p>	<p>This will greatly assist traffic flow in the southerly direction and prevent potential obstruction to flows around the Empress roundabout.</p>	<p>78 I do hope that you will consider these comments.</p>
<p>We have lived on Wetherby Road for the past 25 years and in that time the traffic has increased tremendously. We have often waited as much as five minutes to exit our driveway. There are already three pedestrian crossings from The Empress Roundabout to the Woodlands Crossroads. There is presently a crossing point for pedestrians and cyclists coming off the Stray at Slingsby Walk, although there is no traffic light. The other crossings are at St Winifreds Road (for the hospital), one at the Primary School and another at the Woodlands. Wetherby Road is the busiest road in Harrogate and is blocked about 85% of the working day. Slowing the traffic even more with yet another crossing will further increase the traffic density and noxious fumes that the residents of Wetherby Road will have to endure. This proposed crossing is just after the traffic exits the Empress Roundabout. The traffic at peak times frequently backs up to the roundabout, blocking the roundabout itself. The proposed crossing will, in our opinion, make matters even worse.</p>		<p>Proximity to existing crossings, no perceived need for crossing upgrades, increase in traffic congestion</p>	<p>Not specified</p>	
<p>The Oatlands Road crossing is on the route of our daily walk and we have never had to wait more than about 15-20 seconds to negotiate a crossing. We see no need for a further crossing there. We can envisage both cyclists and pedestrians activating such a crossing but rather than wait for the lights they will cross when there is a sufficient gap anyway while road traffic is obliged to stop and wait - for no one. Children attending St Aidans can cross at the existing crossing before turning North or South as at present. They don't need a further crossing.</p>		<p>We feel that both these crossings will further embolden errant cyclists thus further endangering pedestrians. As pedestrians walking along the paths on the Stray we take our lives in our hands as the cyclists speed along with little if any consideration for pedestrians, children and dogs.</p>	<p>79 We, and friends have often been forced to take evasive action.</p>	<p>Please register my objection to the introduction of these crossings on the basis that they will add further to the problem of traffic congestion in Harrogate, and lead to increased pollution and travelling times for vehicles.</p>
<p>The crossing on Wetherby Road seems particularly unnecessary as there is already a pelican crossing located a few yards further down at the junction of St. Winifred's Rd (I assume it will not be removed if this proposal is railroad through?). The proposed location is already one of the most heavily congested parts of Harrogate, and this proposal will only serve to add further to the problem. If we wish to encourage walking and cycling, then walking or cycling a matter of yards to the existing crossing should prove no issue.</p>		<p>Proximity to existing crossings, increase in traffic congestion</p>	<p>Not specified</p>	
<p>We are very pleased that the idea of making Oatlands Drive one way has now been dropped but do not agree with it being made 20mph unless restricted to school arrival and departure times. It would be far better if you enforced the 30mph speed limit and prevented cars from parking in the cycle lanes. How about one of the signs that show your cars speed as you approach and request you to slow down if</p>		<p>Support proposals, supports DYL, potential VAS?, against 20mph unless part time</p>	<p>Not specified</p>	
<p>81 appropriate?</p>				

Ref the above matter and your request for comments or objections:

<p>1. I object to the scheme in principle. Using Stray land for this unrelated purpose is not right, regardless of which new land you replace it with...it's not The Stray.</p> <p>2. If it does unfortunately go ahead, then option 1 for the replacement land is obviously the least worst option. It would appear you have chosen the other two appalling options to ensure this or, if they are serious options, you should be ashamed to present them as options.</p> <p>3. If the crossing measures are enacted, then NMU's have already been sufficiently catered for and there is no need whatsoever to reduce the speed limit to 20 mph, so I oppose this.</p> <p>4. I would support pedestrian Toucan crossings at both sites if they did not involve stealing Stray land. Toucan crossings would be fine in both cases as, to protect pedestrians from cyclists, the cyclists should be slowing and dismounting at the crossing in any case.</p>			
<p>82 Thank you for asking for the feedback.</p> <p>1: Under no circumstances should either proposed crossing be controlled by lights or on a raised platform. The use of lights will cause very serious congestion that will tail back on to York Place, Knaresborough road etc. This in itself is highly likely to cause more issues and potential accidents than the crossings would prevent. A raised platform will simply become a pothole danger to all in a very short amount of time causing yet more potential for danger.</p>		<p>Opposes use of stray land, opposes 20mph</p>	<p>Option 1</p>
<p>2: There is already a crossing available very close to both locations and there is no reason why this cannot be used. If you introduce yet another in close proximity it will simply cause problems.</p> <p>3: A standard Zebra crossing would be most appropriate as it allows vehicles to move unimpeded when no-one is wanting the crossing and puts the onus on cyclists and pedestrians to actively consider if their way is safe. On a regular basis I've seen the way people that cross here and generally it seem to be 'I'm a cyclist, I'll do as I please' or 'we're students, we'll just jump in the road and hope that the cars can stop in time'. Giving them any reason to encourage this stupidity is just asking for a fatality.</p>		<p>Proximity to existing crossings, increase in traffic congestion, concerned about safety of raised table</p>	<p>Not specified</p>
<p>84 Great idea and long overdue I drive that route daily to take my daughter to school. This crossing is heavily used by pedestrians, joggers and cyclists.</p>		<p>Supports proposal</p>	<p>Not specified</p>
<p>85 Most definitely needs a crossing. I'm am writing to say I support the new crossings. As a parent and local resident I use the stray often and would benefit from the position of the two new crossings.</p>		<p>Supports proposals</p>	<p>Not specified</p>
<p>86 A focus on pedestrians and cyclist safety I greatly needed. I would like to state that my husband and I object to the introduction of both proposed new crossings on Slingsby Walk. They are unnecessary, there are already crossings there and this would just add to the traffic congestion. It is an unnecessary expense too.</p> <p>If you do go ahead, which we hope you don't, the only option for land back to the Duchy is option 1, the others are quite frankly ridiculous.</p>		<p>Supports proposals, sees active travel benefits</p>	<p>Not specified</p>
<p>87 Please spend money on things the community needs, not unnecessary crossings! I am writing in favour of the proposed pedestrian crossings on Wetherby Road and Oatland Drive. More is needed to be done to keep our children safe near our schools as drivers just do not respect the fact that school drop off and pick up times are full of young children who are not Road aware or are easily distracted.</p>		<p>No perceived need for upgraded crossings, proximity to existing crossings, waste of money</p>	<p>Option 1</p>
<p>Whilst the crossings are a great addition, I'd also like to point out I do believe reducing the speed limit to 20mph around our schools in the Oatlands area (Oatlands Infants and Juniors, St Aidans and St. John Fisher) something that needs to be done. It seems to be done in many other areas so why not here? Yes there are some major roads here but that's surely even more reason to slow down the cars in a mad panic to get to work.</p>		<p>Supports proposals, supports 20mph</p>	<p>Not specified</p>
<p>88 I'd just like to make a couple of points re the above consultations. Whilst I fully support the installation of the crossing, I would like to request that the lights are set in the favour of pedestrians and cyclists, ie that they will change immediately /very soon after the beg button is pressed. I am fed up of waiting at crossings in North Yorkshire for streams of cars to go past! If you want to entice people out of their cars, this is a simple place to start. Also I support the option 1 regarding to the exchange of Stray land. This seems most sensible.</p>		<p>Supports proposals, Desire for quick response to push button, criticism of other crossings that are perceived to be slow</p>	<p>Option 1</p>
<p>89 Many thanks</p>			

90 This is a long needed crossing to keep pedestrians safe. Many prams are used on these non existent crossings along with dog walkers and joggers. Vehicles often speed through recklessly in these proposed spotty especially when the road is clear of congestion.

I wanted to let my thoughts be known about the proposed crossings on Oatlands Drive and Wetherby Road.

I am in favour of a crossing of some sort on Oatlands Drive. I have always wondered why there wasn't one here, and it would be nice to see that fixed. It would also help slow traffic around the school, making things a bit safer. However, I do have strong objections to changing the layout of The Stray. I can see how this might be necessary for the proposed type of crossing, but I don't see why the proposed type of crossing needs to be used. Other types of crossing would still allow for a safe place to cross, and for calming traffic, without having to alter the layout of The Stray in the process. So I would suggest coming up with different plans for this crossing.

Regarding the proposed crossing on Wetherby Road, I have several concerns about this and am inclined to object to it outright. Wetherby Road is one of the busiest roads in the area, and whilst I can understand wanting to make it safer to cross at this junction, I feel that it would just cause chaos. For a start, there's already a pedestrian crossing slightly further down the road near to Lancaster Park Road. Having two crossings so close to each other is likely to cause traffic to build up. The new crossing would also be quite close to the Empress roundabout, so I'm worried that the traffic build up caused would reach the roundabout (which it already frequently does during rush hour) and then have a knock on effect on traffic on Skipton Road and Knaresborough Road.

91 In addition to that, I again object to The Stray being altered in the proposed manner, though I do see why it would be necessary in this case. Unlike with Oatlands Drive, where a different crossing could be used, this area just doesn't line up correctly as it is laid out currently. So I can completely understand why the changes are proposed. I still object to them overall though due to the reasons mentioned above regarding traffic. I have no alternatives to suggest here, but if anyone else can come up with alternate solutions to this issue I would be interested in hearing them.

There already is a crossing a few yards down Wetherby Road at the hospital. Will this then be removed or do you intent to make the traffic situation on the worst road in Harrogate for congestion even worse by having two crossings within a few yards of each other?

92 Will someone please spend some energy/thought/cash towards solving the embarrassing conjection the town has along the Wetherby and Skipton Roads most of the day and the negative impact that has on the towns image and economy instead of seeking to add to that problem.

Please can I first of all accept the need for these crossings.

With regards to the land exchange, I think Option 3 is the best for protecting a meaningful segment of land.

Questions

On the Wetherby road crossing, this will be positioned 107m from the existing crossing, how do you propose to keep the traffic flowing and reduce air pollution. I can also foresee an increased risk, due to the existence of a crossing, but this not being activated due to stationary traffic in one direction, because they are waiting for the other set of lights. Could both sets be linked for corresponding activation?

I do feel the plan for a table is necessary, and is a good use of money, what evidence is there that these would reduce accidents in location like this? The visibility on both Oatlands drive and the Wetherby road heading south is already very good.

Regarding The Oatlands drive crossing.

Would it be practical to move the proposed crossing south by 40m to encourage the school children to use it and close enough to the stray so the users of Slingsby Walk would use it, maybe encouraged by a barrier? Again maybe then you could link the crossings?

93 I hope this makes sense and maybe helpful.

	Supports proposals, concerned about existing safety issues	Not specified
	Objects to use of stray land, sees benefits of oatlands crossing, Proximity to existing crossings, increase in traffic congestion, Suggests proposals overengineered	Against
	Proximity to existing crossings, increase in traffic congestion	Not specified
		Supports proposals if Wetherby Road crossing linked to existing crossing, Proximity to existing crossings, increase in traffic congestion
		Option 3

<p>I support your proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I hope that the raised platform will at least have a minor traffic calming effect for Oatlands Drive, which is an added benefit. However, I would prefer a Toucan crossing for ease of use and consistency with Wetherby Road on the same shared use path. I think this would reduce the amount of land required and would not impose segregation between pedestrians and other path users. The path is shared use for its duration apart from your suggestion at this point simply because you have not chosen to use a Toucan. In addition, the drainage at that corner of the Stray is always problematic and your solution may make it worse or your construction and maintenance more difficult. I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>94 Stray Land would complicate the future building of cycle tracks.</p>		<p>HDCA suggested response (modified), desire for quick response to push button, existing drainage issues, would prefer toucan on oatlands drive.</p>	<p>Option 1</p>
<p>95 I would fully support both of these crossings. I regularly run along the stray and crossing these roads is dangerous at present. I cross at both places quite regularly and have done for 25 years. Yes you might have to wait a few seconds before being able to cross. On Wetherby road the traffic is generally moving so slowly coming down that cars tend to stop automatically to let you cross and crossing isn't a problem. Traffic moves more quickly coming down Oatlands so you do have to wait for a gap, but again I have never waited long to cross. If you feel the need to put up something why not just a straightforward pedestrian crossing. I am sure it would be a fraction of the cost and not</p> <p>96 take up as much land. I know you want to accommodate for bikes but it's not that difficult to cross together.</p>		<p>Suggests proposals overengineered, No perceived need for upgraded crossings</p>	<p>Not specified</p>
<p>I am writing in support of the designs for the Oatlands Drive crossing. I am writing in support of the designs for the Wetherby Road crossing. As part of the work proposed could the vegetation get cut back on the carriageway that links Wetherby Road with Knaresborough Road.</p> <p>97 I support Option 1 for the exchange of Stray land. I support your proposal for a parallel crossing (Tiger crossing) on Oatlands Drive. The raised platform will have a traffic calming effect on Oatlands Drive.</p>		<p>Supports proposals</p>	<p>Option 1</p>
<p>On Wetherby Road a Toucan crossing is preferable for ease of use and this would reduce the amount of land required without segregation between pedestrians and other path users as the rest of the path is shared use.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on the path within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced and pedestrians and cyclists could be tempted to cross before their green light. I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>98 Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response (modified), desire for quick response to push button.</p>	<p>Option 1</p>
<p>Absolute objection! But not to a proposed crossing at these two locations which I agree to but I object to the massively over engineered double crossing</p> <p>ALL that is need at both locations is a light controlled zebra crossing using existing paths. There is no need either for land exchange</p>		<p>Sees need for upgraded crossings but feels proposals over-engineered</p>	<p>Not specified</p>
<p>99 Cyclist do not need a 'special crossing lane' they should get off and walk like pedestrians or perhaps make it a wider crossing I'm a Harrogate resident. I'd like to add my support to the proposed crossings and land exchange near the wetherby rd crossing. I think a segregated cycle lane and crossing is very much needed on sligsby walk is very much needed as it can get very busy around school times</p> <p>100 and it is difficult to cross at busier times. The proposal will help support active travel in Harrogate and Knaresborough.</p>		<p>Supports proposals, see's active travel benefits</p>	<p>Not specified</p>

<p>I fully support the proposed crossings at Slingsby Walk/ Oatlands Drive and Slingsby Walk/ Wetherby Road. As regards the land exchange, option 1 would be my preference.</p>		
<p>Might I suggest that whilst considering safety on Oatlands Drive, consideration be given to improving the road junction at Oatlands Drive/ York Place, particularly for right-turning traffic exiting Oatlands Drive. Holding a car licence since 1980, being accident-free, and possessing both PCV and HGV licences, I regard myself as a safe and experienced driver. From my experience, I consider the right turn from Oatlands Drive to be a difficult and sometimes risky manoeuvre given the volume and speed of traffic on York Place. Might I encourage NYCC to implement a study of the traffic flow at the junction? The introduction of a mini-roundabout would require traffic on York Place approaching from the left to give way to right-turning traffic exiting Oatlands Drive without unduly impacting traffic flow on York Place.</p>		<p>Supports proposals Option 1 assume supports proposals Option 1</p>
<p>101 We prefer Option1 for the additional bit of Stray Land. 102 Great idea. Yes please! I use this route (both crossing locations). These crossing points are well used by all pedestrian groups. I agree with option 1 for land assignment.</p>		<p>Supports proposals Option 1</p>
<p>103 I am totally against this crossover as it will just cause more traffic holdups especially as there is already a crossing a few yards away opposite the school , this is already congested enough during school opening and closing times . Cyclists and joggers only have to go approximately 50 yards to this existing crossing. It is a total waste of money !!</p>		<p>Proximity to existing crossings, increase in traffic congestion, waste of money Not specified</p>
<p>104 I am writing to give my thoughts on the Oatlands Drive / Wetherby Road Crossings consultation. I am a local resident living on St Winifreds Road. I am also a local GP at Leeds Road Practice. As a GP, I am very aware of the harms of a sedentary lifestyle and strongly feel we need to do as much as possible to promote physical activity and active travel. I try to walk as much as possible and walk along Slingsby Walk most days. I find it very difficult to cross both Oatlands Drive and Wetherby Road at present and am strongly in favour of both the proposed crossings. I recently gave birth to my first child and walking along Slingsby Walk with the pram has been invaluable for my physical and mental wellbeing since returning home. Unfortunately crossing Oatlands Drive and Wetherby Road with a pram has been very difficult and usually relies on a driver stopping to let me cross as the traffic is so heavy. Last week I had my baby in a carrier. A driver on the nearside let me cross to the middle of the road but the traffic on the far side continued to move, leaving me in the middle of the road with a three week old baby and feeling very unsafe.</p>		
<p>105 I appreciate that car drivers will oppose the crossings due to the risk of congestion and slowing their journeys, however from a health and environmental point of view I strongly feel we need to promote active travel and disincentivise car use. I am a car owner and driver so I appreciate the frustration that congestion causes, but I strongly feel that having safe and accessible road crossings at these points far outweighs this inconvenience. Just wanted to say I fully support the new proposed crossings. Especially the one near the top of Wetherby road, as this provides safer continuity for anyone working along the slingsby walk footpath from knaresborough road towards oatlands. My daughter attends st Aidan's school and this makes her walk home a lot safer than if she were to walk towards knaresborough road via st Winifred's road. St Winifred road is extremely busy with traffic at school start/finish times, whereas the slingsby walk footpath is traffic free and much safer, the only thing stopping her from using it at present is the lack of crossing. It is also much safer if she were to choose to cycle to school as she could almost avoid having to cycle on main roads for the entire journey.</p>	<p>Supports proposals Not specified</p>	
<p>106 Can you please put it somewhere useful like outside Willow Tree School ! It's a wonder a kid hasn't been run over trying to get across the road. There's no barriers no slow signs no lollipop person it's a disgrace really! Nobody ever slows down. All the other schools have way better safety precautions. I can't let my nearly 11 walk on her own. It's too dangerous. Why do we need another at the top end? There's already one by St Winifred's! There is not one between woodlands crossing and where the football ground is !! 107 We did email the mp about this he said nothing would be done until someone was run over ! Brilliant ! In relation to feedback for the proposal for a crossing in this location.</p>		
<p>108 I would like to say that I have concerns to raise the table to act as a traffic calming measure at this location which, as a main trunk road, is inappropriate and anti-car. I would support the proposal for a crossing provided this element was removed</p>		

<p>Option 1. Neatest solution.</p>			
<p>109 Thank you fro the opportunity to comment on the proposals. I appreciate the clarity of the text and diagrams, well done.</p> <p>I have no comment to make on the Wetherby Road proposal but do not like the detail of The Oatlands Drive proposal. In particular;</p> <p>1) I cannot accept that any widening of the ways at Slingsby Walk is necessary. Cyclists and other users have coexisted very well for years with no separation within the existing layout. I do not wish to see any loss of the Stray land at this point regardless of it being replaced elsewhere.</p> <p>2) There is no reference to how rain water is to be dealt with at this point. A key drain is located in the Stray at this point. More tarmac will exacerbate an already serious issue. The fundamental problem lies with the drains for Oatlands Drive actually running under The Stray. The trees love to block the drains to get easy water supply!!</p>		<p>Supports proposals</p>	<p>Option 1</p>
<p>110 I do, however, strongly support the need for a crossing at this point. I'll make it short and sweet.</p> <p>I don't think the plans as shown for Oatlands Drive should go ahead.</p> <p>As this is not a very busy road outside of school start/finish time, a simple zebra crossing, with no additional changes to the paths either side will suffice, if this isn't acceptable, leave it as is now.</p> <p>The Wetherby road one is good.</p>		<p>Supports need for oatlands crossing but not stray land exchange. Neutral on wetherby road crossing. existing drainage issues</p>	<p>Against</p>
<p>111 And for the land reallocation, option 1 is by far the best option I just wanted to express my strong support for the crossings on Oatlands Drive & Wetherby Road. The plans look good and the infrastructure long-overdue, making it much easier to use the cycleway - especially with children. If helpful, I also support 'Option 1' on the Stray Land declaration.</p> <p>Finally, as someone who has stopped cycling on Oatlands Drive with my children, I strongly support further measures around speed reduction and active travel in this area.</p> <p>Thank you for making this happen.</p> <p>Ben Mortimer 6 St Hilda's Road. HG2 8JY</p>		<p>Does not support oatlands crossing, feels should be zebra only, over-engineered. Supports wetherby road crossing</p>	<p>Option 1</p>
<p>112 Do you know anyone who can explain this? Thank you.</p> <p>I would like to express my strong support for the proposed crossings on Oatlands Drive and Wetherby Road. This is the route that my children (aged 13 & 15) would go to get to their grandparents' house, and currently crossing these roads is very dangerous (particularly Wetherby Road).</p> <p>I feel we need to encourage cycling and walking as much as possible.</p>		<p>Supports proposals, supports 20mph, criticism of other crossings that are percieved to be slow</p>	<p>Option 1</p>
<p>113 For the Stray land 'swap', I think option 1 is lost logical, if the Otley Road scheme is not going ahead.</p>		<p>Supports proposals, concerned about existing safety issues</p>	<p>Option 1</p>
<p>114 No more crossings please. The amount on these roads is already a main contributor to the jammed up traffic.</p>		<p>Increase in traffic congestion</p>	<p>Not specified</p>

<p>115 I am absolutely against any idea that tries to change or take land out of the Stray. Doing this would set a precedent. No I think the crossing is a great idea, cycle across there often with the kids and can often be risky.</p> <p>Cars move far too fast and parked cars prevent line of sight.</p>		Against stray land use	Against
<p>116 Support it 100%! I am a Harrogate resident and I regularly cycle along Slingsby Walk. I would just like to express my support for the plans to install crossings on Oatlands Drive and Wetherby Road. This would make my cycle route safer and faster and encourage more others to use it too.</p> <p>117 Hallelujah!As someone who walks around Harrogate every day (and drives too) the proposed measures at Slingsby Walk and Oatlands Drive and Wetherby Road are most welcome albeit long overdue. How it has taken this long for someone to recognise this was an issue that needed resolving as a matter of urgency - before someone was badly injured or worse - simply defies belief. Five or ten minutes spent at either of these crossings at busy times of the day (and there are plenty) would demonstrate that something had to be done. Particularly as these crossings are used in great numbers by young people and families making their way to and from school and yes older citizens too. All this in an age when we are trying to encourage people to use their cars less and become more active. Please please implement these measures as soon as possible. It is frankly embarrassing that it has taken the council this long to recognise the problem.</p>		Supports proposals, concerned about existing safety issues Supports proposals, see's active travel benefits	Not specified Not specified
<p>118 Better late than never I suppose I recently read about the proposed crossings at these two sites.</p> <p>Having viewed the plans, I think they're eminently sensible and will enable people to cross safely on bikes and on foot. The user operation avoids unnecessary delays for drivers.</p> <p>The option to cede the land near the war memorial to the Duchy of Lancaster seems better than the others as it is adjacent to the Stray and forms one congruent parcel of land.</p> <p>My only caveat would be that traffic calming is not needed on Wetherby Road. If traffic gets any calmer there, it will be a car park. We need something to help circulate traffic efficiently and reduce emissions caused by cars idling.</p>		Supports proposals, see's active travel benefits, concerned about existing safety issues	Not specified
<p>119 I think that's this is an unnecessary waste of funds , there is a pelican crossing not far , I live in the area and have never had an issue crossing that section of road and taking some of the duchy land is also an absolute waste , however Wetherby Road near Willow tree school I believe , is in greater need of traffic calming assistance, there is no where safe near the school that children can cross with out parents attempting to navigate rush our traffic .</p> <p>120 Please note my objection to the above proposals on the basis of the disruption it will cause to the already heavily conjested traffic in the area, and also the proposed use of Stray land.</p>		Supports proposals, against traffic calming wetherby roads (not proposed!)	Option 1
<p>121 I was injured by a car over ten years ago, whilst riding in broad daylight, wearing high vis and in one of your useless painted Cycle Lanes. Since then, I have been unable to drive a car, and use only my bicycle for transport. Slingsby Walk is a major part of my route into and out of the City Centre as it offers more than mere token painted line protection.. I have several times observed pedestrians and cyclists making a "Kamikaze Dash" to get from one stretch of the footpath/cycleway to the next, and have always regarded the Wetherby Road crossing, especially, as hazardous due to traffic speed and density. In my opinion, a simple pedestrian/cyclist controlled traffic light crossing would suffice to improve the safety, I see no reason to widen the access. You would seem to be wishing to over-engineer the crossing points unnecessarily. I also think that a single crossing would suffice, similar to other crossings in the area, a Central Reservation or speed control measures are an added and unnecessary addition. Otherwise they would be a part of the other crossings on Wetherby Road. A pedestrian crossing 50 yards away which already exists is of absolutely no use to cyclists unless a cycleway is in place on the pavements on BOTH sides of the road to allow legal access. Most if not all pedestrians using Slingsby Way are already risking their life to cross as the</p> <p>122 logical crossing point, rather than walk the distance down to, and back up from the pedestrian crossing lights.</p>		Proximity to existing crossings, against stray land use, would prefer at Willow tree school Proximity to existing crossings, against stray land use	Against Against
		Proposals over engineered, concerned about existing safety issues	Not specified

	<p>Just read about the proposed crossings for both Oaklands Drive & Wetherby Road I think both of these are fantastic plans & really necessary.</p>			
	<p>As a walker/runner crossing Wetherby Road at that point, I would really value the toucan crossing as the speed cars drive at mean it can sometimes be difficult to cross - I've noticed this especially for more elderly crossers or those with wheelchairs/prams as drivers are unlikely to stop & you can be waiting quite a while for a safe window to cross. And the nearest pedestrian crossing is quite a distance away down near the hospital on Wetherby Road - while there is nothing between there and the Empress roundabout. My own children often walk from Knaresborough Road across to the Stray & i do have concerns about their safety. Please do implement this!</p>			
	<p>In terms of the tiger crossing for Oatlands Drive - I think this is a really good idea as so many runners, walkers, cyclists & school children cross here. However I would suggest that a toucan or pelican crossing might also be helpful here. I often drive along here at school opening time & there are many children crossing. A tiger crossing would be an improvement (because often students or parents with small children, have to pick their way through traffic that often doesn't stop or notice them). But I would suggest that a pelican crossing might work better for cars, because then the pedestrians would bunch up in between red lights and cross in one go, then cars would take their turn. If it's just a zebra crossings, then you could end up with quite long periods where school children are crossing with traffic building up & unable to start moving. And I'm sure you've looked at the positives & negatives of tiger versus toucan crossings for Oatlands Drive for the entire day - just wondered if it might be worth considering something that addresses the higher foot traffic at 8.30-9am & 3.30-4pm.</p>		<p>Supports proposals, suggests alternative crossing type for Oatlands, concerned about existing safety issues</p>	<p>Not specified</p>
<p>123</p>	<p>I think the proposals are great because it's so important to prioritise safety of pedestrians & cyclists. As a car driver, I'm more than happy to wait a few seconds longer for someone to cross more safely - especially because my perception of how long I'm held up is so much greater than the actual impact on my journey. Really pleased to hear you're planning to do this.</p>		<p>Supports proposals if Wetherby Road crossing linked to existing crossing, Proximity to existing crossings</p>	<p>Option 1</p>
<p>124</p>	<p>The proposals for the new crossings, look fine, as do the proposals for giving back Stray Land. Will the proposed new crossing on Wetherby Road, replace the existing crossing, adjacent to St Winifred's Avenue, or will the signals on these be linked/coordinated, or would that be asking too much. We are broadly supportive of the proposal. Option 1 is the best land option.</p>		<p>Supports proposals, supports 20mph near schools, against speed bumps</p>	<p>Option 1</p>
<p>125</p>	<p>It is a more balanced decision on the speed reduction to 20mph. We think it is acceptable in view of schools proximity but would ask that no speed bumps are used. These are ineffective, create noise pollution and damage vehicles. Moved into stray side three years ago and was astonished at the lack of road crossings for pedestrians/cyclists using the stray perimeter paths. So better late than never! Fully approve the initial projected work - however, with one key proviso: success/failure of the proposal depends on the speedy implementation of additional traffic calming proposals and additional protection for cyclists and school students on Oatlands Drive: Speed cameras needed to enforce 20 mph zoning. Moreover, the derisory unprotected narrow width of cycle lane provision on both roads constitutes a real safety hazard for cyclists and drivers. Walking regularly on Slingsby Walk regularly see cars on Oatlands Drive traveling at 45-55 mph. Have not yet sighted any speed warning signs on Oatlands Drive!</p>		<p>Supports proposals, supports 20mph, concerned about existing safety issues</p>	<p>Not specified</p>
<p>126</p>	<p>1 The crossing on wetherby road is probably going to slow down traffic into harrogate causing further congestion which will slow down traffic, causing even more emissions/pollution in the area which will affect the hospital . (the alteration of the junction at wetherby and hooktsone roads a few years ago, are an example of extra congestion and pollution caused by bad planning) 2 If a crossing is needed it should be a simple set of lights Any stray land should not be used there has been too many alterations incursions to the stray in recent years in recent years. 3 The proposed land swap appear to be for grass strips which will never be developed and have no connection or bennefit to the stray, or the people of harrogate .so is basically a misdirection to obtain stray land for development.</p>		<p>Increase in traffic congestion, against stray land use</p>	<p>Against</p>

