

MANOR SCHOOL RELOCATION HIGHWAY WORKS  
 RESIDENT COMMENTS FROM PUBLIC MEETING 10<sup>TH</sup> JUNE 2008

Resident Comment	CYC Comment/Action
<p>Due to proposed changes to the Route No. 10 bus the drop off point for Low Poppleton Lane would be a considerable distance to walk. Need a bus stop closer to Low Poppleton Lane</p>	<p>In order to ensure that the outbound lane functions unhindered the outbound bus stop on Boroughbridge Road adjacent to Beckfield Lane could be relocated. In order to maintain this facility for residents wishing to use the Harrogate/No. 10 services it is proposed to relocate the stop to the area of the pedestrian crossing at the existing Manor School entrance.</p>
<p>Comment received from a local business regarding the proximity of the raised crossing point on Low Poppleton Lane. The users are concerned that the level of vehicular usage of the entrance would pose a risk to users of the crossing.</p>	<p>The crossing is proposed to be relocated further towards the A59. In moving the crossing this should provide a clear space for vehicles using the adjacent business to interact safely with the crossing point. It is not possible to relocate the crossing point closer to the rising bollard as it would compromise the bus waiting area. Visibility of people using the crossing would be compromised should a bus be waiting in Low Poppleton Lane while another uses the gate from Millfield Lane, resulting in a safety risk to pedestrians.</p>
<p>Residents of Low Poppleton Lane commented on the existing issue of surface water run-off entering their properties from the adopted highway due to relative levels of the houses to the footway/ highway. They were concerned that further increasing the width of the footway and removing verge on the opposite side of the carriageway would increase the problem</p>	<p>This issue is more one of detailed design and this issue will be looked at in final preparation of the scheme. As the footway adjacent to the properties will have to be resurfaced it would be an ideal time to install some further preventative measures to eradicate the problem.</p>

Properties directly adjacent to the inbound lane on Boroughbridge Road could potentially have problems accessing their properties due to queuing traffic.	In order to minimise the land take and potential problems for local residents officers are looking into the extent of the road widening. The potential to widen the road on the opposite side of the carriageway is also being explored.
Residents of Beckfield Lane feel they have been misled about cycle path proposals through the planning process, and feel the cyclists should be on the road.	Where possible the council prefer to provide off road facilities to aid the journey of younger road users. The proposal was put forward as part of the planning process and has been agreed as a condition of the granted approval.
Residents raised concerns over the existing traffic congestion and stated that the need to improve the A59 roundabout should be a priority for the council.	The council are in the process of preparing proposals for upgrading the roundabout and the construction of a Park & Ride scheme, both of which would help to ease congestion on Boroughbridge Road. It is envisaged that these two proposals will be realised within a three year timescale
Residents of Millfield Lane commented on the safe operation of the bus stop on Millfield Lane on the inbound side.	Officers have considered several options for location of this bus stop. It is the view of officers that the proposed location of the bus stop provides the safest crossing point for children using the public bus service.
Residents of Millfield Lane raised concerns over noise/vibration linked to traffic calming on Millfield Lane	As part of the design process the speed table would be constructed with 'S' shaped ramps in order to minimise any impact forces generated by vehicles using the speed tables.
Residents raised concerns regarding the failure of the level crossing barriers which could results in them being land locked by the barrier and rising bollard.	As part of the design brief for the rising bollard the suppliers have been asked to provide some form of remote access which would allow residents to contact the Council's 24hr contact centre who would in turn be able to