<p>With regards to the above, I object to using any of the stray land to accommodate the redevelopment of the Slingsby Walk path between Oatlands and Wetherby Rd.</p>			
<p>I also object to installing a crossing on Wetherby Rd, I use this road regularly and it's often chaos particularly (but not restricted to) rush hour. The addition of a road crossing here will only add to the Empress roundabout becoming even more gridlocked and dangerous! There is already a pelican crossing situated near St. Winifreds/Wetherby Rd only a hundred yards or so from the proposed new crossing at 128 Slingsby/Wetherby Rd. Unless I've misunderstood and the new one will replace the current one?</p>		<p>Proximity to existing crossings, increase in traffic congestion, against stray land use</p>	<p>Against</p>
<p>I object to the Slingsby walk/wetherby road crossing on the basis that wetherby road is one of the most congested roads in the Harrogate area already, adding a further crossing would exacerbate how difficult this road already is for commuters who rely on the road to get to work, school, supermarkets etc. Existing crossings already exist and play a role.</p>			
<p>Furthermore there is a cross already in place only metres from the proposed crossing - walking a few metres further to cross is perfectly reasonable, and would save the extensive time & cost of additional work, and the further issues this would create on an already high traffic road.</p>			
<p>Additionally, it's likely traffic will cut through the residential streets of the saints area to avoid wetherby road - creating further traffic on small residential roads. These roads are already a problem as they are treated as the hospital staff car park from Monday to Friday, with back to back staff parking (including residents drives being blocked daily), residents are already impacted significantly by this - yet we never see traffic wardens in the area, and the council and hospital take zero action.</p>			
<p>Adding further crossings on wetherby road would adversely impact residents & is simply unnecessary when there is a crossing merely 129 moments walk from the proposed area.</p>		<p>Proximity to existing crossings, increase in traffic congestion</p>	<p>Not specified</p>
<p>Idea of the two new crossings are good ideas. Process has become too beaucroatic and complicated. Both crossings should be the same to avoid confusion and possibly reduce costs. Slingsby Walk is not separated for pedestrians and cyclists so why are the crossings? Oatlands Drive suffers from excessive flooding at the area for the crossing if this is not resolved the crossing will be unusable. Consideration should be given to moving the existing crossing on Oatlands Drive to a position between St Hilda's Road and Wheatlands Road. Option 1 should be used for the land exchange if necessary, option 2 and 3 seem to offer no advantages to the inhabitants of the borough. Oatlands drive should be made 20mph but only during termtime Drivers should be prohibited from turning right onto York Place from Oatlands 130 Drive.</p>		<p>Supports concept of propoposals, over-engineered, existing drainage issues</p>	<p>Option 1</p>
<p>Complete overkill. Who ever dreamt these schemes up does not walk round the Stray very often I walk round the Stray most days and never have any difficulty in crossing Oatlands Drive and I see people of all ages and mobility crossing without difficulty</p>			
<p>On Wetherby Road there is signal controlled crossing within 50m of the proposed crossing This means there are frequent queues of traffic enabling people using Slingsby Walk to cross. The traffic using Wetherby Road is usually crawling and most drivers wave pedestrians across.i never have to wait more than about 1 minute to cross the road which is about the time it takes for the News but John brooks was in absolutely no doubt right what's going on here then this is chaos because the phone is picking up 131 what was on the telly and dictating it so I can't stop it dictatinge button.</p>		<p>Over-engineered,</p>	<p>Not specified</p>
<p>We are pleased to see the proposals for the crossings, this makes it safer for walkers, cyclists and joggers. Both roads are very busy and this 132 will help, will be good to have this done as soon as possible.</p>		<p>Supportive of proposals</p>	<p>Not specified</p>

<p>I am writing to provide comments on the proposed new crossings. I am in full support of both proposed crossings, as well as fully supporting plans to make Oatlands Drive 20mph and full double yellow on both sides besides the Stray. The stray reclamation option 1 (adjacent to the Hospital / Wetherby Road) is the only sensible option of the ones presented, in my opinion, and I would support this. I live in the Saints Area, and am a car user, cyclist and walker, and also have a child at St Aidan's school. Other comments: I have heard comments that the lights on Wetherby Road should be prioritised for non-vehicle users (i.e. those crossing), with a short changing time to red. I would fully agree and support this. I would also point out that the NW corner of Oatlands Drive/Slingsby Walk is very prone to pluvial flooding, leading to running and standing water on both the pavement and Oatlands Drive during heavy rain. The new crossing is on top of the worst of this, which should be considered in the planning.</p> <p>133 I am very much in favour of the proposal to install two crossings on Singsby Walk to make the area safer for pedestrians and cyclists, and to encourage slower vehicle speeds. Your first proposal for exchanged land, i.e. the land immediately adjacent to the Stray and to the proposed crossing on Wetherby Road seems the most sensible option.</p> <p>134</p>		<p>Supportive of proposals, supportive of 20mph, supportive of DYL, existing drainage issues, Desire for quick response to push button</p> <p>Option 1</p>
<p>I would like to comment on your proposed Oatlands Drive and Wetherby Road Pedestrian Crossing points. On both roads there is already a pedestrian crossing easily accessible from the points you want to create new ones. To create yet another crossing on these two roads will impact on the flow of traffic which is already disrupted and interrupted especially at school opening and closing times and commuting times. This causes long tail backs and congestion. I have lived in the area surrounding the stray all my life and never experienced problems crossing either Wetherby Road and Oatlands Drive. Also to enable more cycles using Slingsby Walk is a hazard to the Dog Walkers and Families with children that use the walk daily. Especially the Electric Cycles which travel at speed with little attention to the people already on the path as do some ordinary cyclists. I personally do not feel the expense is justified for your proposal and loss of Stray Land is unacceptable. I am sure the funding could be put to a better project not least improving the standard of our local streets.</p> <p>135</p> <p>136 Your crosswalk proposal will slow already very slow traffic. Therefore make the cross walk a underground tunnel. Win win. Make a underground underpass do not mess up traffic anymore.</p> <p>Long ago I suggested Knaresborough bonds end be made into roundabouts. It fell on deaf ears. What's there now?</p> <p>137 You need better traffic management and planners to fix Harrogate correctly not just bow down but to solve issues logically. Any incursion into or onto the precious Harrogate Stray immediately opens the door to further 'options' however well meant. Start and it will never finish-you the 'well meaning Council and others' who take it upon yourselves to begin know full well the outcome. Judy and Eric Hamer</p> <p>138</p>		

The reasons given for these crossings and the types proposed will always be nullified by the parents and school children themselves! School "drop off" and "pick up" are the two main problem times when all concerned parties: pedestrians, children, cyclists and cars intersect. The crossings will NOT reduce cars at these times and could possibly create a situation where it becomes more dangerous with the impatience of motorists or school children trying to get to school on time.

After these two times, traffic is not heavy enough to warrant any form of crossing. Pedestrians just need to be patient and wait for a crossing opportunity. No different to what you are asking of the motorist moving forward. Motorists should be educated to be more understanding and patient and give way a little bit more often. Thus ensuring a more harmonious relationship and therefore "our" money can be better spent.

I do not understand this constant drive to try to force an agenda that will never work somewhere like Harrogate.

Main Reasons it will never work:-

- Weather
- Hilly terrain
- Lack of reliable public transport
- Distance needed to be travelled.
- People commute to work over distance.

Areas where it does work for example:

- Flat terrain
- Less rain
- Cities/City living
- Great public transport

The cyclists that are always mentioned in Harrogate are leisure cyclists. Most of those are car drivers at every other time!

The national statistics also show that percentage of accidents involving motorists is on the decrease. Accidents involving pedestrians and motorists show that Pedestrians were attributed to be at fault the most.

2004-2019

- More vehicles.
- More miles walked by people.
- Casualties have dropped constantly and are now down by 35%
- (All, killed, serious & slight)

2016-2021

- Pedestrian fault 34726 (63.7%)
- Motorist fault 19814 (36.3%)
- Total 54540

In the Harrogate district and Nationally the number of children killed or seriously injured has fallen since 1990 <https://www.roadwise.co.uk/wp-content/uploads/2018/02/Road-Casualties-Harrogate-2016-Annual-Report.pdf>

In addition, a 20mph speed limit isn't needed because the flow of traffic at the times it would be needed already travels at only 5-10mph!!

If you would like to justify your waste of tax payers money in the light of my arguments, I await to be corrected. Honestly I would welcome it.

<p>I support the proposals for:</p> <ol style="list-style-type: none"> 1. Tiger crossing at Slingsby Walk / Oatlands Drive 2. Toucan crossing for Slingsby Walk / Wetherby Road. 		Supports proposals	Option 1
<p>140 I also support Option 1 for Stray Land exchange. Re the most suitable option to substitute for Stray land lost to the proposed changes, we support Option 1 (land immediately adjacent to the Stray).</p>		Supports proposals	Option 1
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive. I also support the proposal for a Toucan crossing of Wetherby Road. I am a regular user of the path that crosses those roads at those points, and am often incredibly frustrated trying to cross, particularly on Wetherby Road. There's a great need for infrastructure allowing safe, timely crossings for pedestrians and cyclists. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed. If the council sets the timings to prioritise motor vehicles, as is the case for the vast number of signalled crossings in Harrogate, the value of the crossing will be greatly reduced. It's frankly galling that so much priority is given to motorists over other people moving around the town, putting vulnerable road users at risk.</p>		Supports proposals, HDCA suggested response (modified), desire for quick response to push button.	Option 1
<p>142 I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks. I wholeheartedly support the proposals for the two new crossings proposed for Wetherby Road and Oatlands Drive and agree with the preferred "option 1" in respect of the dedication of Stray Land.</p>			
<p>As a regular runner along Slingsby Walk the perilous nature of crossing both Wetherby Road and Oatlands Drive is well known to me. It's a genuinely unpleasant experience, currently, drivers frequently seem too stressed to show necessary consideration to pedestrians and cyclists wishing to cross. I drive a car also and it is my firm belief that we will see no change in behaviour (i.e. from cars into active transportation methods) without prioritisation of pedestrians and cyclists. A more robust approach to this needs to be taken. In the long run it will create a far more pleasant environment for us all.</p>		Supports proposals, concerned about existing safety issues, see's active travel benefits	Option 1
<p>143 I hope it goes through as planned and thank you for your consideration to my comments.</p>			

badly, I do not agree with the scheme to lower the speed limit from 30mph to 20mph that this proposal suggests.

Moving from a 30mph speed limit to 20mph causes a lot more car pollution, and at this moment in time would higher the very damaging 2.5 partials in the air, which the Council should be trying to lower.

We should not to bring in scheme's like this that will increase car exhaust pollution, which is totally going against the clean air mandate that the World governing bodies demand we meet, and what our government has positively signed to meet.

This policy is so anti environment, bike, pedestrian and even car user, who have to breath in this very toxic air, which is bad enough on a very busy road like the Wetherby Road. Increasing this with this proposed scheme would be a detriment to Harrogate, and would put its Green environmental credentials at serious risk, as this is not the way to go if you want to radically reduce the serious pollution by us car drivers.

May I remind this proposal, that the World Heath Organisation estimate that 90 million people die early in the world due to car exhaust pollution, and you would be bringing in a scheme that increases this problem, and we will be filling our hospitals up with even more people suffering from this invisible epidemic of health issues, including early deaths of cancers and other health issues resulting in terrible anti environmental policies like this one.

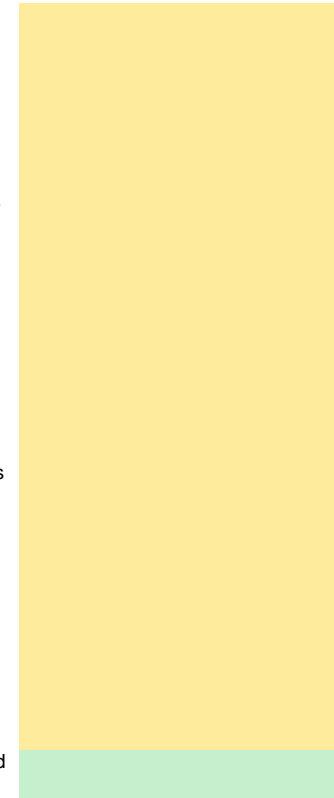
I am fully in favour of a 20mph limit (as many have across the country), that is just for 1-2 hours in the morning and afternoons, when school children are arriving and leaving, otherwise not at other times, as our air pollution will decline to even poorer levels. This would be a safety measure for children, although I doubt if the traffic goes much above 20mph speed at school time anyway, due to the increased car use at this time, plus others getting to work between 7.30am to 9.30am, and so I doubt if it will actually make to much difference.

In conclusion, if this radical scheme to raise pollution by lowering the speed limit to 20mph on the roads is given the go ahead, Harrogate would be neglecting its duty towards the public in its safety in its air quality. It's very anti environment, and does exactly the opposite to Government air quality targets, which are to reduce pollution and to lower the 2.5 dust partial levels which are very serious from all diesel engines.

I do hope you make the correct decision and reject the overall lowering of the speed limit, and not make a very serious situation a lot worst.

144 Please seek more radical solutions that actually reduce traffic pollution, and not increase it as this will do and has done throughout cities and towns that have implemented this dangerous policy.

145 I hope this email finds you well. I live in Harrogate HG1 5QU, a few hundred meters away from the proposed crossings. I walk regularly around the stray using these junctions and I am in full support of the council putting crossings in at these walkway junctions.



comments entirely on 20mph proposals rather than crossing points being consulted on, air pollution concerns	Not specified
Supportive of proposals	Not specified

Slingsby Walk/Oatlands Drive

The first point I would make is that the area of the Stray on the south side of the proposed crossing (indicated on the plan as 'Required Land-Take') is regularly flooded and remedial drainage work would need to be carried out before any other work is started. In addition this is exacerbated by the drainage problem along the south side of Oatlands Drive immediately to the north of the proposed crossing. The road drain which is located approximately 50 metres north of the proposed crossing has been blocked for a number of years and causes water to run down the cycle lane towards the proposed crossing. This makes the cycle lane completely unusable for approximately 50 metres and is an obvious safety hazard. The problem with this blocked drain has been ongoing for a long time and the almost continual river of water down the cycle lane (and ice in winter) has caused considerable deterioration of the road tarmac along the cycle lane. I reported this problem via the NYCC website in March 2021 and received a reply via my account on the website which said "The reported defect has been inspected and has been added to a programme of works". Nothing has yet been done to rectify this safety issue. Just this afternoon while walking along Oatlands Drive I saw a cyclist traveling north swerve out of the cycle lane at this point to avoid the water - causing two cars immediately behind him to swerve and brake hard to avoid hitting him.

As a regular user of Slingsby Walk I would question the need to segregate pedestrians and cyclists purely to cross Oatlands Drive at this point. Slingsby Walk is a wide unsegregated pathway that happily accommodates both pedestrians and cyclists without any problems. It is not even as though there is ever more than a few seconds to wait before it is safe to cross Oatlands Drive at this point. As a regular user of Slingsby Walk at all times of the day I have never experienced any problem myself nor seen anyone else have any problems. Surely a normal zebra crossing would be just as good especially as you say that Oatlands Drive is to be reduced to a 20mph speed limit in the future. It would not require any land to be exchanged with the Stray and it would undoubtedly be significantly cheaper to install. My objection to the proposed 'Tiger Crossing' is that it is of a design and complexity not required here and the significant savings that would be made by a simpler design (ie a normal Zebra Crossing) would not require any exchange of Stray Land and the saved money could be better used elsewhere.

Slingsby Walk/Wetherby Road

This is a much more difficult place to cross than Oatlands Drive. However I have never witnessed any 'conflict' between pedestrians and cyclists that you mention. Is it really necessary to realign the crossing point to 'better follow the desire lines of these users'? If it is determined that a signalised Toucan crossing is the correct solution then consideration needs to be given to the adverse effect this will have on congestion at the Empress roundabout - which is often a problem now. Adding an extra traffic signal to Wetherby Road when there is already one within 100 metres of the proposed new crossing is bound to cause more traffic backing up to the roundabout. Yellow box junction painting at the correct points on the roundabout would probably help.

Exchange Land

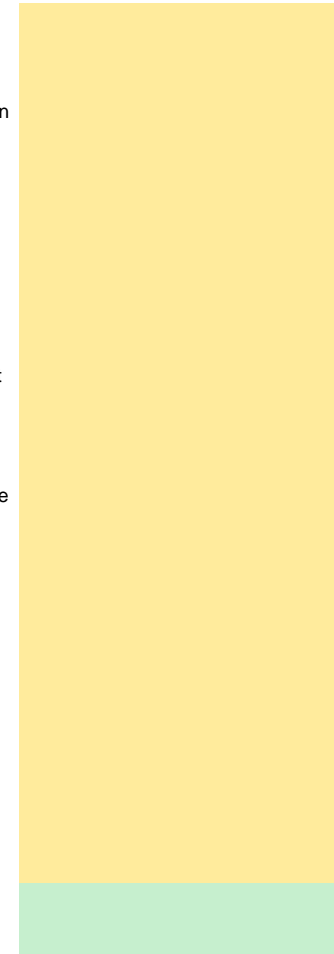
If really required Option 1 is the best choice.

146

The proposed crossing designs appear to be appropriate.

147

I would favour Option 1 for the land dedication.



proposals overr
engineered, existing
drainage issues, suggests
alternative crossing types,
increase in congestion Option 1

Supportive of proposals Option 1

Note the proposals to install new crossings at the above locations in Harrogate to improve pedestrian and cycle flows along Slingsby Walk.

My feedback:

Oatlands Drive - agree

Wetherby Road - object.

There is an existing crossing close by. A further crossing in this area will further increase traffic congestion resulting in vehicles backing up to the Empress roundabout. The two crossings should be rationalised into a single improved crossing point and in parallel the Empress Roundabout should have improved (and enforced) box markings so that traffic will continue to flow instead of being blocked by inconsiderate drivers.

NYCC's preferred option for additional Stray land is also my preference.

148 Thanks

Both vital crossing types as prescribed are essential; These crossings I use regularly; and without crossing light systems they are both a present danger to pedestrians and cycle riders.

149 Warm regards

I fully support this idea, realigning the crossing on Wetherby Road makes good sense. Also if we want to move people out of their cars, the infrastructure needs to be in place.

150 I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.

I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.

I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.

151 A holistic approach to cycling in Harrogate is still missing and sorely needed, however.

I am strongly against this plan.

I cannot see how this idea improves the flow of traffic on either of these roads since there are existing crossings very near by. In addition, on Oatlands Drive we are been informed the speed limit is to be reduced which is enough to keep pedestrians safe. It is becoming apparent that all you want to do is meddle so please stop changing the existing layouts for the sake of it.

152 Leave things alone that are working adequately well.

Although Oatlands. Have. A pelican crossing outside St maidens school not everyone wants to walk down to cross over to come back up to continue. Along the. Stray. The crossing on Wetherby road has a crossing outside the. Robert Ogden Centre once again same issue people.

153 Wanting to cross directly across Wetherby road tibazlk (back) down the. Stray it a big problem trying to get across Wetherby road Wetherby road also has an island. Crossing on the. Bend. Feel. It will cause traffic disruption. Traffic already. A major issue especially early morning on school run and evening. For commuters

I am writing to offer my support for the proposed cycle/pedestrian crossing points on Slingsby Walk, Oatlands Drive and Wetherby Road. I regularly use a bicycle rather than car to travel around Harrogate and while there are stretches of good cycleway around the town they are patchy and sections of cycleway are of little use if they do not join up into a coherent route. The Slingsby Walk/Wetherby Road crossing is one of the most significant gaps in the Harrogate cycle network and I am pleased to learn it is being addressed.

154 My preferred option for land exchanged with the Duchy is option 1 - land adjacent to the Stray and Wetherby Road crossing. My opinion on access land is similar to cycleways - small patches of land are of little benefit to anyone.

		Proximity to existing crossings, increase in traffic congestion	Option 1
		Supports proposals, concerned about existing safety issues	Not specified
		Supports proposals, see's active travel benefits	Not specified
		Supports proposals, HDCA suggested response (modified), desire for quick response to push button.	Option 1
		Proximity to existing crossings, increase in traffic congestion, No percieved need for upgraded crossings	Not specified
		Proximity to existing crossings, increase in traffic congestion	Not specified
		Supports proposals, see's active travel benefits	Option 1

In reference to your letter dated 20th March I am pleased to note NYC is seeking to increase the efficiency of crossing points & mitigate the risk both to NMUs and vehicle occupants when travelling or traversing Wetherby Road & Oatlands Drive

To these ends I would request your clarification on the following points :

Process

1. Although your letter is not formally titled " A Consultation" you refer to your call for residents to respond as a "consultation" in the penultimate paragraph . It is unclear from the letter whether if this is a formal consultation process , the consultation is in regard to the land exchange proposal alone or also the the form & location of the new crossing points .

2. If this is a formal consultation process that covers the principal issue of the form & location of new crossing points then the reference in the letter to " NYC is committed to delivering the crossing points " is deeply prejudicial as it could be interpreted as the NYC has prejudged the outcome of the consultation & is initiating the process in less than good faith . In light of this unfortunate presentation it would only seem appropriate for this round of the process to be voided & the Consultation reissued on a more even handed basis .

Observations in relation to the proposed Wetherby Road Crossing

3. The letter presents the proposed crossing as a localised improvement to the junction of the Slingsby Walk footpath /A661 Wetherby Road but makes no reference to consideration of any wider scope issues which may naturally be thought to have material relevance to the



installation of a new crossing nor does it propose alternatives for consultation .

4. Approximately 108 metres from the proposed crossing is an existing signalised crossing (not shown on the plans provided) sited within 3.5 metres from the junction of St Winifred's Road / A661 Wetherby Road . In identifying the necessity of installing a new crossing what quantitative data has been gathered in relation to the NMU usage at both the proposed & existing crossing points ?

5. The 108 metre interval between the proposed crossing & the existing crossing is already a complex stretch of road with 3 side road junctions where traffic joins & leaves the A661 . What modelling has been done in relation to actual traffic flows along this length of road to enable the judgement that installing a new crossing would be an improvement to the road safety of all users ?

6.The complexity of use of this stretch of road is further increased by the 2 bus stops sited within it (not shown on the plans provided) .These stops are serviced by both Connexions (X70) & The Harrogate Bus Company/Transdev (7) running a total of 6 services an hour .As neither of the stops are in bays the regularity of their use already impedes traffic flow & compromises sight lines .Have these issues & the impact of a new crossing been taken into account in the road safety modelling

Air Pollution

7. Installing a new crossing in the proposed location will further congest traffic on a complex stretch of the A661 , increase bottlenecking & inevitably increase local air pollution (arising from increased stop/start vehicle actions) . Please advise how this impact has been modelled & mitigation strategies evaluated. I am now in my 90th year and have been a lifelong sufferer from asthma so this issue is of very real concern to me .

Noise Nuisance

8. The installation of an additional crossing within this 108 metre stretch of the A661 will increase noise nuisance in the vicinity . In addition to the crossing signals audible alert . there will necessarily be an increase in vehicle noise due to braking . automatic engine starts & vehicle

the crossing signals clearly warn, there will necessarily be an increase in vehicle noise due to braking, accelerate engine starts & further acceleration both from passenger vehicles & the many HGV units that use the A661. As my home stands approximately 14 metres from the proposed crossing & my lovely garden less than 7 metres, please advise the decibel range of additional noise nuisance your modelling anticipates will be generated at those distances.

Drainage

9. As you will be aware over the last 10 years & especially in the last 3 years changing weather systems have brought heavier rainfall such that for many months of the year the water table on significant parts of the Stray is so high that even light rainfall will lead to pooling on its surface. This phenomena is clearly evident along the south-east side of the Stray where it borders the A661 (from opposite St John's Well to Slingsby Walk). Indeed significant rainfall leads to continuous water run off from the Stray onto the A661. Clearly increasing the hard standing in this area may impact such flows. Please confirm you have given this issue due weight in your planning & will be incorporating sufficient additional drainage. Given the likely expense of the proposed works & the localised hazard presented by water run off onto an A class road, residents may reasonably have the expectation that a scheme to enhance safety would also incorporate a wider drainage solution.

Alternative Location Options

10. It is surprising that these proposals do not offer an alternative crossing site to that proposed which would unify the flows of NMUs both circuiting the Stray & crossing to the Harrogate & District Hospital. Relocating the present awkwardly sited (on the corner of St Winifred's Avenue) signalised crossing to a point midway between its present location & the Stray would potentially be a more efficient use of resources, deliver a safe crossing point & simplify rather than complicate the road layout in this zone.

Alternative Crossing Options

11. In view of the existing complexity of this stretch of road what other Crossing options have been modelled & evaluated to deliver enhanced safety for NMUs at the proposed new crossing point.

12. It is noted that within approximately 135 metres (towards the A661/A59 roundabout) the crossing point from the old Wetherby Road roadway path to the Wetherby Road pavement is effected simply & presumably at a lower cost by warning lights and a central reservation. This arrangement enables NMUs to cross the traffic lanes seperately without causing noise pollution, with minimal additional light pollution & does not seem to significantly impede traffic flows. This same crossing solution is deployed nearby on the A59 enabling NMUs to cross between Williston Road & Granby Road (ie further along the Stray perimeter path/way).

Bus Stop Hazard

13. The bus shelter & stop on the corner of Roslyn Road/ Wetherby Road services both single deck & double deck buses . It's location within 25-30 metres of the proposed crossing would significantly reduce sight lines for all road users . This may be one of the reasons the Department of Transport Notes 2/95 (3rd edition 2005) giving guidance on the Design of Pedestrian Crossings states that " generally a bus stop is better sited on the exit side of a crossing " . Accordingly please advise what consideration has been given to resiting this bus stop & what provision has been made for the cost .

14. Your letter indicates you have solicited feedback from " stakeholder" groups before developing your proposals . Were the bus operating companies included in your stakeholder group ?

Stray Land Dedication

Process

15. It is perplexing to note that in your letter you state that Exchanged Stray Land " has to be no more than 100 metres from the Stray" (criteria 3) and yet Options 2 & 3 delineate possible Exchange Land which is nowhere close to the Stray itself albeit adjacent to or within 100 metres of "Previously Exchanged Stray Land " .

16. Whilst you kindly explained the Exchanged Stray Land " has to be equally advantageous to the inhabitants of the borough as public open space" (criteria 2) I am finding it exceedingly difficult to equate strips of distant roadside verge with the lost amenity of an attached portion of the Stray itself .

17. If the NYC are unable to offer a range of comprehensible & legally valid Stray Land Dedication options then surely this Consultation may be in jeopardy .

Option 1

18. Having owned my home for approaching 60 years & as it is the closest residential property to the proposed crossing I have seen the local boundary of the Stray move a number of times . On the relocation of the A661/A59 junction & the creation of the present roundabout layout I recall Harrogate Borough Council acquired a portion of Harrogate & District Hospital land & a new galvanised steel fence was erected to

155 establish the new boundary between the Hospital grounds & the Stray. It is therefore surprising to note from your plan that the area was never I STRONGLY OBJECT to the proposed traffic lights where Slingsby Walk crosses Oatlands Drive and Wetherby Road for the following reasons:

- 1.I use Oatlands Drive at least twice a week and very rarely see any pedestrians or cyclists waiting to cross the road to or from Slingsby Walk.
- 2.The proposed expenditure is out of all proportion to the scale of the problem being addressed. The works on Oatlands Drive are grossly excessive.
- 3.The creation of an elevated section of road way is unnecessary and the proposed separation of areas for pedestrians and cyclists makes it wider than a normal pedestrian crossing.
- 4.Why should a separate crossing be provided on Oatlands Drive for cyclists? Everywhere else they can use a normal pedestrian crossing quite easily.
- 5.The required "land-take" of 165 sq. m. is unjustifiable and amounts to a significant loss of genuine Stray land.
- 6.The use of pre-determined times on signals for each group of users to cross the junction is bound to cause severe delays to motorists on what is a very busy road.

156 7.There is already an existing well-established pedestrian crossing on Oatlands Drive fairly near Slingsby Walk that makes the proposed I STRONGLY OBJECT TO THE INSTALLATION OF EXTRA CROSSING POINTS ON OATLANDS DRIVE.

Slingsby Walk is a pleasant, historic tarred pathway along the edge of the Harrogate Stray, parallel to the A6040, and runs from the Tewit Well



Not specified

Many questions

Proximity to existing crossings, increase in traffic congestion, No perceived need for upgraded crossings

on the A61, through to Saint John's Well on the A661.

Many houses, such as those on St Winifred's Road, have been built with their rear garden fences butting up against this ancient path, as does a portion of St Aidan' High School, where the Walk crosses Oatlands Drive.

The small portion of the OS layout map which your applicant has included, implies that Oatlands Drive is straight, but it is most certainly is NOT. Just past his proposed crossing, near the Bus Stop, there is a one of the many bends and crossing places which occur, and which enable students to safely negotiate their way between their own school and their partner school of St. John Fisher. Bicycles speeding along there could be highly dangerous when lessons are changing!

Currently the Slingsby Walk footpath is wide enough to take a mother with push-chair and walking toddler alongside, with just room for another walker to carefully overtake without damaging the turf of The Stray alongside. A moving cyclist would be bound to damage our precious STRAY edge if mounted on a bicycle, so should also be counted and behave as a pedestrian at all times. Monopolization of this route by just one community section should not be allowed!

There is also an implication that preferential use of this path is to be in compensation for the loss of personal use of a similar path along the Otley Road, but this, too, was and is shared by all types of users, and so hardly a leisure route for moving Cyclists.

In conclusion, THIS SELFISH APPROPRIATION OF PART OF OUR TOWN'S HERITAGE MUST BE STOPPED, as must any decisions made by any single person or officer who believes that their present job-title allows them to make irreversible decisions without adequate research or local knowledge.

Mrs Beryl. E. Dunsby, Harrogate Resident for 49years and 6 months,
Mother of three children educated in Harrogate schools,

157 And Business owner and adviser within Harrogate for 25 years.

Please see below for my comments on the proposals.

1. Slingsby Walk/Oatlands Drive

I am in favour of a 20mph speed limit, however would prefer a non-raised Toucan crossing, instead of a raised Tiger crossing.

Raised crossings and speed bumps just add unnecessary wear on cars, on top of all the potholes, and themselves become potholed. A lower speed limit and traffic-light controlled crossing would be more effective and safer.

2. Slingsby Walk/Wetherby Road

In favour of the new crossing, however would suggest the crossing by St Winifred's Road be removed as the two will get too close together. It would not be much inconvenience to walk to the new crossing from St Winifred's Road.

3. Stray land/NYC dedication

158 In favour of option 1. The land in option 1 already appears to be part of the Stray, whereas options 2 and 3 are both outside homes in areas away from the Stray. Areas outside homes often become damaged by cars and delivery vans parking on them, which is not how Stray land should be used.



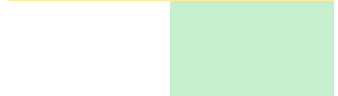
Against stray land use, proximity to existing crossings, against cyclists on stray

Against

Supports oatland crossing, overengineered, supports 20mph, proximity to existing crossings, in favour of crossings but with conditions

Option 1

<p>Complete Stray. Who ever dreamt these schemes up does not walk round the Stray very often. I walk round the Stray most days and never have any difficulty in crossing Oatlands Drive and I see people of all ages and mobility crossing without difficulty</p> <p>On Wetherby Road there is signal controlled crossing within 50m of the proposed crossing. This means there are frequent queues of traffic enabling people using Slingsby Walk to cross. The traffic using Wetherby Road is usually crawling and most drivers wave pedestrians across. I never have to wait more than about 1 minute to cross the road which is about the time it takes for the lights to change when you press the button to change the lights. The only thing that may help would possibly be a central island similar to the one 50 yards nearer the Empress roundabout</p> <p>These proposals are a complete waste of residents money and will only add to the pollution caused by queuing traffic to the detriment of walkers and cyclists. If you want to improve the cycle/walking experience round the Stray you should look at widening Slingsby Walk which is dangerous with cyclists, walkers and dogs not on leads in a confined space. It is an accident waiting to happen</p> <p>159 Thank you for the letter communication relating to this proposal.</p>		<p>Proximity to existing crossings, increase in traffic congestion, No perceived need for upgraded crossings, proposals over engineered</p> <p>Not specified</p>
<p>160 Best wishes</p> <p>I would like to express my support for the proposed crossings of both Oatlands Drive and Wetherby Road.</p> <p>Both of my children attend St Aidan's School and as a resident of the Saints area of Harrogate I am acutely aware of the traffic in the area and the congestion, especially around school times.</p> <p>161 One of my biggest concerns is the speed of traffic in the area. Oatlands Drive is notorious for speeding and the introduction of a raised crossing on the road will be very beneficial in slowing traffic and making it safer all-round.</p> <p>I would like to support the proposals. Safe crossings of these busy roads where they are crossed by a well-used path would seem to be very desirable.</p>		<p>Fully support proposals, support 20mph, existing safety issues</p> <p>Supports proposals, concerned about existing safety issues</p> <p>Not specified</p>
<p>162 I have no strong views on the exchange land proposals.</p> <p>Thank you for sending details of the proposed alterations to the pedestrian/cyclist crossings of Wetherby Road and Oaklands Drive.</p> <p>We are very pleased to see this matter is being addressed as the current situation is unsatisfactory and dangerous.</p> <p>The proposed changes are comprehensive and would certainly improve safety in our opinion. However, we feel the area of the Stray that has been taken up by these plans is excessive, particularly for the Wetherby Road crossing.</p> <p>In this instance, the plans give no indication as to how cyclists and pedestrians will be separated on the south westerly approach. With a narrow path (the current arrangement) the two are directly in line and people cooperate very well to avoid injury. With a more open arrangement we foresee uncertainty and indecision which could increase the risk of accidents.</p> <p>There does not appear to be separation of cyclists from pedestrians on the Wetherby Road crossing as there is on the Oaklands Road crossing. We wonder if it is necessary at all. If it is, why not for both?</p> <p>With regard to the land dedication, our preferred option is Option 1, the land adjacent to the War Memorial, which secures land people would imagine is already a part of the Stray.</p>		<p>Supports proposals</p> <p>Supports proposals, stray land take excessive, concerned about existing safety issues, questions separations of peds on one proposal but not the other.</p> <p>Not specified</p> <p>Option 1</p>
<p>163 We look forward to seeing early improvements to these busy and dangerous crossings.</p> <p>Please do not create a further crossing on Wetherby road as this will cause even more congestion on the Empress Roundabout and two crossings in such close proximity of each other on Wetherby Road will cause standing traffic/ pollution build up on Wetherby road right outside</p> <p>164 the hospital. Not a good idea in my opinion.</p>		<p>Proximity to existing crossings, increase in traffic congestion</p> <p>Not specified</p>

<p>I have studied your plan for crossings in the areas proposed with great interest.</p> <p>I feel crossings are appropriate but on a Zebra crossing only basis.</p> <p>Both roads have various pelican and island crossings along their length already.</p> <p>Installing a Zebra crossing in both places seems logical to traffic flow and public safety.</p> <p>The proposed crossing is over engineered and installing what is basically a pelican crossing with a cycle crossing next to it is totally unnecessary. The access to the crossings on Slingsby Walk is not segregated pedestrian and cyclist so why do the crossings need to be?</p> <p>Installing zebra crossings where cyclists dismount to cross will not require any of the Stray to be taken away, and I am sure is a more economical solution.</p> <p>Should the proposed crossings go ahead then the areas of stray reallocation are not acceptable as they are not attached to the stray.</p> <p>As regards the lowering of the speed to 20miles per hour on Oatlands Drive, I feel this should only be during the 45minutes before and after school. These are the times when this road is busy with Parents who insist on driving their children to school. This could either be indicated with display signs or flashing lights during controlled speed times.</p> <p>I feel both my suggestions are cost saving yet still with safety in mind.</p>		<p>Over-engineered, Proximity to existing crossings, would support part time 20mph, prefer cycles to dismount</p> <p>None appropriate</p>
<p>165 I hope you consider my suggestions as I feel the plans sent to me are not appropriate.</p> <p>I work at the hospital. It would be good to have the crossing at slingsby walk and wetherby road junction. It will be helpful for hospital staff and public to cross over onto the stray. As often people are waiting quite a while before it's safe to cross. I have seen cyclists and parents with prams struggling to cross over in. A safe manner</p>		
<p>166 We are in support of the idea of the two crossings as it will make it easier to cross the Wetherby Road and make it safer for children and general public crossing on Oatlands.</p> <p>167 The installation of the proposed tiger crossing on Oatlands Drive will have a significant and detrimental effect on the visual impact of the area. The Stray is a precious resource and any erosion of this should only be for essential purposes of benefit to the local community. I cannot find any published data to show what the measured volume of cycle or pedestrian traffic is at this crossing point now or what it is forecast to be in the future. As a regular user of these footpaths I do not believe such an incursion into the Stray at this point would offer sufficient benefits to justify these changes. Whilst technically complying with the Duchy requirements the parcels of land offered are inferior to the one that will be lost and therefore should be considered unacceptable. The construction of additional crossings on Oatlands Drive and Wetherby Road in such</p>		

lost and therefore should be considered unacceptable. The construction of additional crossings on Oatlands Drive and Wetherby Road in such close proximity to existing crossings will surely exacerbate the traffic problems on both roads. Slingsby Walk is a path that is enjoyed by pedestrians, families, dog walkers and occasional cyclists. The installation of the proposed crossing might encourage an increase in cycle traffic that the path was not designed for and could not safely accommodate. It is not clear where the Council envisage the level of cycle traffic that would justify such a crossing would be drawn from. Slingsby Walk beyond St James Drive and toward Slingsby Bridge is narrow and unsuitable for shared use. Such traffic would need to travel along Stray Rein or St James Drive and then exit onto the A661, Willaston Road or the A59. This would suggest that the Council views Slingsby Walk as a bypass for York Place and part of Knaresborough Road which I find unacceptable.

The traffic difficulties brought about by school-related parking and student drop-offs in Oatlands and surrounding roads has been the subject of a considerable amount of previous correspondence. I cannot see how an additional crossing, a speed bump and a 20mph restriction will improve traffic flow or road safety at peak times. At school start and finish times the increased volume of personal traffic and school busses waiting on Oatlands Drive make it impossible to reach a speed of 20mph, let alone exceed it – I cannot see how these proposed changes will improve that though I can easily imagine them adding to the problem. It seems like the Council are avoiding the root cause of the problem – that being the extra traffic, most of it unnecessary, generated by school-related vehicles. I would urge the Council to work with St Aidan's School to engineer a better waiting area for busses – one capable of handling the volume with minimal obstruction of Oatlands Drive. There also needs to be better provision for drop-off and pick-up points though I feel the school should be doing much more to discourage personal vehicles whilst encouraging students to make use of public transport – better for traffic and better for the environment. This should be accompanied by parking and waiting restrictions on Oatlands and surrounding roads, possibly with the introduction of affordable parking for essential users either on the school grounds or on suitable nearby land – for example land adjacent to The Coach Road, to the side of St John

168 Fisher's school.

I am writing on behalf of The Stray Defence Association in Harrogate to formally object to the use of Stray land for the above mentioned crossings.

Following our meeting with you on Friday 15th March 2024 we have further investigated the proposal, conducted site visits, undertaken investigations and discussed the matter with members and residents.

Having evaluated the situation we feel that there seems to be little evidence or rationale behind the proposed crossings which would warrant Stray land being concreted and tarmacked over to facilitate construction of these large, intrusive and obtrusive crossings.

On Oatlands Drive the suggested crossing would impact harshly on the 'aspect' of the Stray, which is itself enshrined in the Parliamentary Stray Act. Emerging from Oatlands Drive into the main body of the Stray the vista and expanse, the aspect of the Stray, opens up before you. Such a visually ugly and prominently placed collection of surfaces, lights, signs, signals, colours etc. etc. would be both aesthetically displeasing and impinge greatly upon the Stray and its natural green and open aspect.

We also query the necessity for such a crossing as those attending the schools who walk or cycle from the town centre largely cross on to Oatlands Drive from York Place, safely using a Pelican crossing. They then use the only pavement, which is on the same side of Oatlands Drive as the school, thereby negating the need to cross the road. Those coming from the other end of Oatlands Drive have an existing Pelican crossing opposite the school's main entrance.

Any who walk along Slingsby Walk and approach Oatlands Drive from either direction are at right angles to it and simply have to turn right, and continue along the main pavement, or on the other side, turn left and walk as far as the Pelican crossing opposite the school.

Those who wish to specifically cross Oatlands Drive at the juncture with Slingsby Walk, on foot or bicycle, currently wait for a cessation of traffic or for vehicles to let them cross.

Similarly, those wishing to cross from Slingsby Walk over the Wetherby Road also have an existing Pelican crossing within a few metres should they wish to use it.

Investigation reveals that neither of these Slingsby Walk road crossing points are extensively used or exceptionally busy.

Although we asked at the meeting on 15th March 2024 about RTA statistics we were informed that none were available.

From our own subsequent investigation we understand that there have been only five RTAs in the Oatlands area in the past 10 years and

Against stray land use, proximity to existing crossings, no perceived need for upgraded crossings, against increased cyclists on slingsby walk, increase in traffic congestion, concerned about existing traffic issues

Against

<p>none at all at the Slingsby Walk/Wetherby Road junction.</p> <p>We are, therefore, somewhat at a loss as to why the two crossings are being proposed, with the removal and use of Stray land and all the complexities, legalities and very considerable cost involved.</p> <p>As such we would like to place on record our objection to both of these proposed crossings necessitating use of Stray land.</p> <p>169</p>		<p>No perceived need for upgraded crossings, proposals unsightly, against stray land use, proximity to existing crossings.</p>	<p>Against</p>
<p>I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. I use this crossing many times and it seems ridiculous that nothing has been done before to make it easier for cyclists and pedestrians to cross. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.</p> <p>170</p>		<p>Supports proposals, HDCA suggested response (modified), desire for quick response to push button.</p>	<p>Option 1</p>
<p>I am emailing regarding the proposed plans for two pedestrian crossings in the Harrogate area.</p> <p>Conceptually I don't have any objection to plans that make Wetherby Road, in particular, a safer place for pedestrians, however I question whether it is the best use of funds for the area.</p> <p>We live on Wetherby Road towards Sainsburys and the volume of traffic is significant, whilst this is unavoidable, the speed of the traffic and the ability to cross safely is not.</p> <p>It is one of the few roads in the locality that doesn't have any traffic speed calming measures (particular when dropping from a 60 to a 40 then to a 30mph residential area with school-age pedestrians), there are no basic reminders of the 30mph speed limit, no flashing signs to say you are going too fast or stating your speed and no speed cameras.</p> <p>We moved into our house 2 years ago with a young family and we are seriously considering moving due to the speed of the traffic. We accept living on a busy road, but not on a road where we've frequently witnessed vehicles quite clearly exceeding 50mph. Buses, lorries and vehicles late at night have particular disregard for the limits.</p> <p>Couple the above with the lack of crossing facilities near Sainsburys (a popular walking route from the park behind the recycling site, the show ground, Sainsburys, the convention centre, bus stops etc.) – there are no pedestrian crossings on Wetherby Road from the Woodlands junction to the traffic lights at Sainsburys. The crossing at Sainsburys is particularly dangerous as it's not actually set up as a pedestrian crossing, the central area is not wide enough to accommodate people (certainly not prams or wheelchairs) and cars tend to speed up down the hill to try and 'beat the red light'!</p> <p>My challenge would be why we are using vital funds to add more crossings to an area without substantial need, when there are obvious other basic safety and speed calming measures that need to be enforced on the road itself, which are not even being considered. More fixed signs and speed activated reminders would be cheaper to implement and would have more impact on safety and the environment. An average speed camera from end to end would have the most significant benefit, but I understand the cost could be prohibitive.</p> <p>This maybe isn't the forum for the observation as it's to comment on the specific plans, but I do think this is a linked issue and I do intend to write to the council separately about the issue.</p> <p>171</p>		<p>Concerned about existing safety issues/speed of vehicles on Wetherby Road outside of peak times</p>	<p>Not specified</p>

<p>I would like to register my support for the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p>		
<p>I also support the proposal for a Toucan crossing of Wetherby Road. This crossing should be set up so that the lights change to Green for pedestrians and cyclists within a few seconds of the request to cross button being pushed unless someone has just crossed. The value of this crossing will be greatly reduced if motor vehicles are given priority.</p>		
<p>I believe these crossings will encourage more people to feel safer cycling or walking to schools or work in the area, thus helping to reduce traffic congestion in the area.</p>		
<p>Regarding the Stray Land Exchange Options. I support Option1. I do not support Options 2 or 3 as I believe the amenity value of this land is low and to designate them Stray Land would complicate the construction of cycle tracks in the future. 172 I'm pleased that crossings are finally going to be built on Wetherby Road and Oatlands Drive. However, the amount of Stray grass taken for each seems quite excessive. The Wetherby Road plan shows a large rectangle of tarmac between Slingsby Walk and the crossing. This could easily be tapered so the western and southern parts of it remain grass. The cycle crossings at the end of Claro Road over Skipton Road and the one over Knaresborough Road near Church Square don't have anything like this amount of hard standing behind the crossings. I'm also not sure why the pavement on the north side of Wetherby Road would need to be widened to 3 metres for roughly 10 metres before and after the crossing as shown on the plan. This seems unnecessary as this pavement isn't becoming a shared use path. The pavement really only needs to be wider for a couple of metres between the crossing and the War Memorial. Both pavements alongside the Oatlands Drive crossing and the pavement on the south side of Wetherby Road aren't shown as being widened, so I'm not sure why the one on the north side is. To illustrate these points please see the attached plan. Having a tiger crossing of Oatlands Drive is a good idea, although the widening of Slingsby Walk on the approach to the crossing seems to start earlier than it needs to. On the other cycle crossings over the Stray, especially the Granby Road to Park Parade one over Skipton Road, the widening of the path happens only a few metres before the crossing. Widening Slingsby Walk 16.6 metres before the road therefore seems excessive. A version illustrating this with less Stray land take is shown on the attached plan. It would also be important to stop people parking in the cycle lane and on the Stray along Oatlands Drive. Option 1 is probably the best choice for exchange land.</p>		<p>Supports proposals, HDCA suggested response (modified), sees active travel benefits, desire for quick response to push button. Option 1</p>
<p>Making the paths from Stray Rein over Tewit Well bridge and on to the Prince of Wales roundabout and also the path from the northern corner of Church Square to the Claro Road crossing into shared use paths would be a good idea as these are, and always have been, popular cycle routes that were missing from the Stray cycle scheme of 2011. 173 This is fantastic! Drivers go so fast on Wetherby Road and hardly ever stop. I waited nearly 10 mins before someone slowed to let me cross the other day. It was pouring with rain and windy. When they see you crossing they don't slow down either. It is so dangerous.</p>		<p>Supports proposals though Option 1 Concerned about existing safety issues/speed of vehicles on Wetherby Road Not specified</p>
<p>174 I do hope this will go through. I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p>		
<p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p>		
<p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks. 175 I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>
<p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p>		
<p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks. 176</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button. Option 1</p>

<p>Whilst I have no objections in principle to the proposed crossings as a pedestrian user and motorist living in the area. It is my strong view for safety reasons that the crossing on Oatlands Drive should be traffic light controlled. I have little confidence that cyclists will stop and consider approaching vehicles. Additionally speeding cyclists will be obscured to motorists when approaching the crossing. My experience of using the shared path on Slingsby Walk is that a small number of cyclists pay little regard for pedestrians and speed past without warning, so they will assume right of way on a non controlled crossing.</p> <p>177 Preferred option for Strayland is option1. I'm emailing to express my support for the new proposed pedestrian crossing points on Oatlands Drive & Wetherby Road.</p> <p>As they stand, these roads are difficult to cross safely when the roads are busy, and so the new crossings would be a considerable improvement.</p>		<p>concerned about safety of proposals, alternative crossing type suggested</p>	<p>Option 1</p>
<p>178 In terms of the Land Dedication, our preference is for Option 1 (The NYC preferred Option). I support the proposal for a parallel (Tiger) crossing of Oatlands Drive.</p> <p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p>		<p>Supports proposals</p>	<p>Option 1</p>
<p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>179 Stray Land would complicate the future building of cycle tracks. I support the proposal for a parallel (Tiger) crossing of Oatlands Drive.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button.</p>	<p>Option 1</p>
<p>I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.</p> <p>I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them</p> <p>180 Stray Land would complicate the future building of cycle tracks.</p>		<p>Supports proposals, HDCA suggested response, desire for quick response to push button.</p>	<p>Option 1</p>
<p>>> Firstly I will say that the safety of pedestrians is everyone's top priority, but I think your proposals for this Tiger crossing is a complete waste of good money that could be put to a lot better use. >> Why would you want to install this hideous crossing when a simple pedestrian crossing would be suffice. >> The footpaths either side of Oatlands Drive run approximately half a mile both ways and are just over 2m wide, with pedestrians and a few cyclists sharing these paths, so why are we spending an absolute fortune on this . >> If you think that a raised crossing and reducing the speed limit to 20mph would help you want to visit the site at school opening and closing times to see vehicles are stood from the top and bottom of Oatlands Drive not going anywhere. >> Flooding in that area is a major concern, gulleys blocked that have been for at least 3 years but nothing has been done it, all you have done is put up two ice signs , that stops children getting wet . >> So why on earth are we taking parts of the stray and giving back parts of hideous land. >> The Saints area wants something doing about road conditions, parking both with schools and the Hospital. >> You can't keep allowing the Schools, especially the sixth forms to expand with out thinking about parking . >> Something wants doing NOW not wasting money on silly crossings and looking at your map you are proposing to put double yellow line down Oatlands Drive , have you thought where all the children / adults will park when they are playing sports on the stray , how will they cross the road and where will they park . >> It's just one more waste of money just like the Conference Centre and Station Gateway to name a few.</p> <p>181 >> Hasn't Harrogate learnt anything over the years.</p>		<p>Waste of money, overengineered, drainage issues, concerns about maintenance, parking.</p>	<p>Not specified</p>

We strongly object to all of these ill thought out proposals on the following grounds:-

1. They are a complete waste of precious local resources/funding that would be better employed filling in potholes and keeping local roads in proper repair. They are now in the worst state we've experienced in over 40 years living in the Harrogate area.
2. They would significantly worsen the already unacceptable traffic congestion in the Woodlands/Oatlands areas particularly compounded by the proposed 20 mph zone on Oatlands Drive that has been comprehensively shown in other areas, such as Wales and London, to be abject failures in allowing people to enjoy acceptable mobility that is already seriously compromised, especially during rush hour.
3. There are currently more than adequate pelican crossings at strategic points on Wetherby Road and Oatlands Drive and these principal arterial roads don't need additional ones clogging up residents and commuters ease of travel even more.
4. The Stray is a historic and much loved local amenity for all residents which will be degraded and diminished by these misguided and time wasting proposals in encroaching on its environs with unnecessary and unaffordable eyesore developments.

182 Should these proposals be mistakenly given the green light they will prove to be a hugely damaging and irreversible step once completed. With reference to the proposed new crossings, I would like to register my support for both.

The only comment I would make is the need for segregated zones. Given that the path on the Stray is not segregated, this would seem unnecessary.

I wish to express my support for the proposals being put forward to place pedestrian crossings across Wetherby Road and Oatlands Drive. I recognise the existing demand for people to cross the roads at these points and I am dissatisfied with the existing facilities and alternatives. A quick run through of the most recent Google Streetview photos shows people waiting and crossing at both points being proposed. It's a justified investment that I feel assists people seeking to access opportunities and services in their community. I ask that any boxes housing equipment to operate these crossings are located sensibly to not block sight lines and desire lines.

184 Regarding the options put forward for Stray land, I am relatively ambivalent on the land chosen.

1. Both proposals will use Stray land and is a further ongoing erosion of its cohesive amenity value only to be compensated for through the questionable exchange of land in ever increasing strips remote & unconnected to any Stray Land. No doubt further active travel schemes will require further Stray land and similar questionable actions by NYC in the future.

2. They will be hugely intrusive to the visual amenity of the Stray and immediate environs. The idea is madness on so many levels trying to put the usual Highway Engineer's clutter in these locations. Question, is it contrary to the 'Aspect of the Stray' under the terms of the Stray Act. The current aspect of the Stray will be ruined. This proves once again Highway Engineers have no understanding of the built environment especially in largely cohesive Conservation areas as demonstrated in particular with the original Gateway proposals.

3. Both crossings are totally unnecessary except to a limited number of cyclists. As far as I am aware there are no records of any accidents at both locations so how can these crossing be justified in road safety terms.

4. They are a complete waste of money just like Otley Road and the Gateway Project. The money would be better spent elsewhere rather than taking away Stray land yet again. Repairing the roads and improving their current appalling state might be more beneficial to road safety.

5. There needs to be a fully comprehensive well thought out plan for the Oatlands area that is fully published and has the approval of the majority in the area not just a pocket plan trying to please the cycling lobby. The absence of this approach by NYC and/or their consultants. as demonstrated with the Otley Road and the Gateway Project shows a complete lack of understanding of the local area and what it is like on a day to day basis.

6. To what extent have surveys or feasibility studies been carried out by NYC or their consultants to fully understand the existing flow of road traffic, cyclists and pedestrians in both locations. From what I understand the solution for Oatlands shows a total lack of understanding in this respect so how can the crossing be justified.

Local residents understand what is at the heart of their area far better than those on the remote Highways Executive. I would therefore

185 appreciate it if you could take these views on board

		Waste of money, concerns about maintenance, congestion, against 20mph, proximity of existing crossings.	Against
		Supports proposals	Not specified
		Supports proposals	Not specified
		Against stray land use, unsightly, no perceived need for upgraded crossings, anti cyclist, money should be spent on maintenance.	Against

<p>Apologies if I am a little late to the party but wanted to add some feedback on the proposed Tiger Crossing on Oatlands Drive.</p> <p>As a family with young children, we are in full support of safer roads and traffic calming in residential areas. However I am a little confused on the functionality of this plan. Is the new crossing intended as another traffic light / push button controlled system, as it seems particularly close to one just a few houses down if so? I wonder if this would cause more frustration to drivers and subsequent erratic action to 'get ahead' of the lights. Though a reduction to a 20 zone would be welcomed as I have frequently seen much higher speeds on our road, but would ask, is this a continual rule or just within school hours?</p> <p>With regards to the cyclists using the area, I have noticed the bigger issue to be that when a line of cars are parked along the verge of the Stray, the cycle lane becomes redundant. This also poses a problem for drivers as the road effectively becomes a single carriageway from York Place until Slingsby Walk. A set of fully enforced double yellow lines would ease this greatly. Sadly the courtesy notices placed last summer were disregarded within days.</p> <p>Another problem I have noticed over time is the inadequate width of the footpath on the other side of the road. During school mornings and afternoons the children are simply teeming, often in groups and seem to spill off the narrow pathway. Mostly onto the grass of the Stray, but all too often a playful shove puts them practically into the traffic. Even without the heavy footfall, someone pushing a pram along is found jostling to move for a pedestrian walking towards them. If there was the opportunity to widen this path, the footpath would feel a lot safer.</p> <p>Another thought I have considered to ease the traffic, especially at school time is to make the T-junction onto York Place a turn left only option. The minor inconvenience of a slight detour would be worth the effort to keep traffic moving and prevent risky manoeuvres from impatient drivers turning right after a slow crawl along Oatlands Drive. I have witnessed many near misses at the junction in the 15 years we have lived here!</p>			
<p>186 All of this considered I look forward to hearing more about the plans and am happy to be contacted for further clarification on each of these I object to the plan to put tiger crossings at the locations planned.</p> <p>Both areas already have pedestrian crossings that are well used. the one on Wetherby Rd is constantly in use.</p> <p>Neither crossing is far from the Stray path. Could they be moved as having 2 crossing in such a short distance is unnecessary?</p> <p>The Wetherby Road proposed raised crossing would be in the path of ambulances and as it's at a higher height be an uncomfortable ride for patients.</p> <p>You write that the tiger crossing is for pedestrian and cyclists. I always understood that pedestrians crossings were for people on foot, and as such cyclists should dismount and also walk across them. Would that be the case with the tiger crossing?</p> <p>Or are we getting a crossings with a mixed purpose? A pedestrian v cyclist for crossing?</p> <p>When I was in hospital recently I looked out onto the path outside, the path you are wanting to add for cyclists, and saw pedestrians not cyclists using this path. Do you really believe people are going to this path on bicycles if you put it there? The total lack of expected use to recently added cycle lanes on Otley Road comes to mind - and the cost adding them.</p> <p>If you move the crossing on Oatlands Drive will you leave the existing crossing, which to my mind is a necessary one for student safety, where it is.</p> <p>A final note to add to my feeling that these proposed crossings are an unnecessary waste of public money and Harrogate will not score any points for being the first to have tiger crossings.</p>		<p>Proximity to existing crossings, question safety of proposals, supports DTL, supports 20mph, narrow footways, ban RT onto York Place</p>	<p>Not specified</p>
<p>187 As you can read I am very against the proposal.</p>		<p>Proximity to existing crossings, over-engineered, waste of money</p>	<p>Not specified</p>

The two proposed new crossings along Slingsby Walk are both excellent ideas. I have no experience of Tiger crossings but hope they are traffic light controlled similar to Tucan crossings. A crossing on Oatlands Drive needs to be light controlled.

There are two other sights on Oatlands Drive and Wetherby Road where the provision for pedestrians and cyclists is inadequate.

Oatlands Drive at the junction with York Place. Here a Tucan crossing allows cyclists to cross from York Place. They then have to cross Oatlands Drive perilously close to the junction with York Place in order to reach the cycle lane on the other side of Oatlands Drive. This is hazardous and often relies on the courtesy of motorists to give way.

Wetherby Road, on the bend just after the Empress Roundabout, where it meets a path across the Stray from Knaresborough Road. There is a central traffic island here but it is poorly marked. It lost its bollards years ago and now only has occasional temporary keep left signs held in place by sand bags. These often fall down. At other times they are replaced by signs so large that they can obscure drivers' views of anyone on the island.

188 I hope you will be able to pass these concerns on for further consideration.

I fully support the proposed reduction in speed because there is a speeding issue on Oatlands and Hookstone Drive.

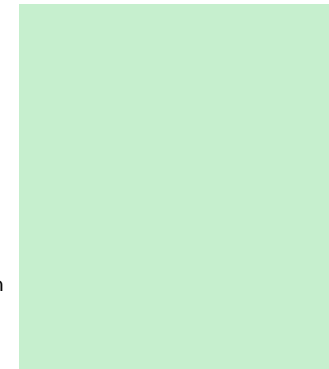
I live on Hookstone Drive and I have a number of observations:

1. Slowing the traffic even further will create yet more issues for other roads (like mine) where traffic is often stationary.
2. If you're making a 20 MPH zone near that school then make all the surrounding roads 20MPH. I've had them place cameras on my road and they agreed there is a speeding issue but no one would do anything about it. How disgraceful is that?
3. Why don't you put up flashing signs all around warning people to slow down. Get the police out, if they catch people speeding it will act as a deterrent.
4. If you've got some money for this scheme, then use it to address the traffic issues first and perhaps the pot holes.
5. Use funds to put new white lines down so that filters by St John Fisher can be seen rather than people taking up the whole road because they can't see where to wait.
6. Even if you put a crossing in, the pathways aren't wide enough for pedestrians and bikes so what's the point?

189 In conclusion, there are many issues that need to be addressed before this scheme gets the green light.

I am writing to you as I would like to talk to you about the idea you have had to put another crossing at the end of Wetherby Road by the Stray. I think it is outrageous that the council have even thought to put another crossing at that end of the road. Think about it logically how many people try and cross there every day? Might I add it is pretty easy to cross there already as traffic almost always stops there so that is not a huge problem. What is a problem is that no one has thought about the fact that there is nothing there for children to cross safely using traffic lights coming from the woodlands side of town and I think it's terrible given that this primary school is the one of the biggest in the area and has 600-700 children attending every day. These children are 11 and younger. What is the logic behind having no traffic light crossing for them to get across the road safely? You have them outside the care homes for people who rarely go out to use, but not for young children to use when trying to get to school or get home and I know the road is 30 miles per hour but nobody stops, nobody slows down and it leaves parents running into the road with their children holding their hand. If a child got hit on that road they would be very lucky to live. Don't you think that is awful when we can do something about this and simply put a crossing outside the school. Making parents feel their children are safer and these children being able to get into school without worrying they are going to be hit by a car. All of the other schools have these systems in place so they can get across the road safely I do wonder why Willow Tree the school on the most busy road in Harrogate is the school without a crossing outside of it. There are 3 crossings on the Empress Roundabout side of Wetherby Road and only an island right at the start on the other end I would really like to know why the interest in protecting the children are being forgotten about here.

190 Look forward to hearing back from you,



Supports proposals, highlights other issues



Supports 20mph, concerned about speeding, suggests VR, money to be spent on potholes



Suggests alternative crossing location near Willow Tree school, no perceived need for upgraded crossing, speed issues.

We have received the proposals with your letter dated 11th April 2024.

I believe this proposal should NOT go ahead, because:

- The net benefit of this proposal appears to be marginal, and not worth spending money on (the costs would presumably be significant, but are not quantified in your letter, which should really have included at least some indication of total cost and net cost to NYC, as well as the ongoing consultancy / design costs).
- The proposed work would create much unnecessary disruption to pedestrians and traffic (incidentally I note the hoardings at Copthall Bridge House, obstructing both pedestrians and traffic, have been present for several months with no apparent works activity taking place)
- There are other far more pressing road improvements needed in Harrogate particularly:
 - oRoad repairs (pot-holes etc.) and re-surfacing e.g. York Place, Coach Road, Park Parade etc. Also pavement repairs e.g. Park Parade.
 - oTraffic calming and/or speed cameras are needed in North Park Road – at present a significant portion of vehicles exceed the speed limit

191 here creating danger and noise

Wetherby Road Pedestria Crossing - If there has to be a crossing for slingsby walk, then I am happy with the plans as proposed, provided that a) the Diagonal footpath Wetherby Rd to toilets is clearly shown to be for pedestrain only. I am tired of being sweep round asked to move for cycles and abused by cyclists using the path. b) the installation does not change in anyway the two pedestrian crossings already in place, both are heavily used - St Winifreds to hospital & bus stops - Wayside crescent to St Nicholas - elderly people and secondary pupils from the estate to/from school plus access to bus stops and church. With regard to the stray land, it makes sense to use the adjacent land which many of us thought was already stray land (option 1). In an indirectly related matter, why has the football club dug up 2 patches of stray land, ***indiscipherable***...created by their people regularly parking there. Isn't that against the act? Fairfac Manor has made an excellent job of replacing the grass on completion of construction. Can the Football Club replace all the grass it has damaged? If not, why not? Did it

192 haveplanning/council permission th destroy the grass? Why does it get away with breaking the Act?

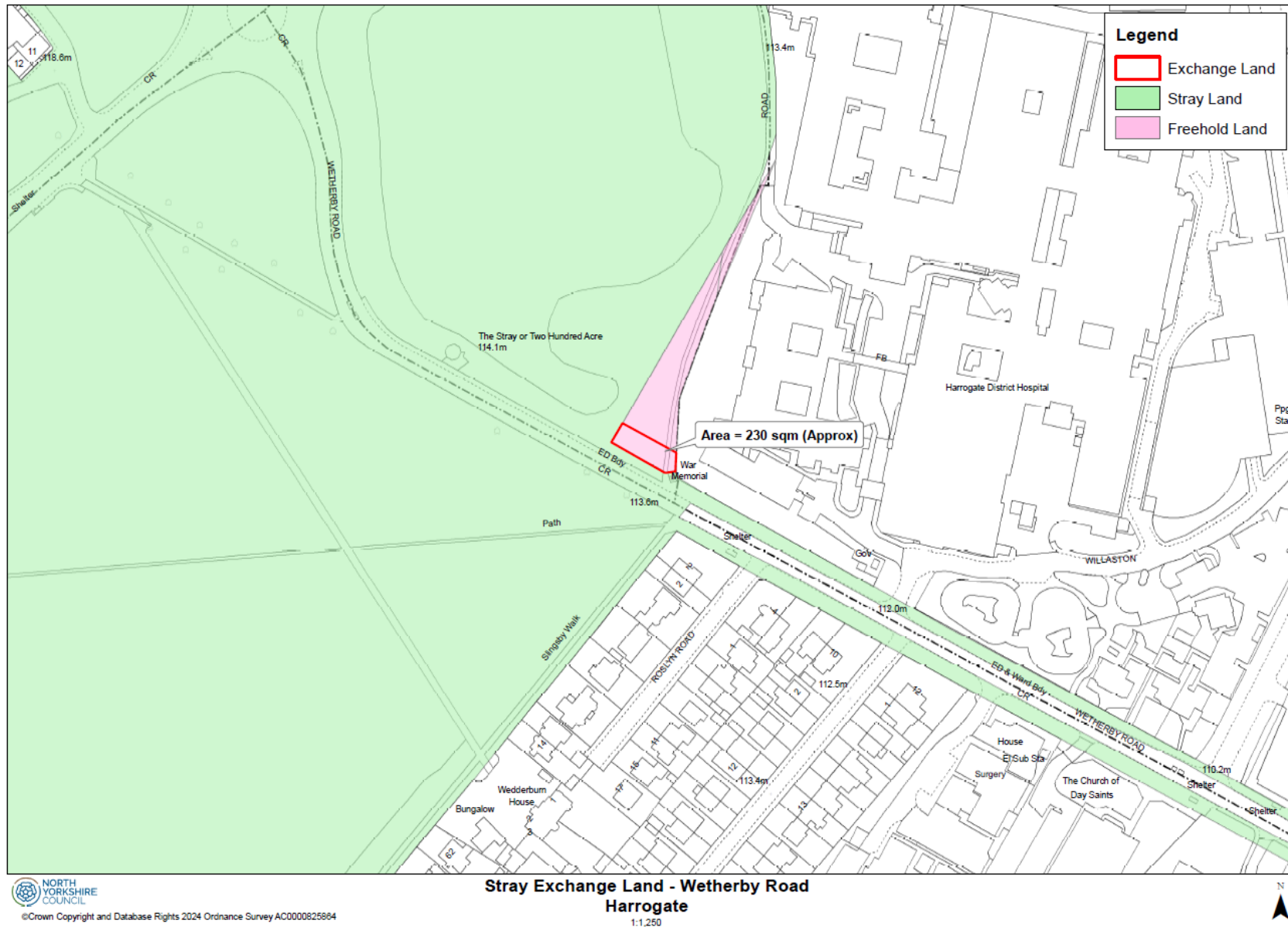
With regards to the proposed changes as in the subject above, I agree that option 1 is the most suitable one. However I disagree with the proposal to put traffic lights on the Wetherby Road crossing. There is already one outside the hospital and adding another one so close to the roundabout will cause traffic to back up even more than it does now. Furthermore the increase in the so called street furniture would be even more of an eyesore.

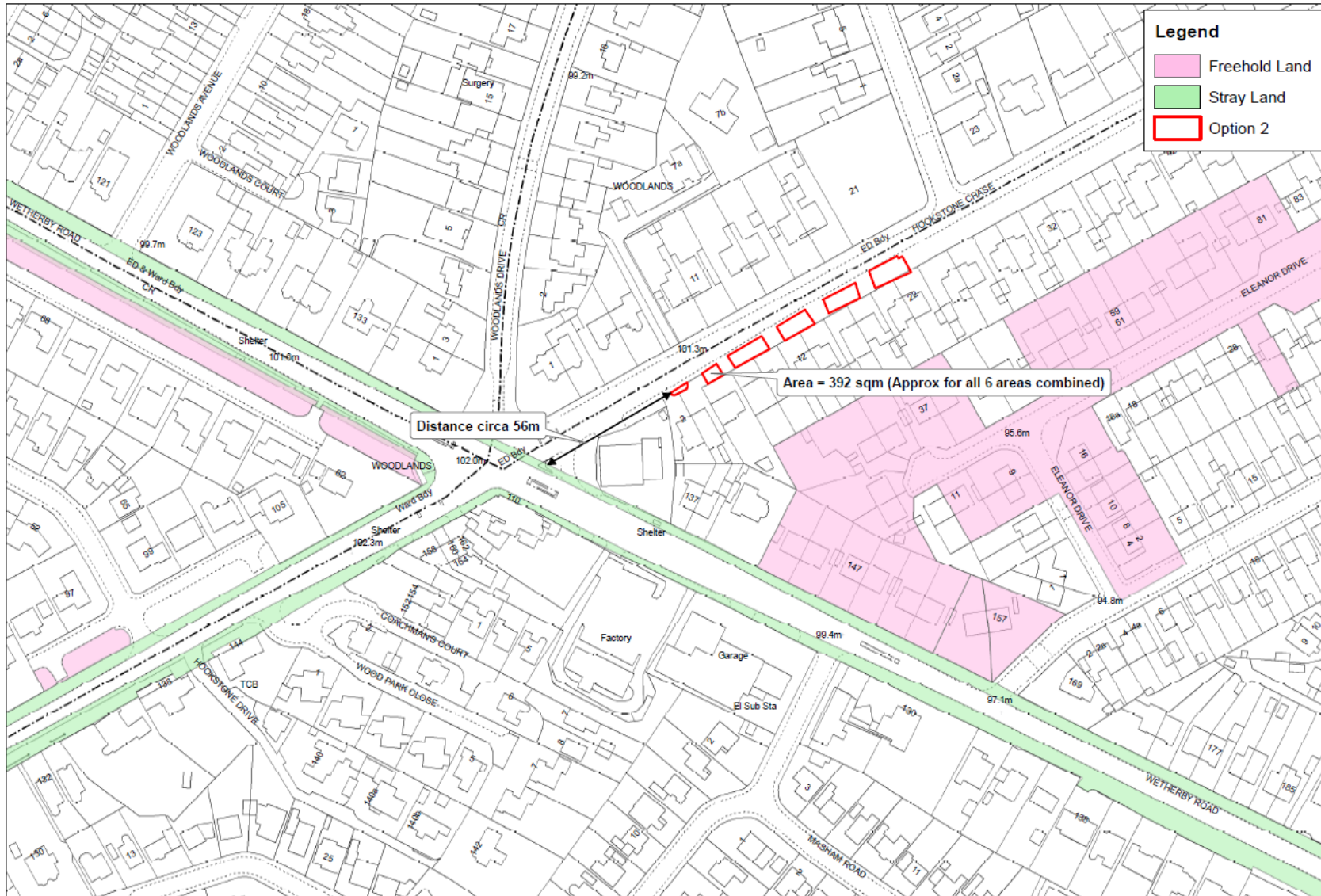
193 Regards

			Money should be spent on potholes, increased conestion, speed issues
			Cyclists using incorrect paths, exsting crossings to remain in place. Other unrelated issues
			Proximity to existing crossings (Weherby Road) Option 1

<p>Thank you for consulting me as a resident who lives locally to the two proposed pedestrian/cyclist crossings and the options offered for exchange land to compensate for use of Stray land. Although the Harrogate Civic Society was not a consultee on these matters, clearly the Stray is of importance to the whole town, so these remarks are sent jointly.</p> <p>One proposed crossing point is across Wetherby Road from the small war memorial by the Hospital wall to Slingsby Walk.</p> <p>The other proposed crossing point is across Oatlands Drive at Slingsby Walk.</p> <p>The major concern is that the Stray Act 1985 is followed both in detail and in spirit. We comment on the three options for exchange land noted in the letter to residents and on the 3 maps supplied.</p> <p>Option 1 (The NYC preferred option).</p> <p>This land near the War Memorial on Wetherby road may have been suitable as exchange land except for the fact that it has been used previously and obviously couldn't be used twice. I have a letter from the Solicitor to the then Harrogate Borough Council dated 10th August 2000 that states that this land was used as part of the replacement open space in relation to the Empress Junction highway improvements. "The Council also purchased and made available as public open space 1,322 square metres of land adjacent to the Harrogate District Hospital. This triangular area of land, stretching from the War Memorial on Wetherby Road to the end of Willaston Road, forms the remainder of the replacement land" A copy of this letter is attached.</p> <p>Option 2</p> <p>This land consists of 6 patches of highway verge separated by vehicular access points on Hookstone Chase. The patches are mostly fairly substantial, but also remote from the site of either of the proposed crossings. More importantly though, they are isolated from any part of the stray, the nearest being a strip on Wetherby Road, 56m away which is hard surfaced. Although this is less remote than the maximum distance from Stray land allowed by the Act (100m) we much prefer that exchange land is contiguous with the Stray, especially if it is a small parcel.</p> <p>Option 3</p> <p>This adjoins a Stray strip on Hookstone Drive. Is the strip actually footway at this point? The proposed exchange land has the advantage of several mature trees. It is much less likely to see vehicles driving or parking on it than some verges, but we would hope that exchange land would generally be adjoined to a grassed area.</p> <p>The necessity to take stray land for the pedestrian/cyclist crossings seems doubtful. There is no need for a pedestrian crossing on Oatlands Drive at Slingsby Walk for the benefit of those attending St. Aidan's School and St. John Fisher School.</p> <p>There is already a pedestrian crossing on Oatlands Drive nearer to St. Aidan's school. Safe crossing of Oatlands Drive or Hooksone Road can be made at the traffic lights at the "T" junction. A pedestrian crossing exists across Hookstone Drive opposite St. John Fisher School. Whichever route one uses to walk to or between the schools, there is a safe crossing point. Crossing Oatlands Drive for school purposes at Slingsby Walk is not required. A crossing at this point would not shorten the walk to either school or between them.</p> <p>The Stray Act 1985 is a necessary consideration when providing crossings for pedestrians and or cyclists, whether exchange land is required or not. The Act at Section 4(2) on management of the Stray states - "The Council shall maintain and preserve the aspect of the Stray". Traffic lights, Belisha beacons and other signs on poles interfere with clear and uninterrupted views across the Stray. The aspect of the Stray is not maintained or preserved by such constructions.</p> <p>We are not convinced that the proposals are sufficiently justified in terms of improving pedestrian/cyclists safety to balance the damage to the</p> <p>194 Aspect of the Stray.</p>		<p>Contravention of stray act, proximity of existing crossings, claim land exchange option 1 has already taken place. Against</p>
<p>It is great to read about the proposed pedestrian crossing points on Oatlands Drive and Wetherby Road; let's hope some sensible measures can be actioned to support safety of pedestrians and non motorised vehicles.</p> <p>To support my understanding of the information received (dated 20th March 2024), please can you clarify:</p> <p>Of the 3 written options, will just one be selected? Is Option one Slingsby Walk/Wetherby Road? Is Option two Slingsby Walks/Oatlands? This was not clear from the written text nor plans.</p> <p>Please can you advise me on the communication/information I can expect to receive after the consultation closes on 14th April, so I can</p> <p>195 monitor the project.</p> <p>First of all, it would be useful to have been given an indication of the cost of the proposed projects.</p>		<p>Supports proposals, though has queries which were responded to Not specified</p>
<p>Having looked at the details you have supplied and with practical knowledge of Slingsby Walk it would seem as though the suggested projects will be very expensive. In our opinion it should be sufficient to install the traditional type of light controlled crossings in both cases although to have two painted lanes in each one - one for pedestrians and the other for cyclists.</p> <p>196 We can see no objection to a 20mph speed limit in Oatlands Drive</p>		<p>Alternative crossing type suggested, over-engineered, support 20mph Not specified</p>

First Consultation Stray Land Swap Options.





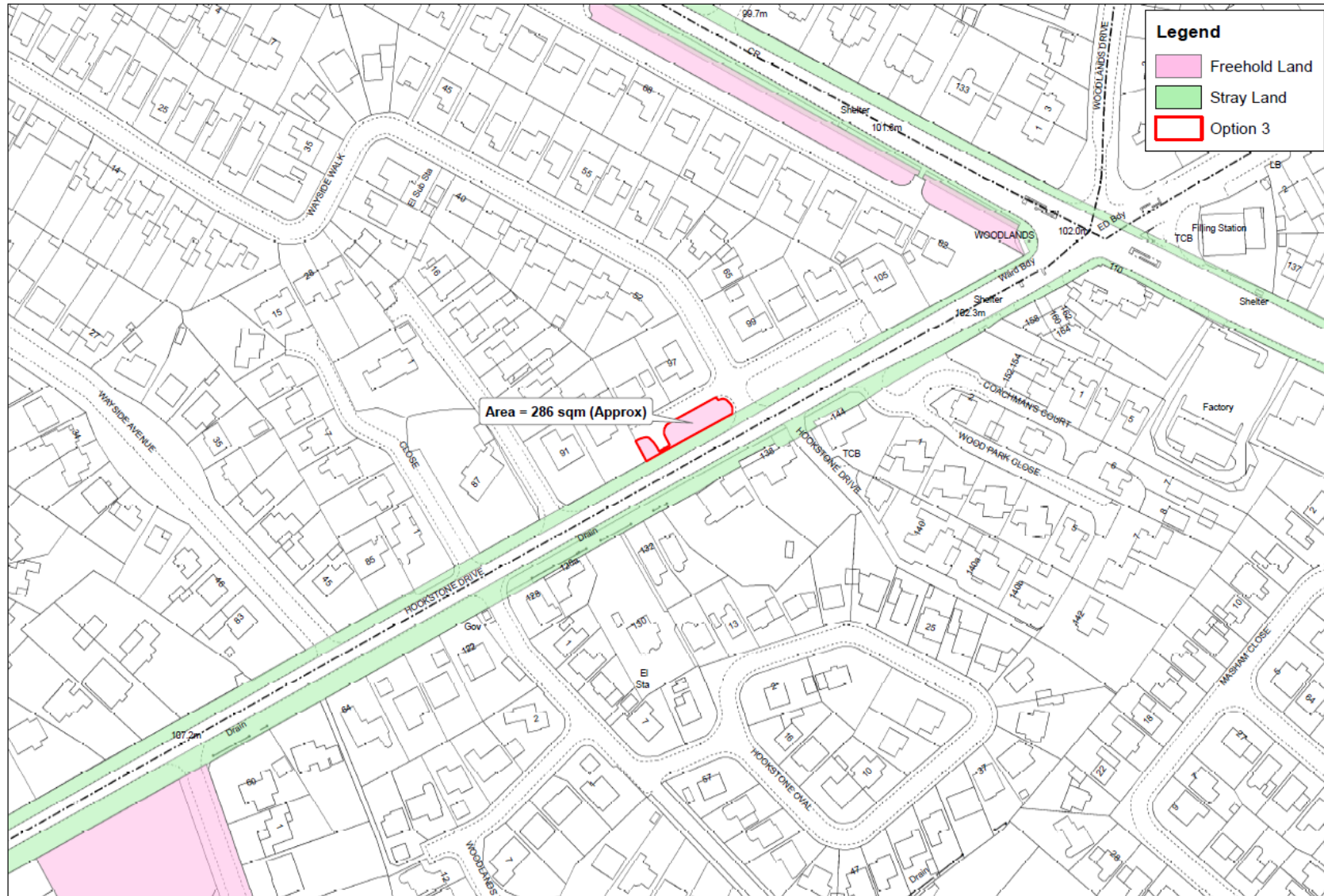
Legend

- Freehold Land
- Stray Land
- Option 2

Distance circa 56m

Area = 392 sqm (Approx for all 6 areas combined)





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**Stray Exchange Land - Wetherby Road (Option 3)
Harrogate**

1:1,250



Ref	Comments	Option 1	Option 2	Preferred Option		Does not specify
				Option 3	Any/All	
	I am writing to express my support for land exchange option 1 – as the land is on the existing junction, it is unlikely to be useful for development, and protection of the ~300m ² grassed area with mature trees is desirable. Many thanks for updating me about the progress of the Slingsby Walk 1 crossing project.		1			
	My preference is for Option 1 because making the area Stray Land would 2 provide additional protection to the mature trees.		1			
	In response to the renewed query about land exchange my preference would 3 be for option 1 the 310 sq m of land.		1			
	Thank you for your letter of 12 June 2024 outlining the Options for Land Exchange in respect of the proposed pedestrian crossing points on Oatlands Drive and Wetherby Road. I am pleased to hear that the crossings are to go ahead.					
	I consider that all three Options for Exchange Land are feasible and that all three areas would benefit from being designated as part of the Stray. In this case I would rank Option 2 (165m ² on Wetherby Road opposite Wedderburn Primary School) as the most favourable Option because its size fits the required area most closely. Choosing this Option would reserve the other two, 4 larger areas for future projects which will be beneficial for this area.			1		
	I favour Option 2 on the Oatlands Drive/Wetherby Road crossings document, for the exchange. It is the correct amount in square metres and seems most 5 appropriate, being closer to the main Stray areas as well.			1		
	6 I vote for option 1		1			
	Thank you for your recent letter explaining the results of the consultation re Oatlands Drive and Wetherby Road Proposed Pedestrian Crossing Points.					
	It was very well presented and the extra FAQ information was very helpful.					
	With regard to the Stray Land Exchange, we support any of the 3 options as 7 they all seem suitable.					1

Thank you for the correspondence dated 12 June. I have no comments to offer in respect of the Land Exchange.

Your FAQs paper said that many people had raised the issue of Crossing Light Timings pointing out the need for a quick response, particularly if you were to help sustainable transport by encouraging walking and cycling, and to improve road safety by reducing the risks taken by impatient pedestrians waiting in poor weather conditions. I have raised the issue previously with NYC and I again point out that I fully understand the technicalities and arguments, but consider it is high time you reviewed and amended your policy of 30 second delay.

I was so concerned about the “fixed” policy of North Yorkshire set on 30 second waiting times when traffic flows were constant that I wrote to the DfT and asked their view and what advice they issued to LAs. Below is their response.

Paragraph 4 of their response is obviously different from the way NYC are operating. You are clearly “not considering the needs of pedestrians first”. Many other towns in other parts of the UK that I visit do not impose this long wait on pedestrians, and this particularly applies on roads and streets where long streams of traffic are frequently causing the maximum delay time for lights to change i.e. as with the busiest towns under your management.

8 Again I request that you review this policy and give pedestrians and cyclists a

Just responding to the second consultation here; firstly I'm massively in favour of the crossings and really hope they can be done as soon as possible. In regard to the Stray land, I see Hookstone Drive as the least worst option although I do worry about impact on future plans for a safer cycle network in our area.

I'm still none the wiser in the 30s delay for pedestrians. In one sense it's still prioritising car traffic over cycles / pedestrians. We make someone standing in the pouring rain wait, whilst people in comfy seats get priority? Hardly seems balanced. But even this I can't make sense of - some cars must wait anyway (when the light turns red) what matter those in the immediate vicinity or those 30s down the road? Doesn't feel to me to be any difference in traffic flow.

Finally, on observation, in practice the delay simply allows some pedestrians to hurry (unsafely) across if they see a gap during the wait - which is a safety concern.

1

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents prioritising motor vehicles not balancing the interests of different road users'.

1

I gather the consultation is open again for crossings near the Stray in Harrogate.

I don't have strong feelings which bit of land gets swapped to keep the size of the Stray constant, but I'm baffled about one aspect of the crossings themselves. I gather there is a plan to make pedestrians/cyclists wait 30 - 40 seconds after pushing the button.

I can see the need for a time delay between consecutive crossings, but if nobody has pressed the button for a minute or two, I can't see any reason why it shouldn't respond immediately. Making pedestrians/cyclists wait like this is putting them firmly in their place as second class road users and that attitude needs to be stamped out.

11

1

Stray Land Exchange

Wetherby Road is now on the council's list of Cycling Priorities. Dedicating extra Stray land there could create additional difficulties when building cycle tracks in future, so we do not support the two Wetherby Road Stray Land Exchange options.

Hookstone Drive is also a Cycling Priority, but the land identified there is unlikely to be affected by a future cycle track. Of the three options, we think this is the 'least worst'.

None of the options has much value for recreational use.

Timings of the Lights at the Proposed Wetherby Road Crossing

The council proposes that the default should be green for motor vehicles and red for people on foot and on bikes. Even when the 'beg button' is pushed, the lights will not change for a further 30s.

This represents prioritising motor vehicles not balancing the competing demands of different road users.

Making people wait 30s to cross is not only frustrating but also pointless: it will stop a different set of cars, but is unlikely to increase the total throughput of motor vehicles on Wetherby Road.

The lights should change promptly after the button is pushed, unless someone has just crossed.

As Martin Weeks points out, the DfT say that this can be done: 'it is already possible to programme crossings [so that] when a pedestrian pushes the button the lights will change quickly for them to cross. This is known as 'pre-timed maximum'".

1

This needs to happen soon. The 30 second delay seems unnecessary and when you observe these junctions, pedestrians press but if a sufficient gap occurs in the meantime, they cross – leaving the lights on red much longer than required.

1

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button. A 30s delay, for no particular reason, represents prioritising motor vehicles not balancing the interests of different road users. Furthermore, a review of light controlled crossing throughout the whole of Harrogate is needed as waiting times for pedestrians are very long. Also, light controlled crossings need policing, I've witness many drivers ignoring the red light, specifically at the crossing on Skipton Road, at West Park Primary school (!) and on Ripon Road at the

14 crossing near the Hydro.

1

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents

15 prioritising motor vehicles not balancing the interests of different road users'.

1

I wish to comment on the proposed crossing. I used to live on Hookstone Drive (now in Calcutt) so know it well.

The council needs to get on and build the crossings without further delay. The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. It should really change automatically at the approach of a cycle or pedestrian.

A 30s delay, for no particular reason, represents prioritising motor vehicles not balancing the interests of different road users and does not improve traffic flow - there is always a queue at the Woodlands lights. Indeed if there is a gap in the traffic and it possible to cross before the 30 secs is up, then the lights will change unnecessarily - so increasing motorist frustration.

For Stray swop - The Hookstone Drive option is probably the 'least worst'.

16 The others will impede further cycle routes.

1

I am copying and pasting this reply because I fully support the analysis: None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents

17 prioritising motor vehicles not balancing the interests of different road users'.

1

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents

18 prioritising motor vehicles not balancing the interests of different road users'.

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list. The council needs to get on and build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'. The council really needs to step-up in helping to shift their mode of transport to a more sustainable carbon-free basis. Pedestrians and cyclists need to have priority.

19 I thank you for your update and further land exchange consultation dated 12th June 2024. In my view Option 3 for the land exchange would be best. This is the one near Wayside Close on Hookstone Drive. Option 1 would preclude any future decision to install a filter lane turning left into Wetherby Road, a possible change should traffic continue to increase. Option 2 near a bus shelter and more or less opposite the Wedderburn School would be a second-
20 best choice.

1

It is very disappointing to see that the 30 seconds waiting for pedestrians and cyclists is still being proposed for this new crossing. This seems to be to the detriment to active travel users and unlikely to assist in the council's desire to achieve net zero by 2034. I think your traffic signals team seem to be guilty of a lack of diversity in their perspective of how traffic signals function. This 30 second wait will like the rest of similar crossings in Harrogate result in pedestrians crossing when it appears to be clear meaning the lights turn red after the pedestrian has crossed and crashed getting to the next queue slightly quicker. It also makes walking less convenient as waiting by the side of a road for 30 seconds after pressing the beg button isn't very pleasant, as such I think this 30 second wait should be reconsidered and the impact of not having it monitored so that we can have some actual data to back up if it does or doesn't make a difference.

In relationship to the stay land issue Options 1 and 2 are both likely to impact on any future cycle lanes on Wetherby Road which is on NYCC's priority list
21 therefore I think option 3 is the least worst option.

1

However, the wait time to cross for pedestrians and cyclists is too long at 30 seconds.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents
22 prioritising motor vehicles not balancing the interests of different road users.

1

23 I would prefer option 2 for the exchange.

1

It would seem that none of the suggested Stray Land Exchange options has much value for recreational activities, but the two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. As Wetherby Road is on the council's Cycle Priorities list it would be sensible not to use either of these areas at the moment.

The council needs to get on and build the crossings without further delay and I think the Hookstone Drive option is probably the 'least worst and should be used.

I don't agree with the 30m second delay and consider that the light-controlled crossing should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents prioritising motor vehicles and is not balancing
24 the interests of different road users.

1

recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to build the crossings without further delay. The Hookstone Drive option is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes as soon as they press the button, unless someone has just crossed. A 30 second delay, for no particular reason, represents prioritising motor vehicles not 'balancing the interests of different road users'.

In any case, the consensus scientific opinion is that we are perilously close to climate disaster and need to decarbonise transport as fast as humanly possible - not in a balanced and reasonable way, but as if our lives depended upon it. Please take heed and be the council we need for today's world and
25 today's challenges.

1

Thank you for your further consultation of 12th June regarding Stray land exchange options to make the proposed crossing points possible.

We are pleased to see that the previous NYC preferred Option 1 near the Wetherby Road War Memorial has been discounted due to it being already designated as exchange land.

The previous Option 2 on Hookstone Chase consisting of six patches of grass verge divided by vehicular access points has also been discounted, which we are also pleased to see.

The three options now offered (which includes the previous Option 3) are all acceptable.

However, we favour Option 1 on Wetherby Road at the Woodlands junction – a very attractive and well treed parcel of land.

It is good that the consultation of June received about 200 responses. The Civic Society would appreciate having further detail of the consultation including a breakdown of the respondents and reasons for support or objection to the proposed crossings. Even if the evidence cannot be made public, perhaps one of our local councillors can have sight of it. Councillor Andrew Timothy is the member for Stray, Woodlands and Hookstone ward.

Please keep in mind the overarching point from our letter of 13th April.

The Stray Act 1985 is a necessary consideration when providing these crossings for pedestrians and or cyclists, whether exchange land is required or not. The act at Section 4(2) on management of the Stray states –

“The Council shall maintain and preserve the aspect of the Stray”. Traffic lights, Belisha beacons and other signs on poles interfere with clear and uninterrupted views across the Stray. The aspect of the Stray is not maintained or preserved by such constructions. We are not convinced that the proposals are sufficiently justified in terms of improving pedestrian/cyclists safety to balance the damage to the Aspect of the Stray. In particular, as explained in our previous letter those accessing St. Aidans and St. John Fisher schools have crossing points on Oatlands Drive and at the Oatlands Drive/Hookstone Road ‘T’ junction that cater for pedestrians to and from all

26 directions. 1

My preference is for Option 1. Land on corner of Hookstone Drive and 27 Wetherby Road, opposite the Woodlands Pub. 1

None of the suggested Stray Land Exchange options has much value for recreational activities. The two Wetherby Road options could create additional problems for the future creation of much-needed cycle tracks there. Wetherby Road is on the council's Cycle Priorities list.

The council needs to get on and build the crossings without further delay. The Hookstone Drive option (option 3) is probably the 'least worst'.

The light-controlled crossing of Wetherby Road should change to green for people on foot and on bikes very soon after they press the button, unless someone has just crossed. A 30s delay, for no particular reason, represents prioritising motor vehicles not balancing the interests of different road users.

Road safety guidance suggests a delay of 5-10 seconds so motorists don't accelerate when they see someone pressing the button (where this is visible

28 to motorists), but longer delays cannot be justified.

1

From what I have now learned of the history of the Stray, non of your alternative proposals fit the requirements of taking land and replacing it with road verge. Your premise that land by Wedderburn Primary, by the way it's Willow Tree Primary or Hookstone is adjacent to the Stray is nothing short of ludicrous, instead it's classic legal engineering. You are simply slowly but surely eroding parts of the land and replacing it with Road verge, I'm sure I'm going to enjoy a picnic there or watch the children play sport safely. I thought has to be equally advantageous to the inhabitants..... Or 100m away from the Stray. Mmmmmm?

Adjacent means, adjoining or abutting quarter of a mile or half a mile does not meet the criteria. Simply put, leave the Stray alone and come up with a better proposal or move the crossing further down between the pavements so none of the Stray is affected. Begs the question you will have four crossings adjacent to each other on Wetherby Road, I'm sure traffic flow along with air quality is going to be really good, adjacent to a hospital, Sporting Venue, Willow Tree Primary, elderly care accommodation and high residential area, all for the sake of cyclists or pedestrians who can't use the adjacent crossings available and a dammed sight closer than the grass verges you're offering. There is a big drive in Harrogate to get cycling as part of our lives, try filling the potholes that cyclists are forced into, stop traffic from parking on the cycle lanes especially on Hookstone Road outside Fishers School or Oakland's Drive as an example and use parking enforcement officers to issue fines thereby raising money to fill said potholes, instead of wasting more money for those that are too lazy to use existing crossings.

29 As an aside when will cyclists pay road tax?

The key thing is that the crossings of Wetherby Road and Oatlands Drive are built as soon as possible, certainly during this financial year.

Regarding Stray exchange land, Hookstone Drive is the least worst option. As far as I can see thin strips of roadside verges have little or no recreational value and should never have been included as part of the Stray. However, in this case the exchange replaces one roadside verge with another which does at least comply with the Stray Act requirement that the land should have at least as much value as the land it replaces.

The light controlled crossing of Wetherby Road should by default change to green for walkers and cyclists as soon as they press the button unless it has just been used. A default delayed response, however long, makes no sense and assumes drivers take priority. What happens then in practice is that if there's a gap in the traffic, non drivers run across to the other side. It's not fair and it's dangerous.

My preferred option is Option 2, Wetherby Road. It's high quality land which is suitable for designation as part of The Stray. It is also the correct area in terms of sq m.

Option 1

1

1

1

7

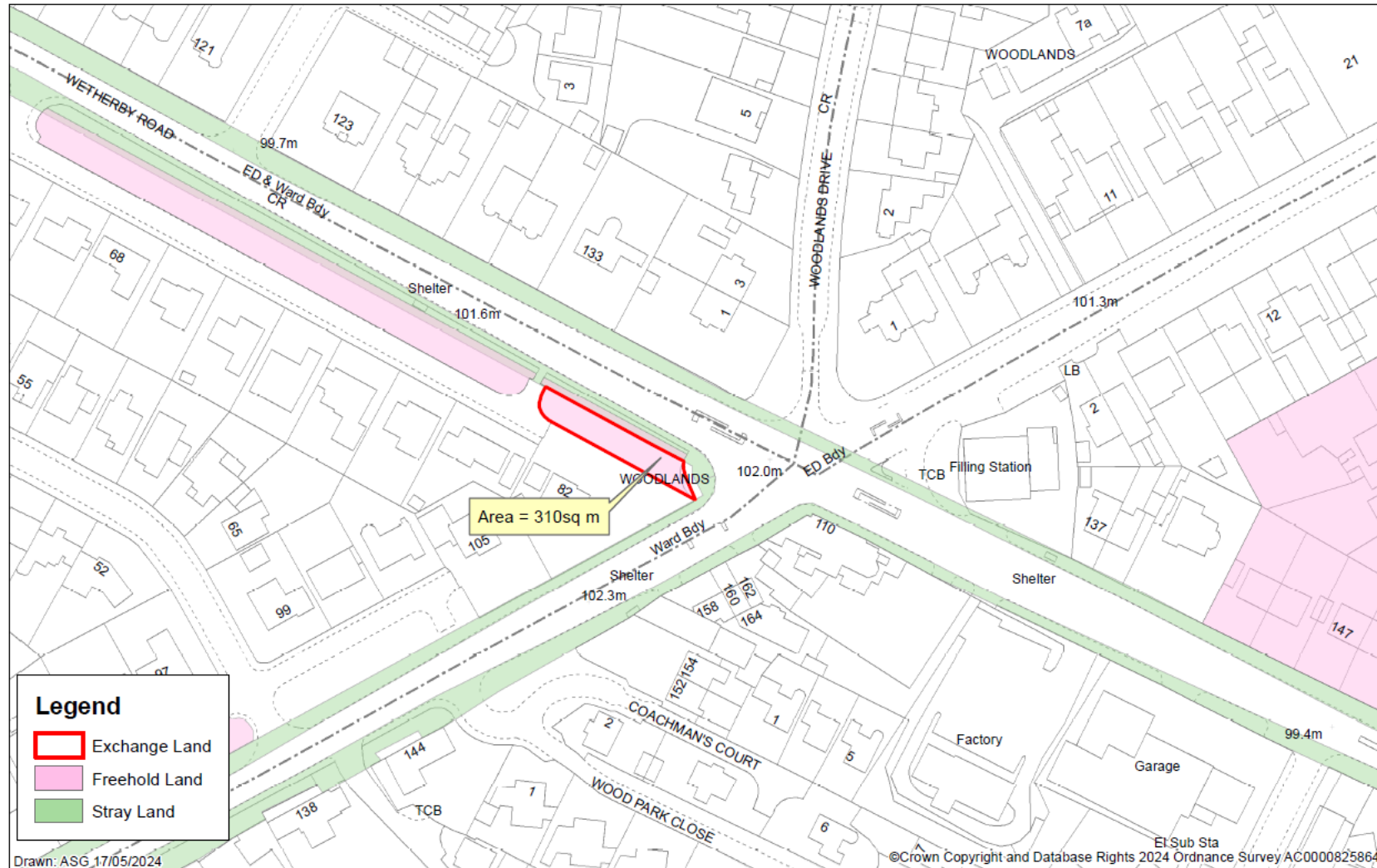
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13

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4

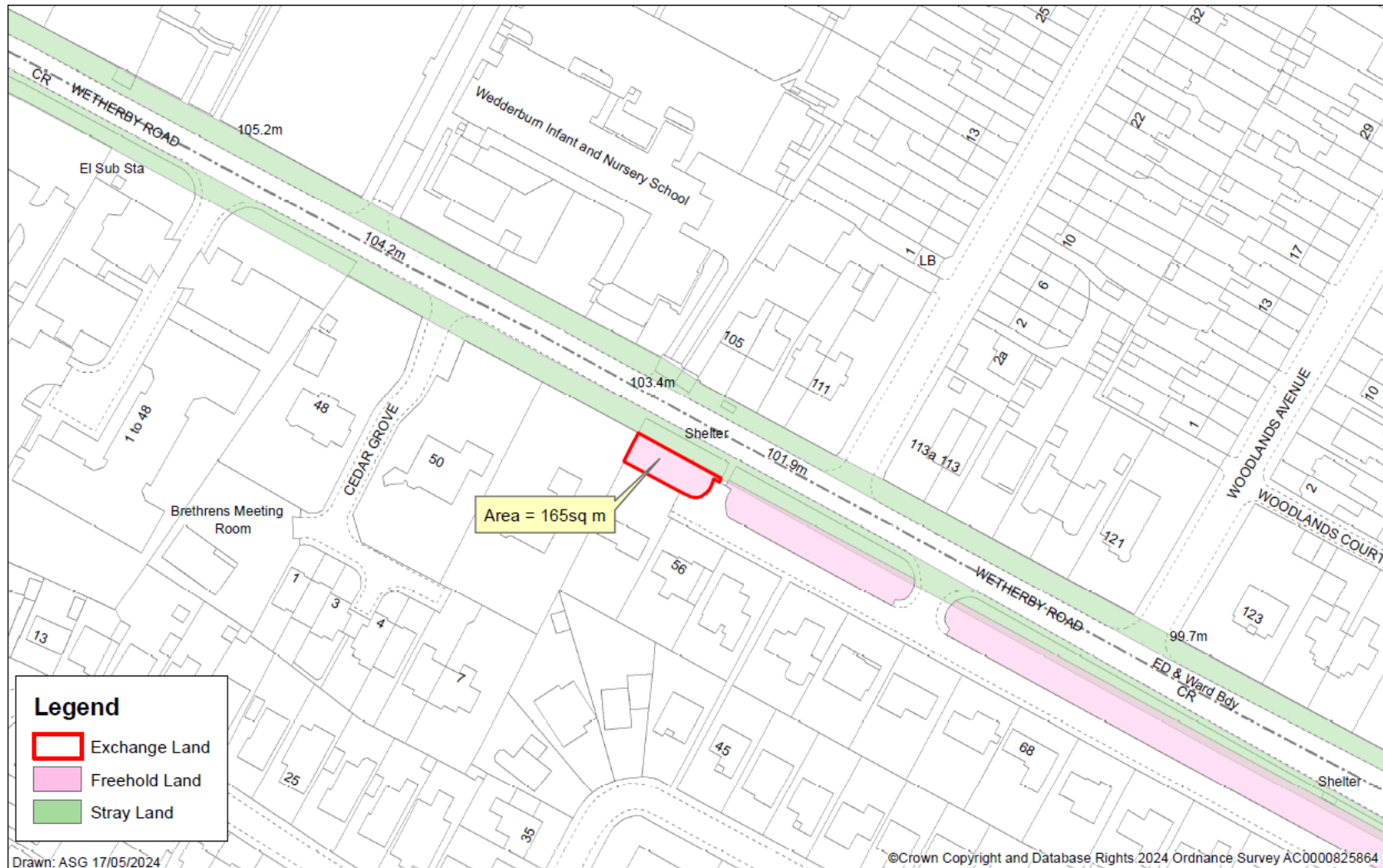
Second Consultation Land Swap Options



Stray Land Exchange - Wetherby Road (Option 1)
Harrogate

1:1,250

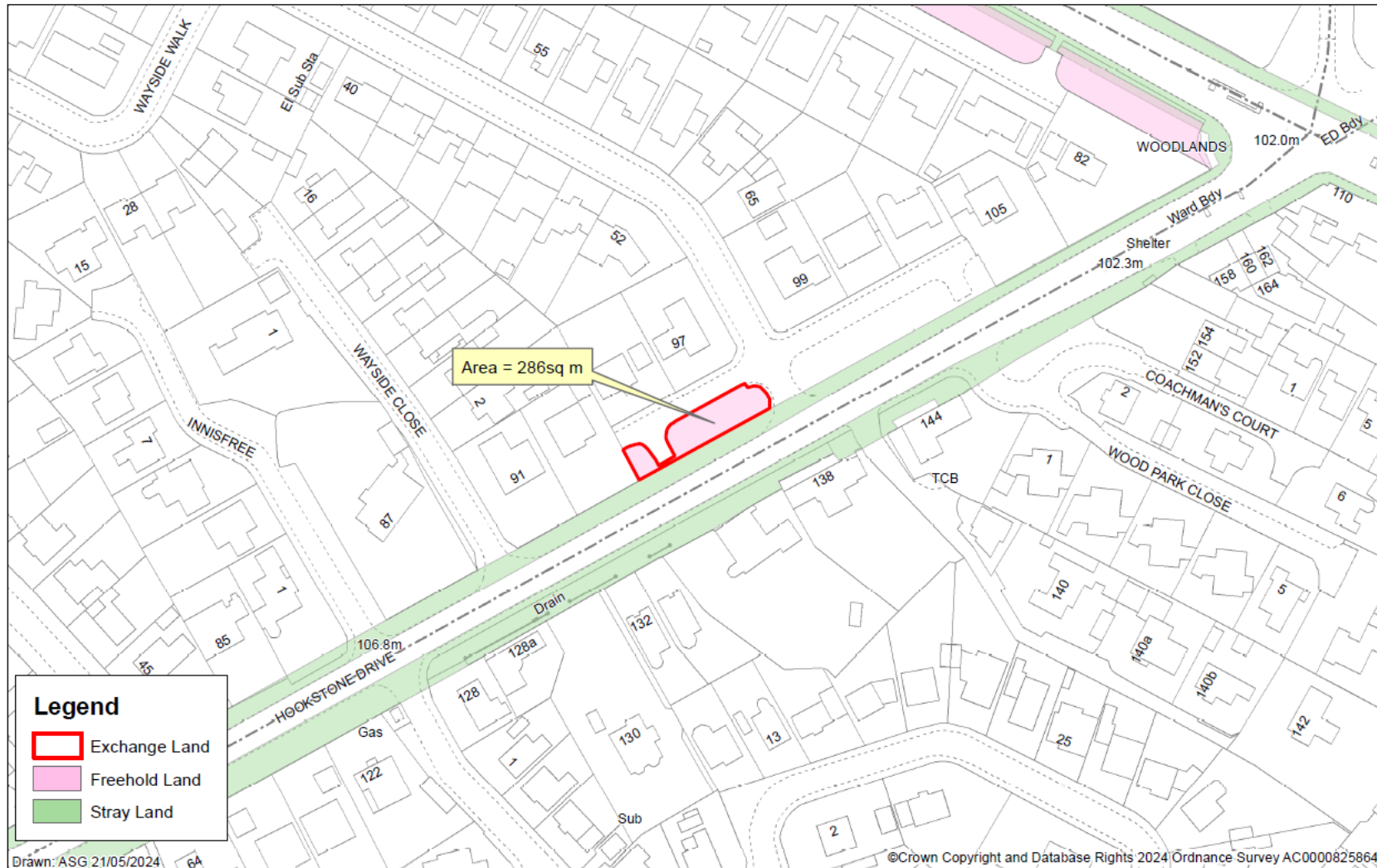




Stray Land Exchange - Wetherby Road (Option 2)
Harrogate

1:1,250



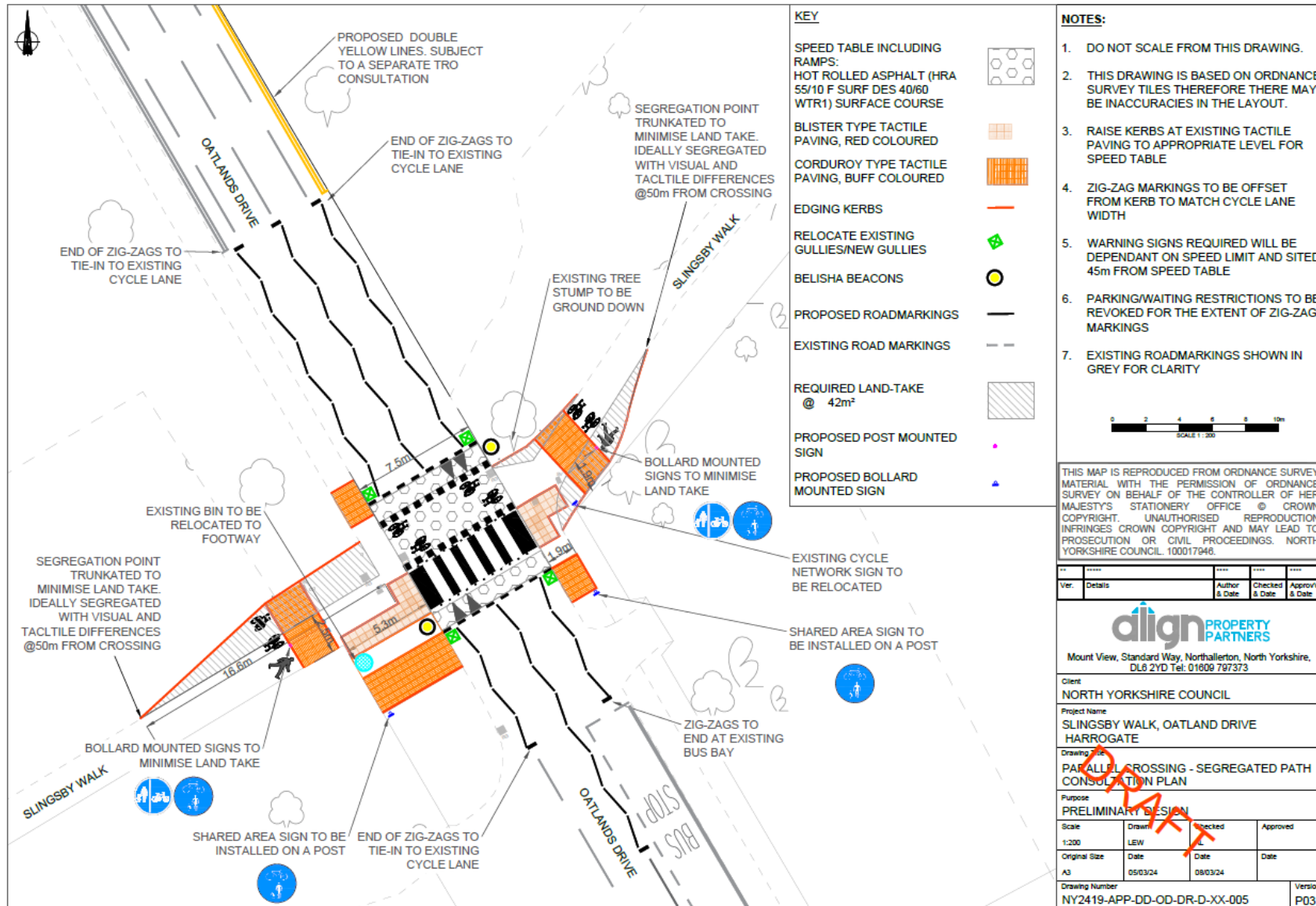


Stray Land Exchange - Hookstone Drive (Option 3)
Harrogate

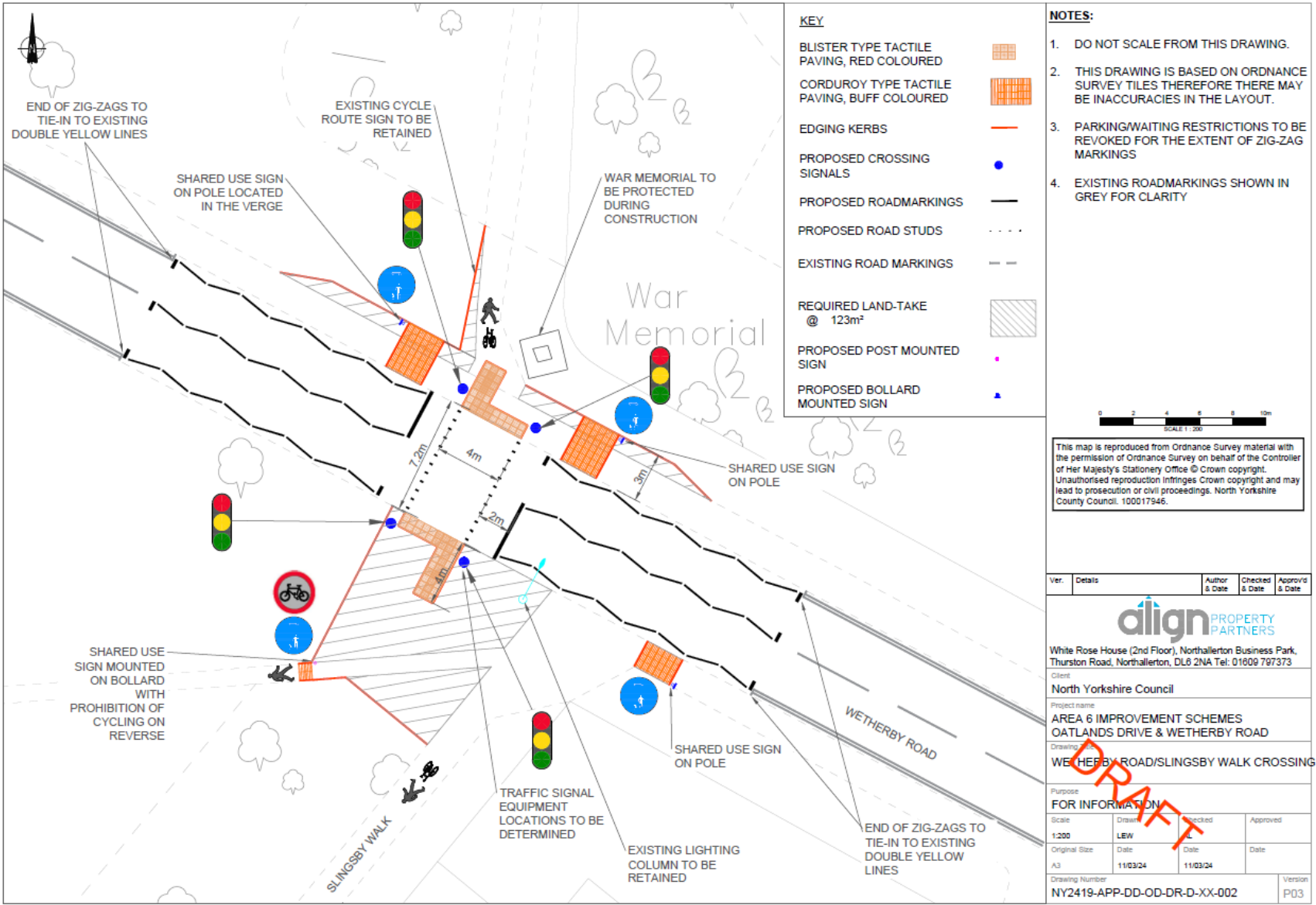
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Oatlands Consultation Plan



Wetherby Road Consultation Plan



Two Controlled Crossings: A661 and Oatlands Drive,
Harrogate

Road Safety Audit: Stage 1

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Two Controlled Crossings: A661 and Oatlands Drive, Harrogate

Road Safety Audit: Stage 1

Report Produced for:	North Yorkshire Council
Report Produced by:	Jonathan Birkett
Report Dated:	07 May 2024
Report Reference:	MAL/CCHRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Two Controlled Crossings: A661 and Oatlands Drive, Harrogate

Road Safety Audit: Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	06 May 2024	JB
1	0	FINAL REPORT	07 May 2024	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
J Gibson	NYC	Electronic	07 May 2024
A Leatham	Align Property Services	Electronic	07 May 2024
G Kidd	Meraki Alliance Ltd	Electronic	07 May 2024

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by Jasmin Gibson of North Yorkshire Council. The scheme submitted for Audit is two controlled crossings.

The first, is a Parallel crossing on Oatlands Drive and the second, a Toucan crossing on the A661 Wetherby Road.

Both the A661 and Oatlands Drive are subject of a 30mph speed limit and are street lit.

Overseeing Organisation

North Yorkshire Council.

Client

North Yorkshire Council.

Design Organisation

Align Property Partners.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Jasmin Gibson of North Yorkshire Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

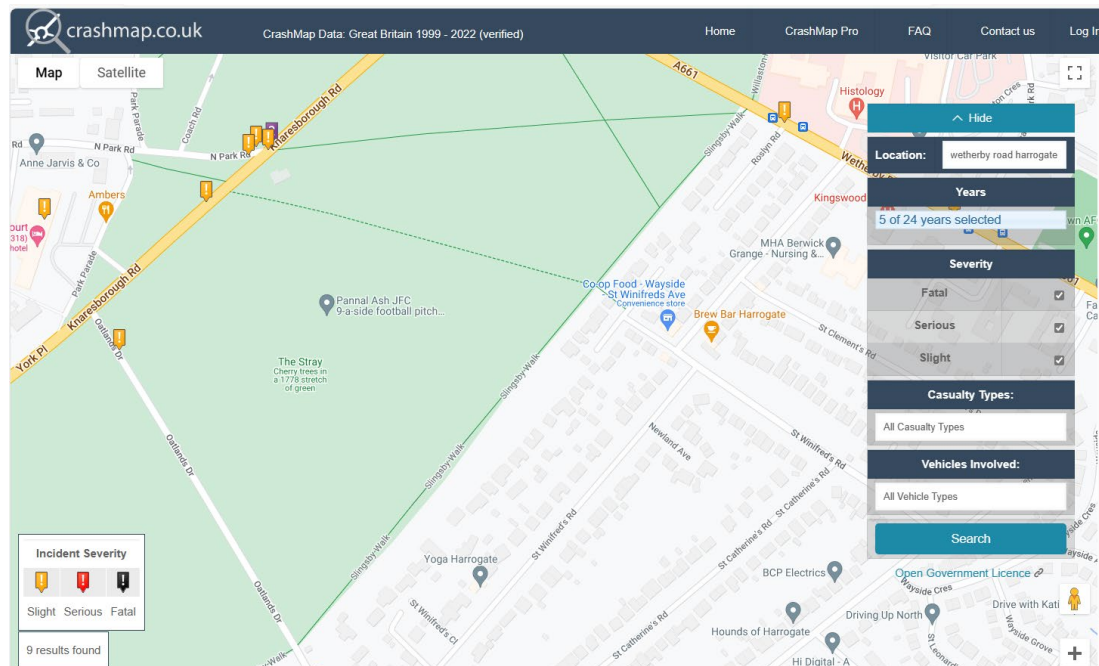
- Approved brief.
- Drawings.
- Collision Data.

1.3 Collision Traffic and Speed Data

Collision data was available as part of the brief, The data covered the most recent 5 years of data held on "Crashmap", (2018 and 2022).

Examination of the data shows that there have been nine collisions on the roads surrounding the sites. Of these nine collisions, one (slight) has been recorded on the A661 Wetherby Road near the proposed crossing. A single (slight) collision has been

recorded to the north of Oatlands Drive near Knaresborough Road. One cycle related collision has been recorded on Knaresborough Road.



Detailed traffic data was no available.

Speed data was not available.

1.4 Details of Site Visit

A site visit was undertaken on 01 May 2024. The Audit Team spent an hour on site examining the drawings and understanding the impact the proposed works would have at this location.

During the site visit the weather was dry and fine. The road surfaces were wet.

As part of the RSA Team Hammed Fasasi was audit observer on behalf of the design organisation.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved by the Overseeing Organisation was:

JONATHAN BIRKETT IENG MICE FIHE
Holder of Certificate of Competency
Road Safety Audit Team Leader

G KIDD BSC (HONS) MIHE
Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No departures from standard have been provided to the RSA Team.

1.7 Previous Road Safety Audits

No previous RSA has taken place.

1.8 Observations

No observations outside the scope of the RSA 1.

2 Items Raised at Stage 1 Road Safety Audit

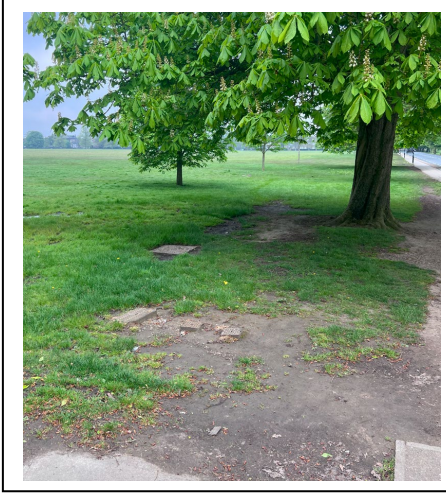
This section details the findings of this Stage 1 Road Safety Audit. Each junction has been audited separately and the problem location drawings have been provided at the end of each section.

2.1 RSA Problems Drawing NY2419-APP-DD-OD-DR-D-XX-005 Rev P03

PROBLEM		1-1
Location:	Crossing approaches.	
Summary:	Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.	
<p>No information has been provided on the existing carriageway condition and there is no clear indication if carriageway resurfacing will be undertaken as part of the signalisation works. Any approach to a controlled crossing where heavy braking takes place requires a minimum Polished Stone Value (PSV) of 68+ and this should be laid for a distance based on the surveyed approach speeds.</p> <p>Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.</p>		
RECOMMENDATION		
Based on the surveyed approach speeds provide a suitable length of surfacing material that achieves a minimum PSV of at least 68+.		

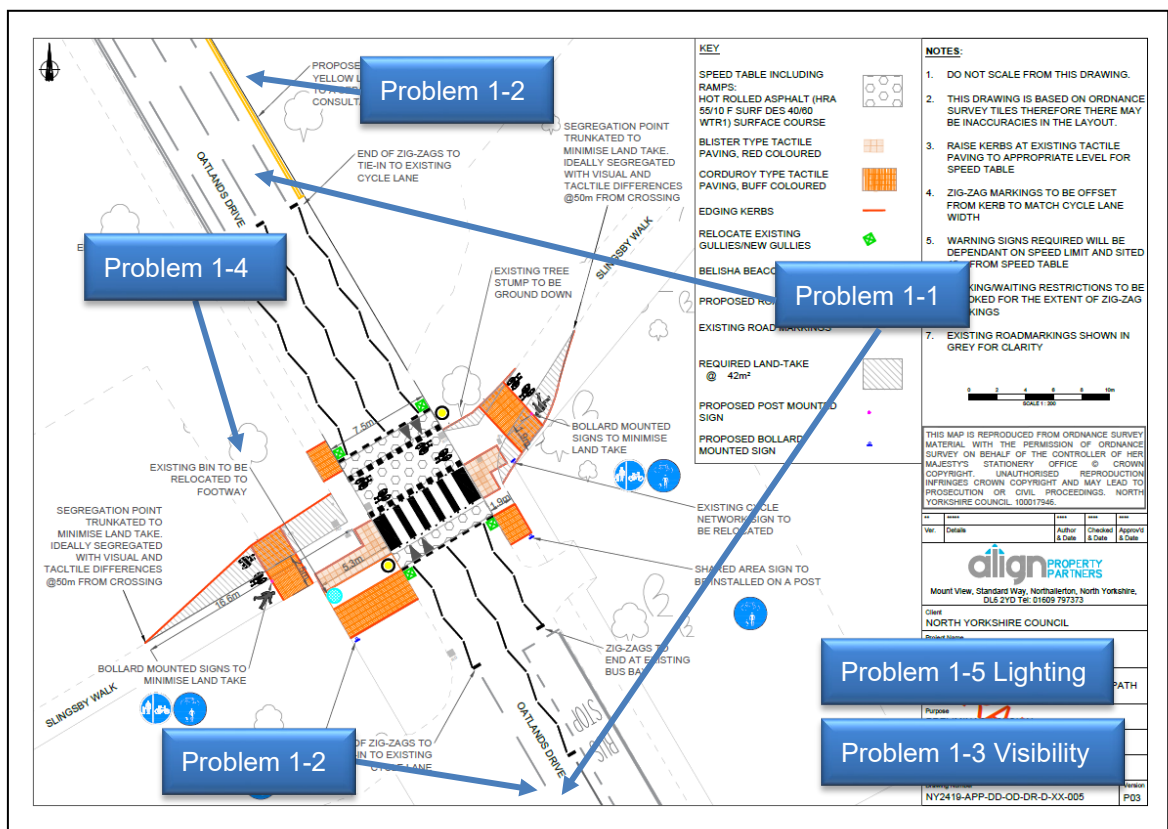
PROBLEM		1-2
Location:	Crossing approaches.	
Summary:	A lack of suitable signing will increase the risk of loss of control type collisions.	
<p>It is proposed to construct a raised controlled crossing with ramped approaches of up to 125mm. The Audit Team noted that there are no warning signs proposed on the approaches to the crossing location.</p> <p>A lack of suitable signing will increase the risk of loss of control type collisions.</p>		
RECOMMENDATION		
At detailed design ensure that warning signs are provided on the approaches.		

PROBLEM		1-3
Location:	Crossing approaches.	
Summary:	A lack of suitable cycle-vehicle visibility splays can increase the risk of cycle-vehicle collisions.	
<p>As part of the scheme, it is proposed to construct a new controlled crossing. The Audit Team did note that visibility splays are not shown on the drawings. LTN 1-20 Table 5-6 states that the minimum "X" distance is 2.4m and the Stopping Sight Distance should be based on Manual for Streets.</p> <p>A lack of suitable cycle-vehicle visibility splays can increase the risk of cycle-vehicle collisions.</p>		
RECOMMENDATION		
Provide unobstructed visibility splays at the crossing.		

PROBLEM		1-4
Location:	Crossing western side.	
Summary:	Overhanging vegetation will result in head strikes to cyclists causing injury.	
<p>It was noted during the site visit that there is a large tree on the western side of the crossing just to the north of where the cycle route will be widened on the approach to the new crossing.</p> <p>The Audit Team considered it highly likely that overhanging branches will result in an increased risk of head strikes to cyclists.</p>		
RECOMMENDATION		
Crown lift the tree ensuring that 2.4m of head height is provided and also ensure that maintenance of the tree is undertaken on an annual basis to ensure that a minimum of 2.4m is provided.		

PROBLEM		1-5
Location:	Crossing approaches.	
Summary:	Sub-standard lighting levels will increase the risk of darkness collisions between Vulnerable Road Users and vehicles.	
<p>It was noted during the site visit that there are only two lighting columns near the proposed crossing location. The first is to the south of the crossing point and the second to the north, both columns are on the western side of Oatlands Drive.</p> <p>Due to the large trees located along Oatlands Drive there is a concern that the existing lighting will not be sufficient for the new crossing and as such will increase the risk of darkness collisions between Vulnerable Road Users and vehicles.</p>		
RECOMMENDATION		
At detailed design undertake a lighting check at the new crossing to ensure that the current lighting will be sufficient for the new crossing.		

Problem Location Plan Oatlands Drive



2.2 RSA Problems Drawing NY2419-APP-DD-OD-DR-D-XX-002 Rev P03

PROBLEM		1-6
Location:	Crossing approaches.	
Summary:	Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.	
<p>No information has been provided on the existing carriageway condition and there is no clear indication if carriageway resurfacing will be undertaken as part of the signalisation works. Any approach to a controlled crossing where heavy braking takes place requires a minimum Polished Stone Value (PSV) of 68+ and this should be laid for a distance based on the surveyed approach speeds.</p> <p>Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.</p>		
RECOMMENDATION		
Based on the surveyed approach speeds provide a suitable length of surfacing material that achieves a minimum PSV of at least 68+.		

PROBLEM		1-7
Location:	Slingsby Walk approach.	
Summary:	Obstructions within the shared use route will increase the risk of Vulnerable Road Users collisions.	
<p>It was noted during the site visit that there is a refuse bin and dog waste bin located where the shared use route will be widened. These present an obstruction to VRU's and as such will increase the risk of collisions especially during the hours of darkness.</p>		
RECOMMENDATION		
Move the refuse bins to more appropriate locations.		

PROBLEM		1-8
Location:	Willaston Road and Slingsby Walk approaches.	
Summary:	Tactile paving layouts that do not extend to the rear of the shared use route will increase the risk of Visually Impaired/vehicle collisions.	
<p>It is proposed to construct a Toucan crossing. The Audit Team were concerned that the tactile paving does not extend to the rear of the shared use route. Currently it is possible for pedestrians (Visually Impaired) to walk between the tactile and rear of the</p>		

shared use route on the Willaston Road approach. Also, it is possible for the Visually Impaired crossing to Stray from the north to miss the tactile paving, as it does not extend to the rear of the footway or intercept the path from the north.

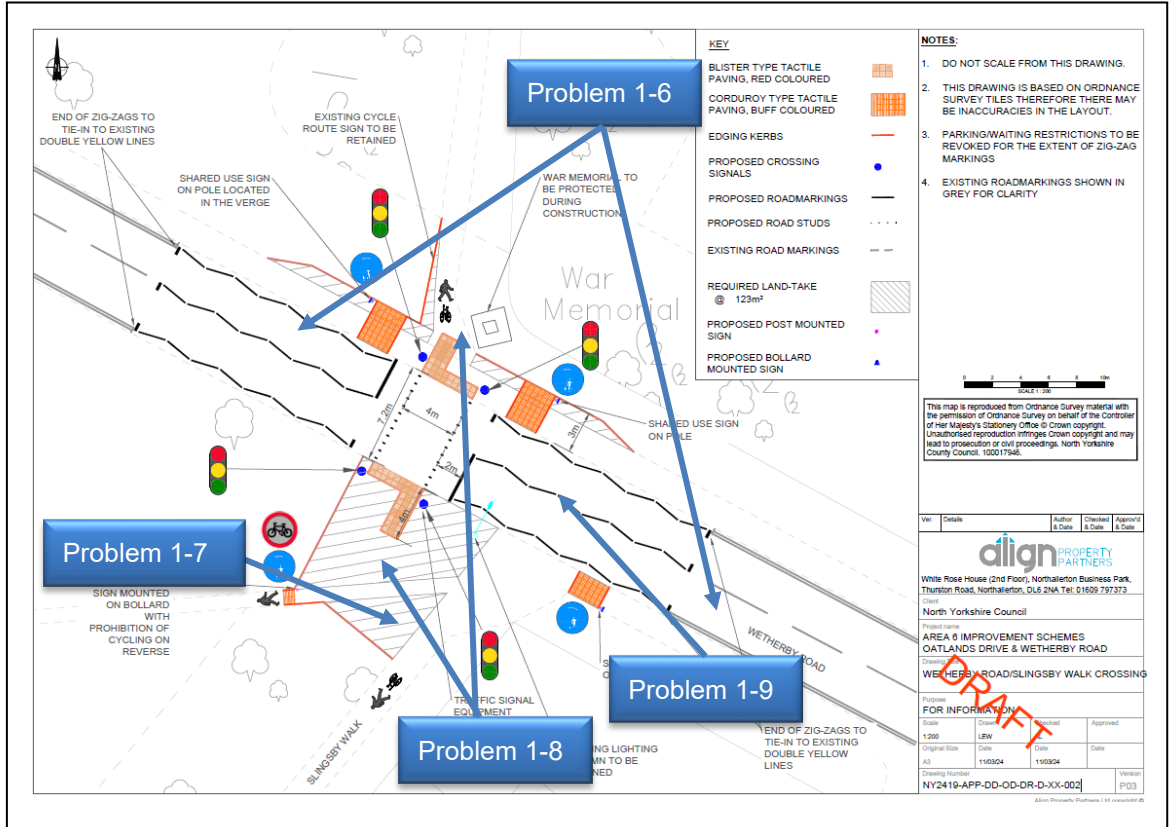
Tactile paving layouts that do not extend to the rear of the shared use route will increase the risk of Visually Impaired/vehicle collisions.

RECOMMENDATION

Extend the tactile paving.

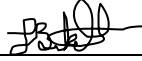

PROBLEM		1-9
Location:	A661 Wetherby Road.	
Summary:	Retained uncontrolled crossings will increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.	
<p>The drawings do not show that the existing uncontrolled crossing on Wetherby Road to the south of the new crossing will be removed. Having a new Toucan crossing and existing uncontrolled crossing in such close proximity will be both confusing for pedestrians/cyclists and motorists leading to an increased risk of pedestrian/vehicle and vehicle/vehicle collisions.</p>		
RECOMMENDATION		
Remove the existing uncontrolled crossing.		

Problem Location Plan A661 Wetherby Road



END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07 MAY 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07 MAY 2024
ROAD SAFETY AUDIT OBSERVER	
NAME:	HAMMED FASASI
POSITION:	AUDIT TEAM OBSERVER
ORGANISATION	ALIGN PROPERTY SERVICES

Appendix 1 – Audited Documents

2 x Controlled Crossings Harrogate RSA 1 Brief Rev 0

NY2419-APP-DD-OD-DR-D-XX-006 WR CONS-P03

NY2419-APP-DD-OD-DR-D-XX-005 SW CONS-P03

Consultation Letter



Name
Address 1
Address 2
Address 3
POST TOWN
POSTCODE

North Yorkshire Council
Customer Service Centre
County Hall
Northallerton
North Yorkshire
DL7 8AD

Tel: 0300 131 2 131

Web: www.northyorks.gov.uk

Contact: Area 6 Highways Office

Date: 20 March 2024

Dear Resident/Occupier,

OATLANDS DRIVE & WETHERBY ROAD – PROPOSED PEDESTRIAN CROSSING POINTS

Following feedback from Road Safety Groups, local schools & stakeholder groups, North Yorkshire Council have developed proposals for Highway Safety Improvements at the junctions of Slingsby Walk/Oatlands Drive and Slingsby Walk/Wetherby Road. This letter sets out North Yorkshire Council's proposals and asks you to review the designs and respond by means of writing or email if you have any comments or objections to the schemes. Plans are included within this letter.

Slingsby Walk/Oatlands Drive (Plan Ref NY2419-APP-DD-OD-DR-D-XX-005 Rev P03)

The crossing proposed here is a Tiger Crossing, with segregated zones for cyclists and pedestrians. The crossing is proposed to be sited on a raised table, which will serve a dual purpose of making the crossing more visible whilst acting as traffic calming. Oatlands Drive will also be reduced to a 20mph speed limit in the future, with the remaining traffic calming measures subject to a future public consultation. Approximately 42m² of Stray land is required to deliver this proposal.

Slingsby Walk/Wetherby Road (Plan Ref NY2419-APP-DD-OD-DR-D-XX-002 Rev P03)

NYC propose to install a signalised Toucan crossing for pedestrians and cyclists. This will ensure a safe crossing over Wetherby Road. When the push button is utilised by non-motorised users (NMU's) it will call an "all red" phase for vehicles, ensuring safe passage across Wetherby Road. The crossing will also feature an amended alignment removing the conflicts between pedestrian and cyclists whilst better following the desire lines of these users. The priority will then be given to NMU's and will help ensure active travel modes are safer compared to the current situation. Approximately 123m² of Stray land is required to deliver this proposal.

Stray Land/NYC Land Dedication

Since the proposals require construction of new footway/cycleway over land which is currently designated as stray land, NYC must dedicate land in exchange to the Duchy. The dedication land:

- (1) has to be no less in area than that to be “inclosed”
- (2) has to be equally advantageous to the inhabitants of the borough as public open space;
- (3) has to be no more than 100m away from the Stray.

NYC have identified land within its ownership which meets the above stipulations. We would also seek your views on what your preferred option for the land dedication would be. The plans showing the potential areas for dedication are also enclosed within this letter.

Option 1 (NYC preferred Option)

The land is immediately adjacent to the Stray and also to the proposed crossing on Wetherby Road. It is of good quality, grassed and a number of mature trees are present.

Option 2

The land is remote from the crossing proposals and is comprised of 6 small portions of highway verge off Hookstone Chase. This land is grassed and is immediately adjacent to residential and commercial properties.

Option 3

The land is remote from the crossing proposals, and comprises one parcel of highway verge off Hookstone Road. It is grassed and a number of mature trees are present.

It is important to note that the land exchange is a standalone legal process and the delivery of the new crossing points is contingent upon this being completed. NYC is committed to delivering the crossing points and has funding allocated to do so upon completion of the land exchange.

Subject to a successful consultation, land exchange and detailed design exercise, works will then commence as soon as reasonably practicable.

Please send your comments through to Area6.Boroughbridge@northyorks.gov.uk using ‘Oatlands Drive/Wetherby Road Crossings Consultation’ in the title of your email or letter. Postal comments are to be sent to:

NYC
Highways & Transportation
Area 6 Boroughbridge Office
Stump Cross
Boroughbridge
YO51 9HU

This 21 day consultation will run from 25 March-14 April 2024.

This is the first phase of a number of potential improvements in the Oatlands Drive area, to include the reduction of the speed limit to 20mph (subject to TRO consultation) and further potential active travel improvements (subject to future funding/consultation exercises).

Yours Faithfully,

Area 6 Highways Office



Slingsby Walk Toucan Crossing – Traffic Assessment

DATE:	17 June 2022	CONFIDENTIALITY:	Confidential
SUBJECT:	Slingsby Walk – Traffic Signal Controlled Crossing – Preliminary Traffic Assessment – Stage 2		
PROJECT:	70090992	AUTHOR:	Inaki Gaspar-Erburu
CHECKED:	Ben Preston	APPROVED:	Chris Davies

INTRODUCTION

WSP has been commissioned by North Yorkshire County Council (NYCC) to undertake a preliminary assessment of the operational impacts of implementing a signalised crossing on the A661 Wetherby Road in Harrogate.

The network impact of the crossing, and a similar one on Oatlands Drive, was assessed as part of stage 1 of this study using traffic data from a strategic Visum model of the area and LinSig V3 software. Since the stage 1 assessment, more recent traffic survey data (April 28, 2022) has been obtained, and the crossing has been re-evaluated in stage 2.

The proposed crossing on the A661 Wetherby Road is approximately 100 metres north-west of an existing signalised crossing outside Harrogate District hospital, which is on a key desire line from The Stray via Slingsby Walk. Due to the proximity of the crossings, the interaction between these two signalised crossings has been considered. The proposed crossing location is shown in Figure 1 below.

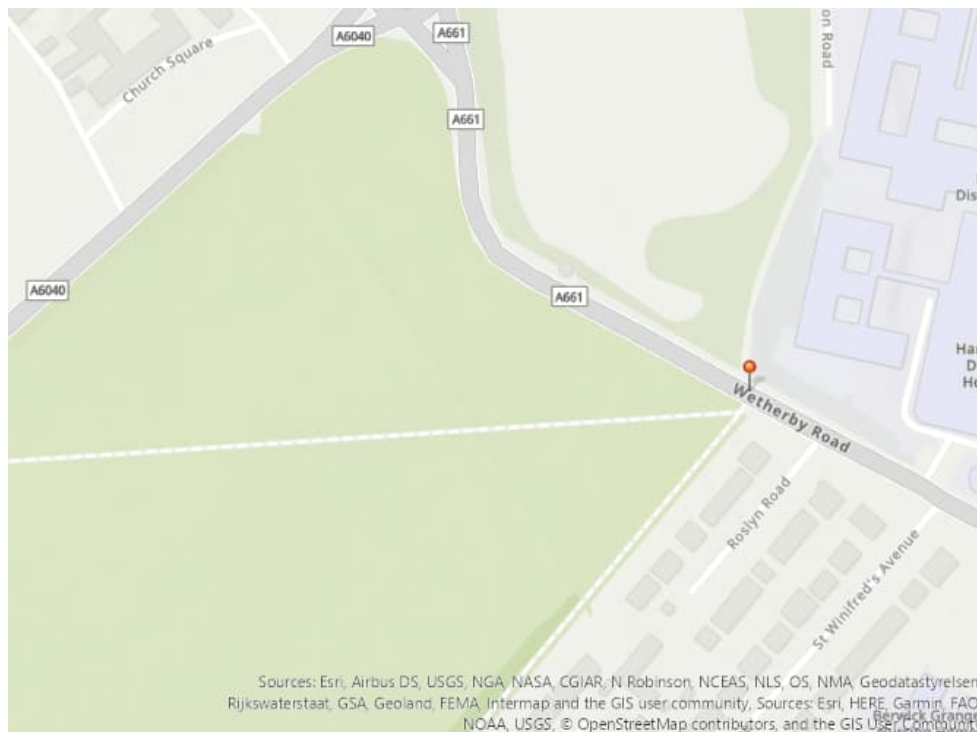


Figure 1 Potential Location of the Toucan Crossing



METHODOLOGY

During stage 1 of the project, traffic data from a strategic (Visum) model WSP produced for Harrogate was used to create a local junction model using LinSig V3.

The traffic flows derived using the above model were deemed insufficient to provide NYCC with the confidence and clarity needed to assess the operational impacts of a new signalised crossing on the A661 Wetherby Road in this location. As a result, new surveyed traffic counts commissioned and collected as part of another study in April 2022 have been used to update the assessment. The LinSig V3 model from stage 1 was calibrated using the newly collected traffic flows as part of stage 2.

Table 1 below shows a comparison of the two sets of traffic data.

Table 1 Traffic movements comparison in PCUs

Direction	Stage 1 - Visum 2023 flows (vehs)		Stage 2 - April 2022 Survey (vehs)		Difference (vehs)	
	AM	PM	AM	PM	AM	PM
A661 westbound	653	861	686	690	33	-171
A661 eastbound	925	715	777	656	-148	-59

The above table shows the strategic model to have larger traffic flows across three of the four movements by time of day. A small increase was recorded between data sources in the AM Peak, A661 westbound movement.

Future year testing has also been carried out to ensure a thorough assessment. Forecast traffic growth factors for the local area were calculated using TEMPro 7.2, anticipating growth from the base year of 2022 to a future forecast year of 2038.

Growth factors for Harrogate are shown below in Table 2.

Table 2 2022-2038 TEMPro growth factors

Period	Growth Factor
AM	1.0916
PM	1.0891

Growth factors for traffic flows in Harrogate are based on a 16-year forecast and are predicted to be approximately 9% for both the AM and PM Peak hours.

To appraise the signalised crossing expected usage figures of active travel modes are required, however existing data sources in the area are limited. This data demonstrates the frequency at which the crossing is expected to be used and allows a cycle time to be calculated in the local junction modelling software. The available data sources in the local area include a pedestrian survey (April 2022) and permanent cycle count locations, which are shown in Figure 2.

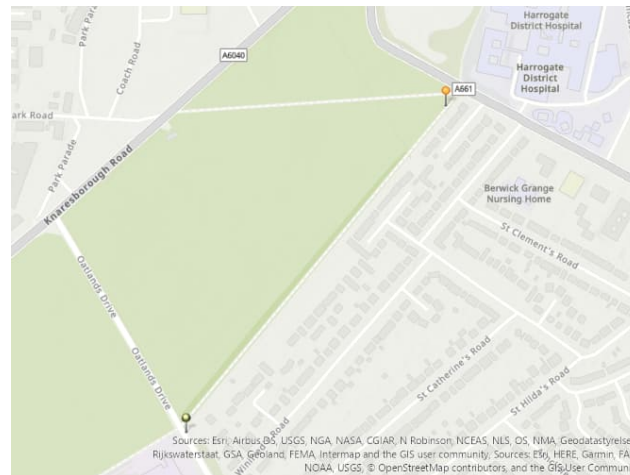


Figure 2 Location of the closest permanent cycle counts (yellow) and pedestrian (green) counts to the scheme

The permanent cycle count on Slingsby Walk shows that on a single day in 2021, 84 cyclists were counted; given the route's geography, it's highly likely that most of these cyclists reached the A661 at the proposed crossing. The proposed crossing is thought to satisfy a key desire line for present and future cyclists.

Analysis of the data showed that during the peak hours, a range of between 8 and 12 cyclists per hour may cross the A661 at this location.

On Oatlands Drive, a pedestrian survey in April 2022 recorded a total of 507 pedestrians during the AM peak hour and 594 pedestrians during the PM peak hour. Further analysis of the data revealed that 75% of the pedestrians were adolescents, indicating that their journeys were most likely related with travelling to and from school. On Oatlands Drive, there is a secondary school, which is anticipated to be a major draw for this group of users. On the A661, there is an elementary school, which will have a much lower attendance than the secondary school. As a result, while the proposed crossing would have some journeys related with the secondary school, it is estimated that the number of pedestrians expected to be on the A661 will be substantially smaller by comparison due to the schools' proximity.

Based on the above analysis, a pedestrian / cycle crossing frequency of 60 times per hour (or a cycle duration of 60 seconds) for a signalised crossing on the A661 is thought to be a realistic assumption for testing the crossing. It is anticipated that the crossing will be used more frequently for short periods of time during certain times of the day (school commuting hours), so a sensitivity test has been conducted to reduce the cycle time as much as possible to determine when the crossing may cause congestion on the network.

Only fixed signal timings can be assessed and presented using local junction modelling tools. The following assumptions were used to represent the signal timings in the LinSig V3 software:

- Frequency of the pedestrian crossing:
 - Proposed scheme: with 60 seconds cycle time
 - Proposed scheme (sensitivity test): with the lowest possible cycle time whilst maintaining a positive network Practical Reserve Capacity (PRC) value.
- Traffic to pedestrians intergreen: 5 seconds.
- Pedestrians to traffic intergreen: 9 seconds, based on an 8m crossing length, a 1.2ms^{-1} walking speed and the assumption that on-crossing detection will be used. The calculated Puffin Timings Period VI maximum extendible period has been halved, to approximate an average clearance time.
- Pedestrian Stage duration: 5 secs, based on the dimensions of the crossing.



OPERATIONAL PERFORMANCE

A summary of the model results (Degree of Saturation, Delays and Mean Maximum Queues) is shown below in Table 3 for the proposed scheme with a 60 second cycle time and Table 4 for the proposed scheme sensitivity test.

Table 3 LinSig summary results for the proposed scheme with a 60 sec cycle time.

Peak Period	Approach	2022			2038		
		DoS (%)	Delay (s)	MMQ (pcu)	DoS (%)	Delay (s)	MMQ (pcu)
AM	A661 WB	54.4	6.1	7.5	59.4	7.0	8.1
	A661 EB	61.7	7.5	8.5	67.3	9.0	9.5
PM	A661 WB	54.8	6.2	7.5	59.6	7.0	8.2
	A661 EB	52.1	5.6	7.2	56.7	6.4	7.8

Table 4 LinSig summary results for the proposed scheme (sensitivity test) with lowest cycle time.

Peak Period	Approach	2022				2038			
		Cycle Time (s)	DoS (%)	Delay (s)	MMQ (pcu)	Cycle Time (s)	DoS (%)	Delay (s)	MMQ (pcu)
AM	A661 WB	35	78.5	7.3	16.9	38	79.1	8.1	16.2
	A661 EB		88.9	10.4	25.3		89.5	12.0	24.8
PM	A661 WB	32	87.6	8.9	25.5	34	88.7	9.9	25.6
	A661 EB		83.3	7.5	21.2		84.3	8.3	20.9



The A661 Wetherby Road is expected to operate within capacity if both pedestrian crossings are called every 60 seconds, or if there are 60 demands during peak hour, as shown in Table 3. This is consistent with future year growth, as the 2038 is likewise operating within capacity. Average vehicle delays are expected to be minimal, and queues along the A661 Wetherby Road are not expected to have an influence on neighbouring junctions.

Table 4 demonstrates that the crossings can continue to operate within capacity at substantially shorter cycle lengths than 60 seconds, indicating that the junctions may handle increasing usage above 60 demands per hour. Cycle times between 30 and 40 seconds have been demonstrated to work successfully. These cycle times were calculated by utilising the LinSig V3 in-built cycle time optimiser to identify when Practical Reserve Capacity (PRC) reaches a negative number and then selecting the shortest cycle time that generates a positive PRC value.

The sensitivity test in the AM Peak scenario indicates no queues reaching or impacting other junctions along the A661 Wetherby Road, which is consistent with the proposed scheme results. In the sensitivity test, the A661 westbound queues in the 2036 PM Peak scenario are estimated to be 147 metres long at this minimum cycle time, which would extend beyond the hospital's signalised crossing.

SUMMARY

The impact of upgrading an existing uncontrolled crossing facility where Slingsby Walk meets the A661 Wetherby Road has been assessed in a preliminary traffic study. LinSig V3 was used to undertake this analysis, using 2022 observed traffic data and 2038 forecast traffic data derived using TEMPro 7.2 growth factors.

The analysis undertaken as part of this study has shown that a signalised crossing can operate within capacity in both the AM and PM Peak with a crossing demand once every 60 seconds through the peak hour (on average).

On a fixed time basis, local junction modelling has also shown that in the 2038 AM Peak scenario could operate on a 38 second cycle time (approximately 95 demands an hour) and that the 2038 PM Peak scenario could operate on a 34 second cycle time (approximately 105 demands an hour).

Cycle times for signalised pedestrian crossings are unlikely to be fixed and are dependent on a number of factors as set out above. Therefore, the local junction modelling results above set out the operational impact of the proposed signalised crossings based on a range of assumptions and should be considered against the benefits provided by the safe provision of an additional crossing facility in this location.

In summary, it is considered that the local junction modelling set out above, in combination with the below recommendations, will provide North Yorkshire County Council (NYCC) with sufficient information and confidence that the proposals will not adversely impact network operation.



RECOMMENDATIONS

Following a preliminary assessment of the operational impacts, WSP recommends the installation of a signal-controlled crossing on the A661 Wetherby Road in Harrogate.

It is recommended that the crossing operate under Microprocessor Optimised Vehicle Actuation (MOVA) control to mitigate any negative impacts on vehicle traffic. This will enable the crossing to make optimal end-of-green decisions, reducing both pedestrian and vehicle delays. The benefits of an adaptive control system are expected to be greater than those of fixed time modelling outputs and will allow NYCC to adjust vehicle or pedestrian prioritisation based on current policy.

It is also suggested that on-crossing and kerbside detectors be incorporated into the design to further improve efficiency and safety.



APPENDIX A: LINSIG MODEL RESULTS



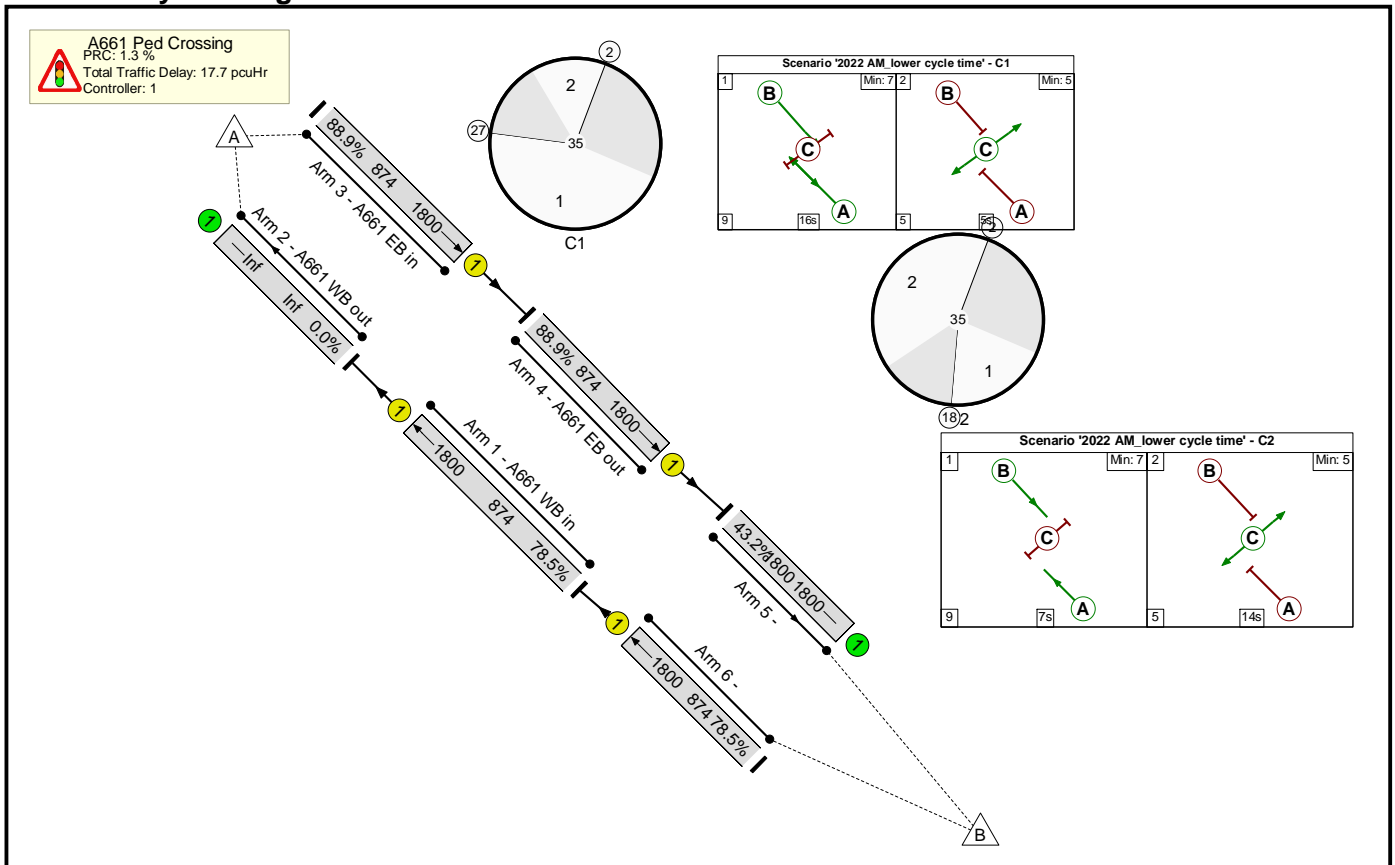
Basic Results Summary

User and Project Details

Project:	70090992
Title:	Slingsby Walk – Preliminary traffic assessment
Location:	
Additional detail:	
File name:	Slingsby Walk_v2.lsg3x
Author:	IG
Company:	WSP
Address:	

Scenario 1: '2022 AM_lower cycle time' (FG1: '2022 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

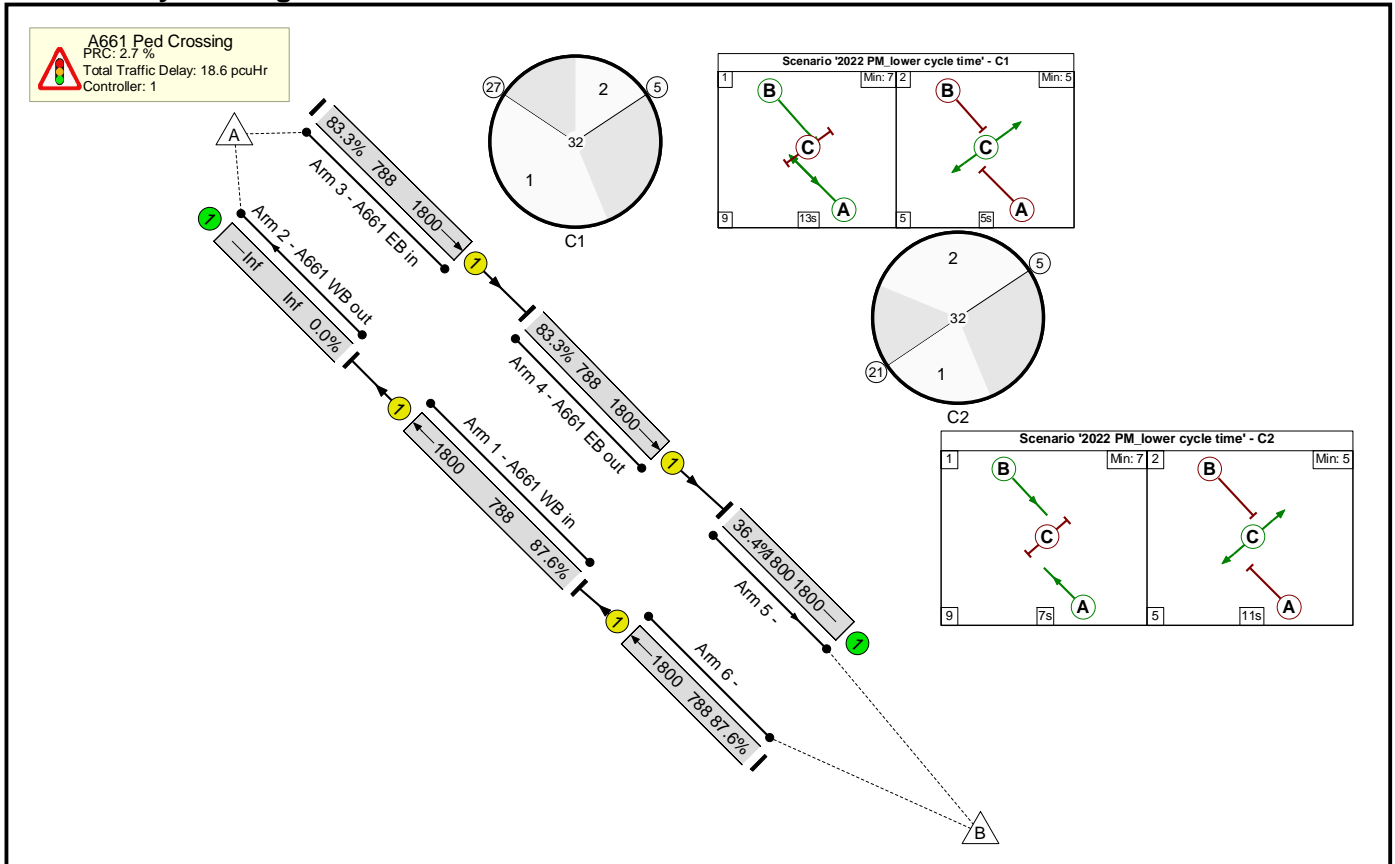




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.9%	0	0	0	17.7	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	88.9%	0	0	0	17.7	-	-
1/1	A661 WB in Ahead	U	C1:A		1	16	-	686	1800	874	78.5%	-	-	-	3.1	16.4	4.6
3/1	A661 EB in Ahead	U	C1:A		1	16	-	777	1800	874	88.9%	-	-	-	5.5	25.3	10.4
4/1	A661 EB out Ahead	U	C1:B		1	16	-	777	1800	874	88.9%	-	-	-	5.5	25.7	7.4
5/1		U	-		-	-	-	777	1800	1800	43.2%	-	-	-	0.4	1.8	0.4
6/1	Ahead	U	C1:A		1	16	-	686	1800	874	78.5%	-	-	-	3.2	16.9	7.3
			C1	PRC for Signalled Lanes (%):		1.3		Total Delay for Signalled Lanes (pcuHr):		17.37		Cycle Time (s):		35			
			C2	PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		35			
				PRC Over All Lanes (%):		1.3		Total Delay Over All Lanes(pcuHr):		17.75							

Scenario 2: '2022 PM_lower cycle time' (FG2: '2022 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

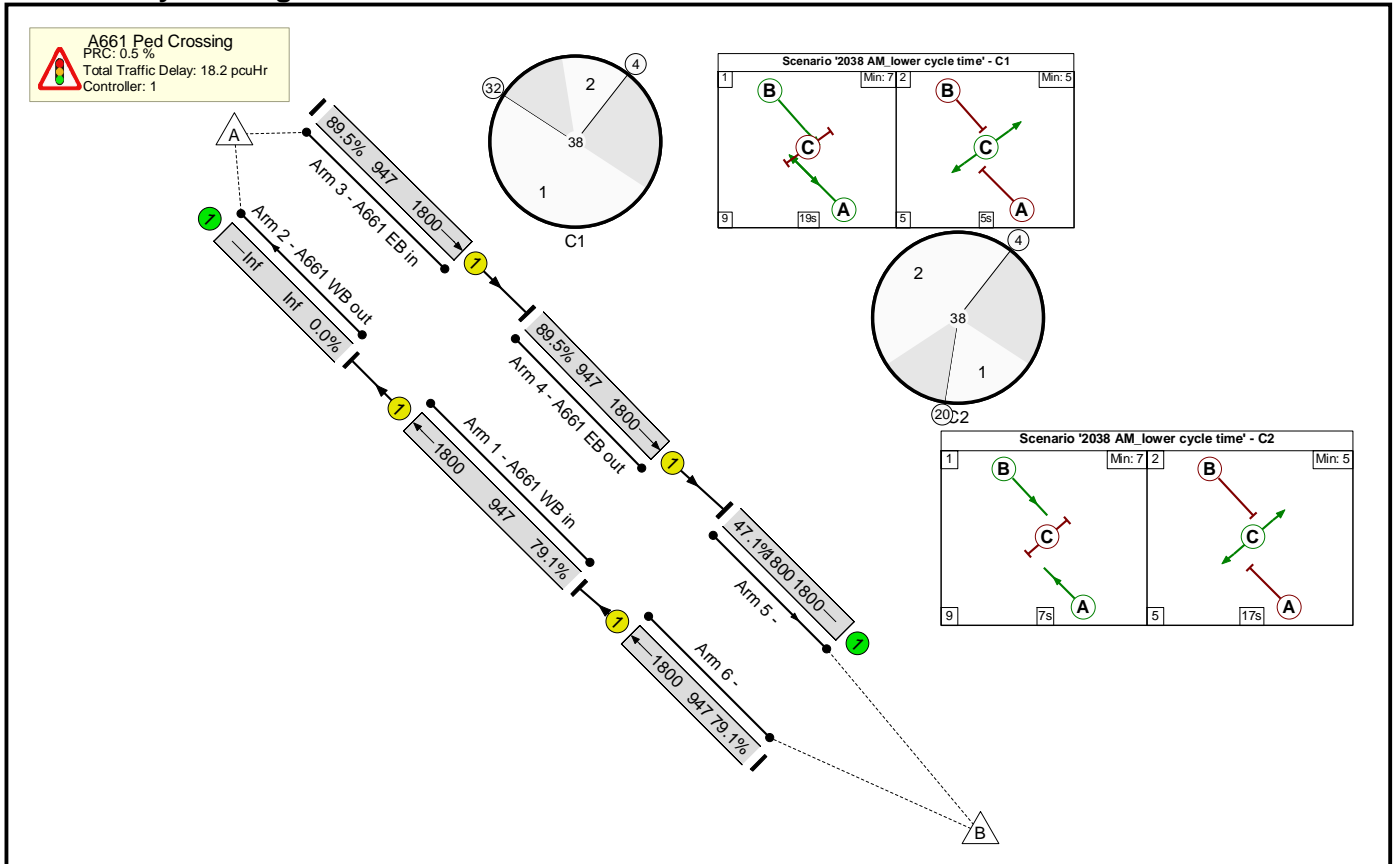




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	87.6%	0	0	0	18.6	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	87.6%	0	0	0	18.6	-	-
1/1	A661 WB in Ahead	U	C1:A		1	13	-	690	1800	788	87.6%	-	-	-	5.3	27.8	7.1
3/1	A661 EB in Ahead	U	C1:A		1	13	-	656	1800	788	83.3%	-	-	-	3.9	21.2	7.5
4/1	A661 EB out Ahead	U	C1:B		1	13	-	656	1800	788	83.3%	-	-	-	4.2	23.3	5.8
5/1		U	-		-	-	-	656	1800	1800	36.4%	-	-	-	0.3	1.6	0.3
6/1	Ahead	U	C1:A		1	13	-	690	1800	788	87.6%	-	-	-	4.9	25.5	8.9
			C1	PRC for Signalled Lanes (%):		2.7		Total Delay for Signalled Lanes (pcuHr):		18.31		Cycle Time (s):		32			
			C2	PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		32			
				PRC Over All Lanes (%):		2.7		Total Delay Over All Lanes(pcuHr):		18.60							

Scenario 3: '2038 AM_lower cycle time' (FG3: '2038 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

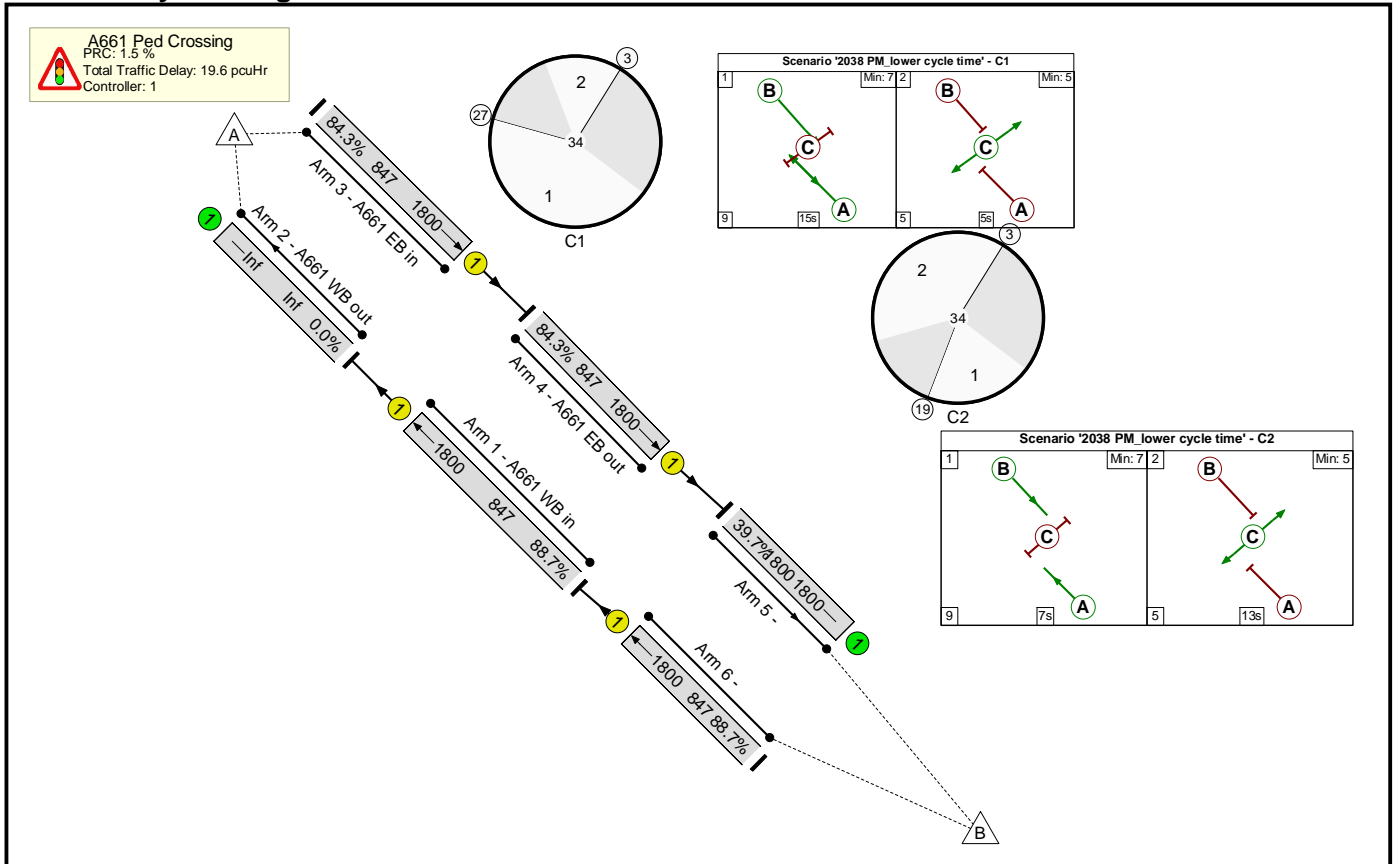




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.5%	0	0	0	18.2	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	89.5%	0	0	0	18.2	-	-
1/1	A661 WB in Ahead	U	C1:A		1	19	-	749	1800	947	79.1%	-	-	-	3.0	14.2	4.5
3/1	A661 EB in Ahead	U	C1:A		1	19	-	848	1800	947	89.5%	-	-	-	5.9	24.8	12.0
4/1	A661 EB out Ahead	U	C1:B		1	19	-	848	1800	947	89.5%	-	-	-	5.6	23.8	7.6
5/1		U	-		-	-	-	848	1800	1800	47.1%	-	-	-	0.4	1.9	0.4
6/1	Ahead	U	C1:A		1	19	-	749	1800	947	79.1%	-	-	-	3.4	16.2	8.1
		C1	PRC for Signalled Lanes (%):		0.5		Total Delay for Signalled Lanes (pcuHr):		17.79		Cycle Time (s):		38				
		C2	PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		38				
			PRC Over All Lanes (%):		0.5		Total Delay Over All Lanes(pcuHr):		18.24								

Scenario 4: '2038 PM_lower cycle time' (FG4: '2038 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

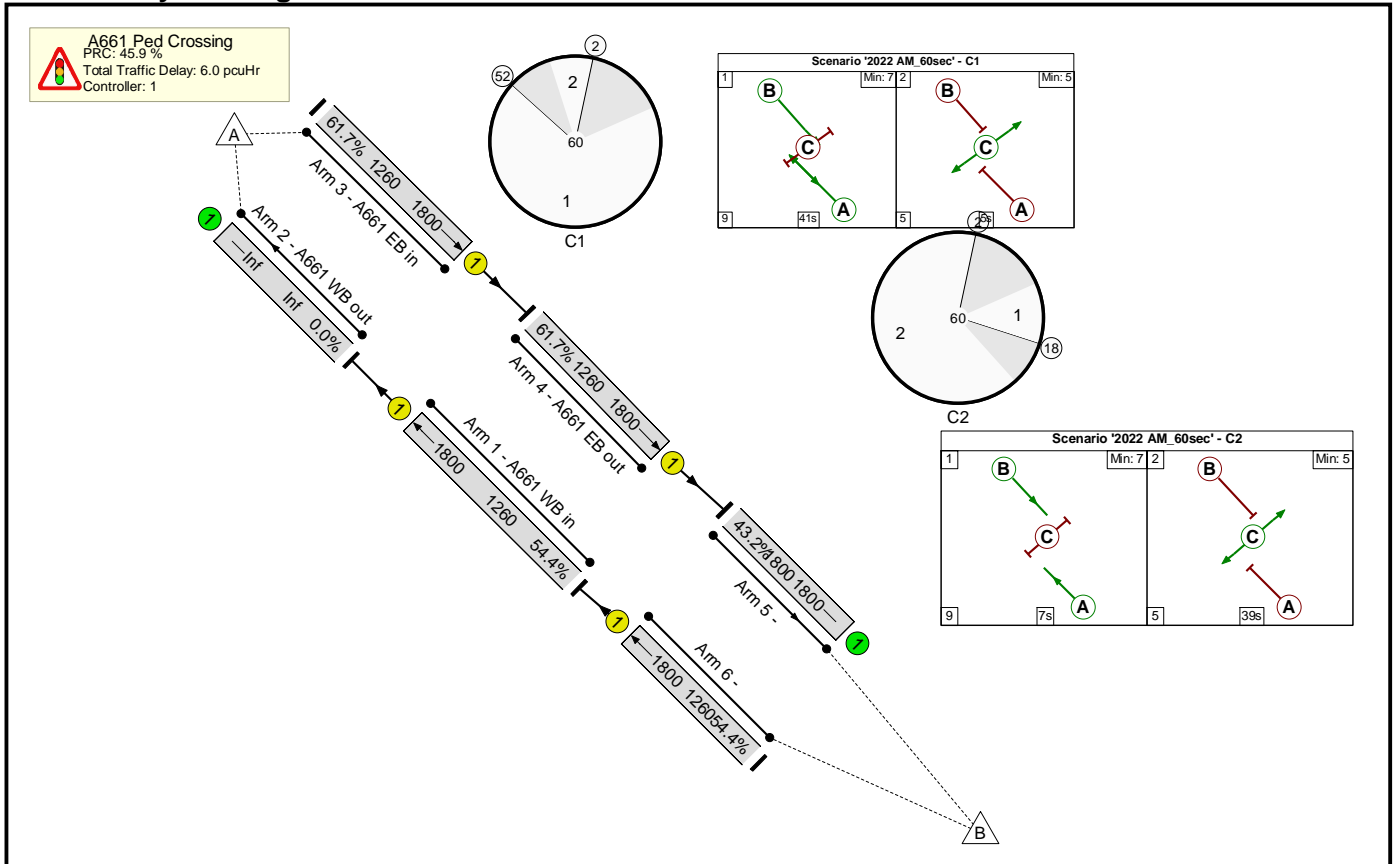




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	19.6	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	19.6	-	-
1/1	A661 WB in Ahead	U	C1:A		1	15	-	751	1800	847	88.7%	-	-	-	5.5	26.6	7.4
3/1	A661 EB in Ahead	U	C1:A		1	15	-	714	1800	847	84.3%	-	-	-	4.1	20.9	8.3
4/1	A661 EB out Ahead	U	C1:B		1	15	-	714	1800	847	84.3%	-	-	-	4.3	21.6	6.0
5/1		U	-		-	-	-	714	1800	1800	39.7%	-	-	-	0.3	1.7	0.3
6/1	Ahead	U	C1:A		1	15	-	751	1800	847	88.7%	-	-	-	5.3	25.6	9.9
				C1	PRC for Signalled Lanes (%):		1.5	Total Delay for Signalled Lanes (pcuHr):				19.32	Cycle Time (s):		34		
				C2	PRC for Signalled Lanes (%):		0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s):		34		
					PRC Over All Lanes (%):		1.5	Total Delay Over All Lanes(pcuHr):				19.65					

Scenario 5: '2022 AM_60sec' (FG1: '2022 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



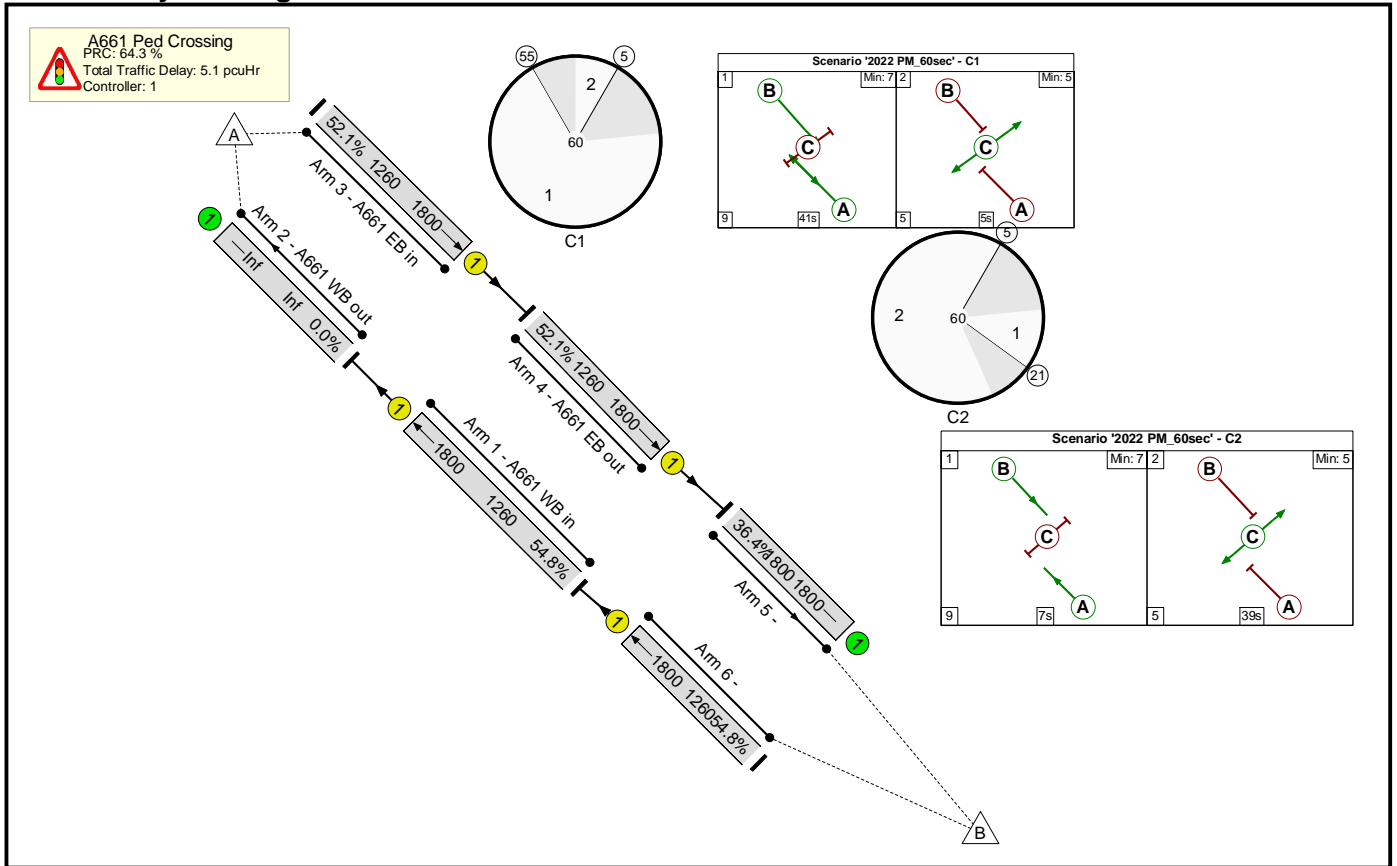


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	61.7%	0	0	0	6.0	-	-	
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	61.7%	0	0	0	6.0	-	-	
1/1	A661 WB in Ahead	U	C1:A		1	41	-	686	1800	1260	54.4%	-	-	-	1.0	5.4	2.4	
3/1	A661 EB in Ahead	U	C1:A		1	41	-	777	1800	1260	61.7%	-	-	-	1.8	8.5	7.5	
4/1	A661 EB out Ahead	U	C1:B		1	41	-	777	1800	1260	61.7%	-	-	-	1.3	6.1	2.8	
5/1		U	-		-	-	-	777	1800	1800	43.2%	-	-	-	0.4	1.8	0.4	
6/1	Ahead	U	C1:A		1	41	-	686	1800	1260	54.4%	-	-	-	1.4	7.5	6.1	
				C1	PRC for Signalled Lanes (%):			45.9	Total Delay for Signalled Lanes (pcuHr):			5.60	Cycle Time (s):			60		
				C2	PRC for Signalled Lanes (%):			0.0	Total Delay for Signalled Lanes (pcuHr):			0.00	Cycle Time (s):			60		
					PRC Over All Lanes (%):			45.9	Total Delay Over All Lanes(pcuHr):			5.98						



Scenario 6: '2022 PM_60sec' (FG2: '2022 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

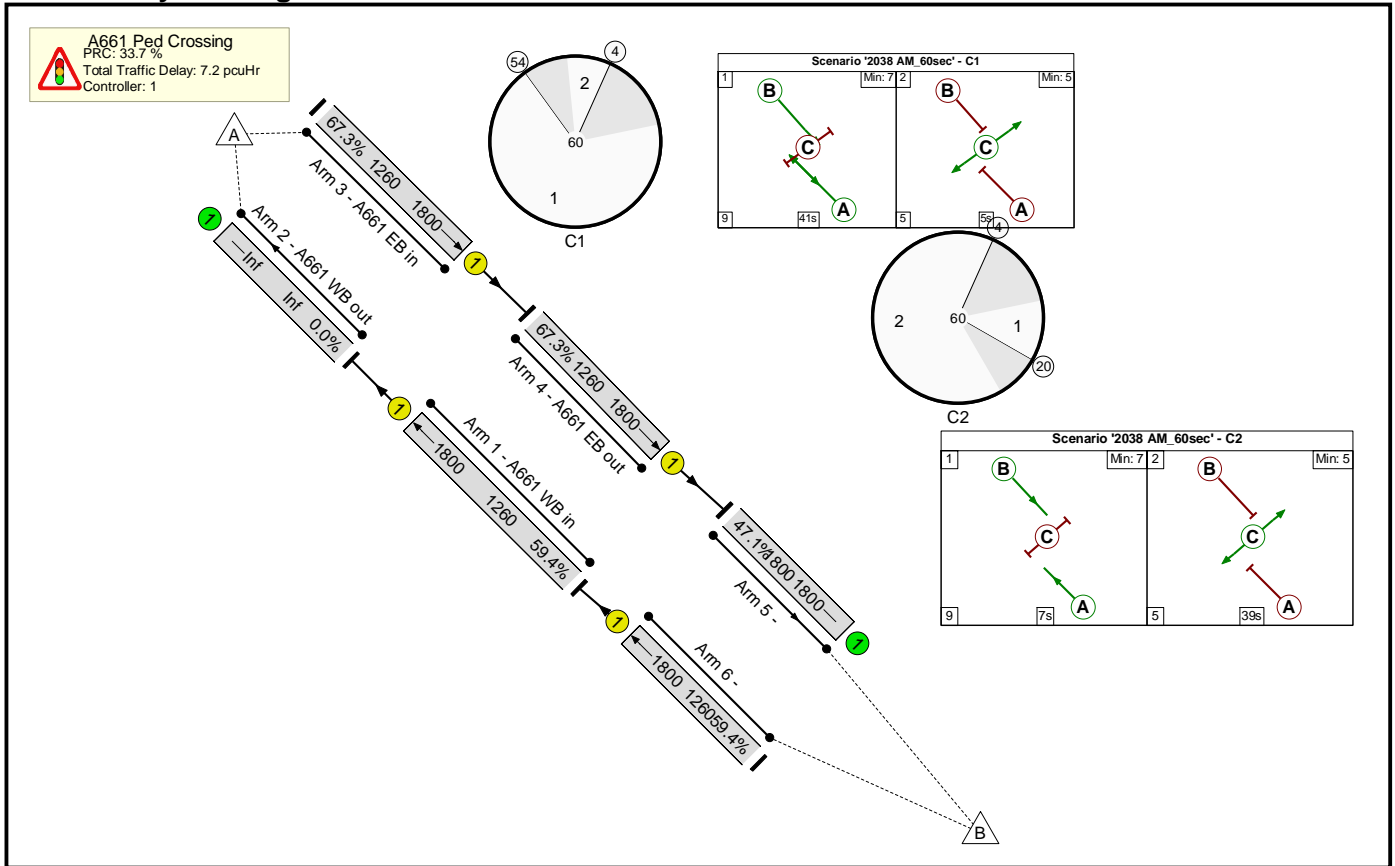




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	54.8%	0	0	0	5.1	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	54.8%	0	0	0	5.1	-	-
1/1	A661 WB in Ahead	U	C1:A		1	41	-	690	1800	1260	54.8%	-	-	-	1.0	5.5	2.4
3/1	A661 EB in Ahead	U	C1:A		1	41	-	656	1800	1260	52.1%	-	-	-	1.3	7.2	5.6
4/1	A661 EB out Ahead	U	C1:B		1	41	-	656	1800	1260	52.1%	-	-	-	1.0	5.3	2.3
5/1		U	-		-	-	-	656	1800	1800	36.4%	-	-	-	0.3	1.6	0.3
6/1	Ahead	U	C1:A		1	41	-	690	1800	1260	54.8%	-	-	-	1.4	7.5	6.2
			C1	PRC for Signalled Lanes (%):		64.3		Total Delay for Signalled Lanes (pcuHr):		4.77		Cycle Time (s):		60			
			C2	PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		60			
				PRC Over All Lanes (%):		64.3		Total Delay Over All Lanes(pcuHr):		5.05							

Scenario 7: '2038 AM_60sec' (FG3: '2038 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

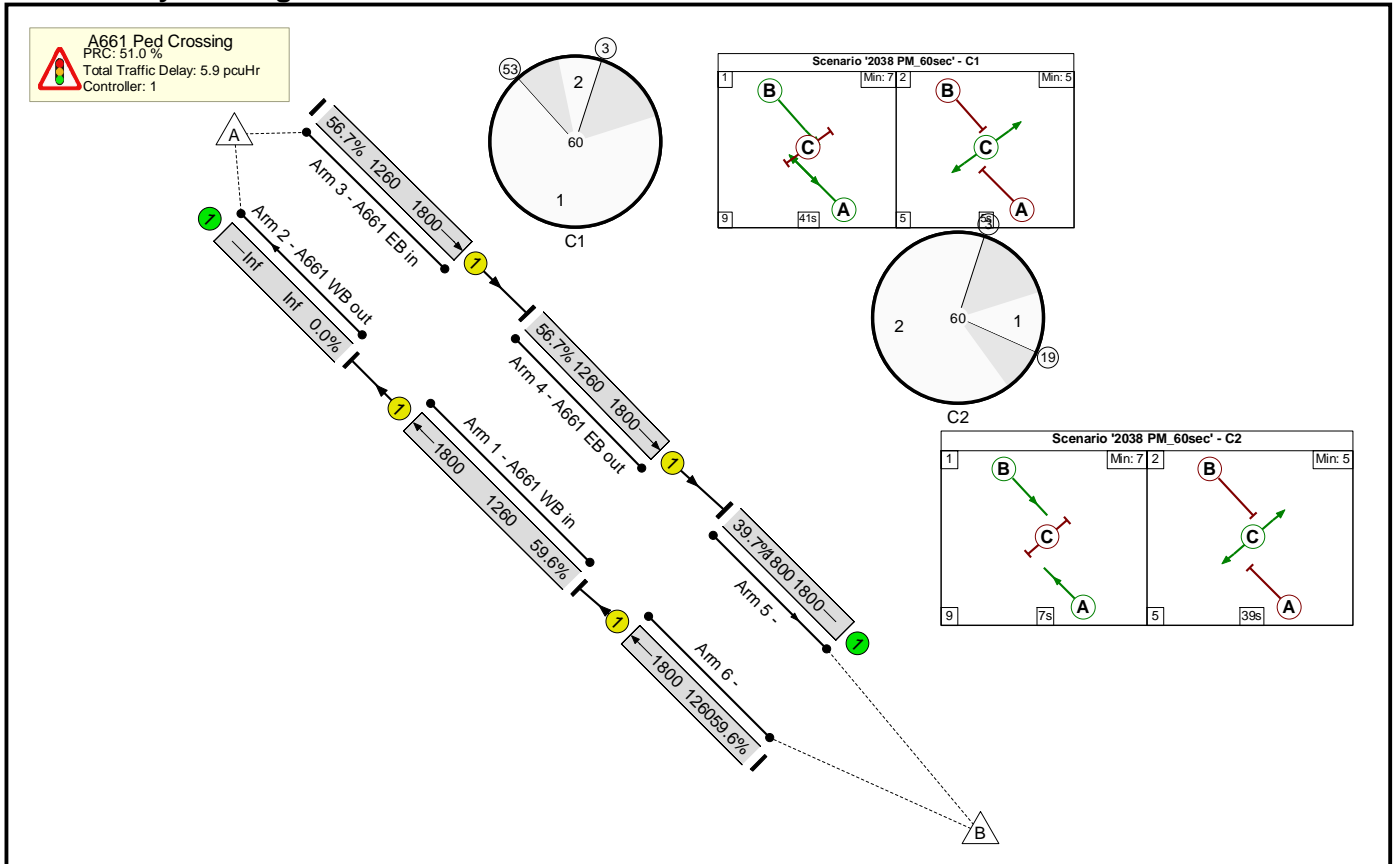




Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	67.3%	0	0	0	7.2	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	67.3%	0	0	0	7.2	-	-
1/1	A661 WB in Ahead	U	C1:A		1	41	-	749	1800	1260	59.4%	-	-	-	1.2	5.8	2.7
3/1	A661 EB in Ahead	U	C1:A		1	41	-	848	1800	1260	67.3%	-	-	-	2.2	9.5	9.0
4/1	A661 EB out Ahead	U	C1:B		1	41	-	848	1800	1260	67.3%	-	-	-	1.6	6.7	3.2
5/1		U	-		-	-	-	848	1800	1800	47.1%	-	-	-	0.4	1.9	0.4
6/1	Ahead	U	C1:A		1	41	-	749	1800	1260	59.4%	-	-	-	1.7	8.1	7.0
			C1	PRC for Signalled Lanes (%):		33.7		Total Delay for Signalled Lanes (pcuHr):		6.72		Cycle Time (s):		60			
			C2	PRC for Signalled Lanes (%):		0.0		Total Delay for Signalled Lanes (pcuHr):		0.00		Cycle Time (s):		60			
				PRC Over All Lanes (%):		33.7		Total Delay Over All Lanes(pcuHr):		7.16							

Scenario 8: '2038 PM_60sec' (FG4: '2038 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Greens	Arrow Greens	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergr (pcu)	Total Delay (pcu Hr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	59.6%	0	0	0	5.9	-	-
A661 Ped Crossing	-	-	-		-	-	-	-	-	-	59.6%	0	0	0	5.9	-	-
1/1	A661 WB in Ahead	U	C1: A		1	41	-	751	1800	1260	59.6%	-	-	-	1.2	5.9	2.7
3/1	A661 EB in Ahead	U	C1: A		1	41	-	714	1800	1260	56.7%	-	-	-	1.5	7.8	6.4
4/1	A661 EB out Ahead	U	C1: B		1	41	-	714	1800	1260	56.7%	-	-	-	1.1	5.6	2.5
5/1		U	-		-	-	-	714	1800	1800	39.7%	-	-	-	0.3	1.7	0.3
6/1	Ahead	U	C1: A		1	41	-	751	1800	1260	59.6%	-	-	-	1.7	8.2	7.0
C1 PRC for Signalled Lanes (%): 51.0 5.58 Cycle Time (s): 60 C2 PRC for Signalled Lanes (%): 0.0 0.00 Cycle Time (s): 60 PRC Over All Lanes (%): 51.0 5.91												Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):					

FAQ Final

NYC Response to Oatlands Drive/Wetherby Road Crossings Frequently Asked Questions/Comments

Thank you for participating in the above consultation. Of the approximately 200 responses received, there was majority support for implementation of the crossings. However there were several common themes of comments or questions related to the proposals, therefore we have compiled the most common queries into a FAQ to help further explain the benefits of the scheme and the reason why certain design decisions have been taken.

This is for information only and is not an invitation for further comments on the design of the schemes. However, a further consultation on the land exchange is required and you are invited to respond on this. Further information on this is included in the covering letter.

1.0 How much will the schemes cost to implement?

1.1 Detailed estimates have not been produced yet since the drawings are only at a preliminary design status though it is expected that the schemes will cost £75,000-£100,000 each to implement which includes all design, supervision and Traffic Regulation Order fees. The works are expected to be tendered from Summer 2024 after which point detailed delivery costs and program for delivery will be confirmed. Funding has been allocated for delivery of the schemes, this will not impact on the delivery of other proposed schemes or maintenance works.

2.0 Why are the crossings needed? There are existing crossings in close proximity

2.1 The existing crossings on Slingsby Walk and are basic at both Oatlands Drive and Wetherby Road, requiring those waiting to cross to wait for a gap in traffic. The proposed crossings prioritise non-motorised users, whilst not causing undue delay to those in vehicles. This reflects the Hierarchy of Road Users within the Highway Code, prioritising the most vulnerable road users above Motor Vehicles.

2.2 The proposed arrangement will improve safety for all users.

2.3 Additionally, the existing crossings at St Aidens School and St Winifreds would take those wishing to cross Oatlands Drive/Wetherby Road at Slingsby Walk away from their desire line. Cyclists would also have to dismount to use the crossings which does not support NYC's wider ambition to encourage active travel.

3.0 Desire for a quick response to Push Button/Perception that existing crossings are too slow to respond

3.1 Many comments requested that the new signal controlled crossing on Wetherby Road responded quickly when demanded and some made reference to other crossings in the area which are perceived to be slow. There are a number of factors which must be considered in the design of traffic signal schemes and the competing demand of various road users must be balanced. NYC has a policy of a maximum 30 second wait time for pedestrians at standalone signal controlled crossings. However, if a signal controlled crossing is linked to another in the immediate vicinity, then this maximum wait time could be up to 60 seconds. After dialogue with representatives from the Traffic Signals team it is the officer recommendation that the signals are not linked so as to maximise the active travel benefits of the scheme. Linking does however remain an option for future utilisation if required. OFFICIAL

- 3.2 Toucan crossings have a number of detection features which increase their effectiveness and efficiency for all users. Pedestrians and cyclists are automatically detected when they are in the waiting zone, once the button has been pressed detectors begin “looking” for an appropriate gap to stop traffic. Similarly, should the request button be pressed and the pedestrian/cyclist makes the crossing independently due to a gap in traffic, then the demand for the red stop signal for motorists is automatically cancelled.
- 4.0 Desire for Wetherby Road Signals to be linked to existing signals at St Winifreds
Due to reasons described in paragraph 3.1, linking the signal controlled crossings would be a disbenefit to pedestrian and cyclist users of the crossing, due to increased wait times. Therefore the intention is not to link the signal controlled crossings in this location. However the function of the crossings will be monitored following installation and refinements made as required. Linking of the signal controlled crossings does remain an option for future utilisation if required.
- 5.0 Existing Drainage Issues at Oatlands Drive/Slingsby Walk
- 5.1 This will be further investigated during the detailed design stage to see if improvements can be made to overcome the historic drainage issues in this area.
- 6.0 Double yellow lines on Eastern Side of Oatlands Drive
- 6.1 NYC are not currently consulting on this element of the works, this will be subject to a further consultation exercise in the summer, we would invite you to submit your comments on this proposal in due course.
- 7.0 Proposals are over-engineered/unsightly/different kind of crossing suggested instead
- 7.1 NYC must comply with national design guidance for highway schemes. Since the scheme to provide for pedestrians & cyclists, LTN 1/20 is the relevant document to inform design. With regard to crossings, LTN 1/20 grades different crossing types for appropriateness according to the speed limit on the carriageway and the average number of vehicles using the carriageway each day.
- 7.2 Applying these tests, it has been concluded that the appropriate type of crossing on Oatlands Drive is a Parallel (also known as a Tiger) crossing and a Toucan crossing on Wetherby Road.
- 8.0 Concerns about increased congestion
- 8.1 NYC has commissioned traffic modelling to assess the impact of the proposed crossing on the wider highway network. The analysis concludes that the proposals will not adversely impact on network operation.
- 9.0 Money should be spent on maintenance of existing network rather than new schemes such as this
- 9.1 Delivery of improvement schemes does not have a detrimental effect on the delivery of capital maintenance schemes as the funds are allocated from distinct budgets.
- 10.0 Responses for/against 20mph on Oatlands Drive
- 10.1 Designs are currently being produced for a traffic calming scheme on Oatlands Drive in support of the proposal to reduce the speed limit to 20mph. Once complete NYC

will consult upon these as part of the Statutory Traffic Regulation Order Process and members of the public are invited to submit comments. This is separate to the proposals to implement the crossings

11.0 Air pollution concerns

Several comments stated that the proposals could have a detrimental effect on air quality, either through increasing congestion (ref section 8.1) or slowing traffic generally or the implementation of a 20mph on Oatlands Drive.

Officers have discussed potential air quality impacts with colleagues in Regulatory Services. Research has shown that 20mph limits do not have a detrimental impact on air quality. There are no air quality monitors on Oatlands Drive but due to how open the environment is in this area and how far the houses are set back from the carriageway any changes to air quality are expected to be well within acceptable limits.

There are also no air quality monitors on the affected section of Wetherby Road however there are several in the vicinity of the Wetherby Road/Hookstone (Woodlands) junction which show readings well within permissible limits, despite being more congested than the proposed crossing location with properties much closer to the carriageway. As such it is considered likely that air quality will be within acceptable limits once the new crossing has been constructed.

12.0 Concerns about safety of proposals

- 12.1 An independent road safety audit has been undertaken on the proposals. Any concerns raised by the auditors will be addressed during the detailed design process.

Sample Consultation Responses

**Oatlands Drive and Wetherby Road Crossing Upgrades
Sample Responses to Oatlands Drive/Wetherby Road crossing consultation**

SAMPLE RESPONSE 1

I support the proposal for a parallel crossing (Tiger crossing) of Oatlands Drive.
I support the proposal for a Toucan crossing of Wetherby Road. Please ensure that the lights change to green for people on bikes and on foot within a few seconds of the beg button being pushed (unless someone has just crossed). If the council sets the timings to prioritise motor vehicles, the value of the crossing will be greatly reduced.

I support Stray Land Exchange Option 1. I do not support Options 2 or 3 – the amenity value of those verges is low, and designating them Stray Land would complicate the future building of cycle tracks.

SAMPLE RESPONSE 2

Please ensure the new proposed traffic lights on Slingsby Walk and Weatherby Road are connected and in sync with the traffics lights outside Weatherby road and St Winifred's Avenue. Otherwise traffic flow will become more congested, due to turning red on different cycles and back up onto the empress roundabout.

SAMPLE RESPONSE 3

Please register my objection to the introduction of these crossings on the basis that they will add further to the problem of traffic congestion in Harrogate, and lead to increased pollution and travelling times for vehicles.

The crossing on Wetherby Road seems particularly unnecessary as there is already a pelican crossing located a few yards further down at the junction of St. Winifred's Rd (I assume it will not be removed if this proposal is railroaded through?). The proposed location is already one of the most heavily congested parts of Harrogate, and this proposal will only serve to add further to the problem. If we wish to encourage walking and cycling, then walking or cycling a matter of yards to the existing crossing should prove no issue.

SAMPLE RESPONSE 4

I am writing to give my thoughts on the Oatlands Drive / Wetherby Road Crossings consultation.

I am a local resident living on St Winifreds Road. I am also a local GP at Leeds Road Practice. As a GP, I am very aware of the harms of a sedentary lifestyle and strongly feel we need to do as much as possible to promote physical activity and active travel. I try to walk as much as possible and walk along Slingsby Walk most days. I find it very difficult to cross both Oatlands Drive and Wetherby Road at present and am strongly in favour of both the proposed crossings.

I recently gave birth to my first child and walking along Slingsby Walk with the pram has been invaluable for my physical and mental wellbeing since returning home. Unfortunately crossing Oatlands Drive and Wetherby Road with a pram has been very difficult and usually relies on a driver stopping to let me cross as the traffic is so heavy.

Last week I had my baby in a carrier. A driver on the nearside let me cross to the middle of the road but the traffic on the far side continued to move, leaving me in the middle of the road with a three week old baby and feeling very unsafe.

I appreciate that car drivers will oppose the crossings due to the risk of congestion and slowing their journeys, however from a health and environmental point of view I strongly feel we need to promote active travel and disincentivise car use. I am a car owner and driver so I appreciate the frustration that congestion causes, but I strongly feel that having safe and accessible road crossings at these points far outweighs this inconvenience.

SAMPLE RESPONSE 5

I'll make it short and sweet.

I don't think the plans as shown for Oatlands Drive should go ahead.

As this is not a very busy road outside of school start/finish time, a simple zebra crossing, with no additional changes to the paths either side will suffice, if this isn't acceptable, leave it as is now.

The Wetherby road one is good.

And for the land reallocation, option 1 is by far the best option

SAMPLE RESPONSE 6

I would like to express my strong support for the proposed crossings on Oatlands Drive and Wetherby Road. This is the route that my children (aged 13 & 15) would go to get to their grandparents' house, and currently crossing these roads is very dangerous (particularly Wetherby Road).

I feel we need to encourage cycling and walking as much as possible.

For the Stray land 'swap', I think option 1 is lost logical, if the Otley Road scheme is not going ahead.

SAMPLE RESPONSE 7

I would like to comment on your proposed Oatlands Drive and Wetherby Road Pedestrian Crossing points. On both roads there is already a pedestrian crossing easily accessible from the points you want to create new ones. To create yet another crossing on these two roads will impact on the flow of traffic which is already disrupted and interrupted especially at school opening and closing times and commuting times. This causes long tail backs and congestion.

I have lived in the area surrounding the stray all my life and never experienced problems crossing either Wetherby Road and Oatlands Drive. Also to enable more cycles using Slingsby Walk is a hazard to the Dog Walkers and Families with children that use the walk daily. Especially the Electric Cycles which travel at speed with little attention to the people already on the path as do some ordinary cyclists. I personally do not feel the expense is justified for your proposal and loss of Stray Land is unacceptable. I am sure the funding could be put to a better project not least improving the standard of our local streets

SAMPLE RESPONSE 8

I have studied your plan for crossings in the areas proposed with great interest. I feel crossings are appropriate but on a Zebra crossing only basis. Both roads have various pelican and island crossings along their length already. Installing a Zebra crossing in both places seems logical to traffic flow and public safety.

The proposed crossing is over engineered and installing what is basically a pelican crossing with a cycle crossing next to it is totally unnecessary. The access to the crossings on Slingsby Walk is not segregated pedestrian and cyclist so why do the crossings need to be? Installing zebra crossings where cyclists dismount to cross will not require any of the Stray to be taken away, and I am sure is a more economical solution.

Should the proposed crossings go ahead then the areas of stray reallocation are not acceptable as they are not attached to the stray.

As regards the lowering of the speed to 20miles per hour on Oatlands Drive, I feel this should only be during the 45minutes before and after school. These are the times when this road is busy with Parents who insist on driving their children to school. This could either be indicated with display signs or flashing lights during controlled speed times.

I feel both my suggestions are cost saving yet still with safety in mind.

I hope you consider my suggestions as I feel the plans sent to me are not appropriate.

SAMPLE RESPONSE 9

This is fantastic! Drivers go so fast on Wetherby Road and hardly ever stop. I waited nearly 10 mins before someone slowed to let me cross the other day. It was pouring with rain and windy. When they see you crossing they don't slow down either. It is so dangerous. I do hope this will go through.

SAMPLE RESPONSE 10

We strongly object to all of these ill thought out proposals on the following grounds:-

1. They are a complete waste of precious local resources/funding that would be better employed filling in potholes and keeping local roads in proper repair. They are now in the worst state we've experienced in over 40 years living in the Harrogate area.
2. They would significantly worsen the already unacceptable traffic congestion in the Woodlands/Oatlands areas particularly compounded by the proposed 20 mph zone on Oatlands Drive that has been comprehensively shown in other areas, such as Wales and London, to be abject failures in allowing people to enjoy acceptable mobility that is already seriously compromised, especially during rush hour.
3. There are currently more than adequate pelican crossings at strategic points on Wetherby Road and Oatlands Drive and these principal arterial roads don't need additional ones clogging up residents and commuters ease of travel even more.
4. The Stray is a historic and much loved local amenity for all residents which will be degraded and diminished by these misguided and time wasting proposals in encroaching on its environs with unnecessary and unaffordable eyesore developments.

Should these proposals be mistakenly given the green light they will prove to be a hugely damaging and irreversible step once completed.

Initial equality impact assessment screening form

<p>Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>	
<p>Directorate</p>	<p>Environment</p>
<p>Service area</p>	<p>Area 6 Highways Office</p>
<p>Proposal being screened</p>	<p>Oatlands Drive and Wetherby Road Crossing Upgrades</p>
<p>Officer(s) carrying out screening</p>	<p>Jasmin Gibson</p>
<p>What are you proposing to do?</p>	<p>Provide improved crossing points at the junction of Slingsby Walk and Oatlands Drive/Wetherby Road. On Oatlands Drive this will be an uncontrolled crossing with separate zones for those walking and wheeling or cycling. On Wetherby Road this will be a controlled (signalised crossing).</p>
<p>Why are you proposing this? What are the desired outcomes?</p>	<p>There has been demand from local road safety campaigners, schools and stakeholder groups to improve the crossings. The improvements will increase road safety for pedestrians, cyclists and those with sight or mobility impairments as the crossings will be more visible and feature improvements to the tactile paving. The signalised crossing on Wetherby Road will markedly improve road safety for vulnerable users and those walking, wheeling or cycling. It is hoped that once implemented the crossing points will encourage more residents to walk and cycle and also contribute towards numerous council climate change and active travel priorities.</p>
<p>Does the proposal involve a significant commitment or removal of resources? Please give details.</p>	<p>The costs for the civil engineering works associated with the crossings are set out below: Oatlands Drive – approx. £75000 Wetherby Road – approx..£75000 There are also costs associated with the design, on site supervision, consultation and traffic regulation orders to a total of approximately £50,000 combined.</p>
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>	

APPENDIX M

Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No, the proposals will however improve the current situation for those with vision impairments, mobility issues or other disabilities, along with children walking/cycling to school and older/more infirm individuals.		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	No adverse equalities impacts identified, positive impacts anticipated for all types of local residents.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	03/10/2024		

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Oatlands Drive and Wetherby Road Crossing Upgrades
Brief description of proposal	Installation of an uncontrolled Tiger crossing on Oatlands Drive and a signal-controlled crossing on Wetherby Road, Harrogate. Whilst the proposal requires that a small area of grass/mud is surfaced with asphalt, NYC will be dedicating a larger area of land to the Duchy so there is no net ecological loss.
Directorate	Environment
Service area	Area 6 Highways Office
Lead officer	Jasmin Gibson
Names and roles of other people involved in carrying out the impact assessment	Jos Holmes - Climate Change Strategy Manager

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

APPENDIX N

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	Decreases emissions	Decreases emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	Decreases pollution	Decreases pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	Yes	Continue to full CCIA:	
Reason for decision	The decision relates purely to the procurement of Civil Engineering works and has no impact on environmental factors. However the works will ultimately have a positive impact in terms of Climate change since once delivered they will improve safety for walking, cycling and active travel modes, prioritising these users over vehicular traffic.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	03/10/2024			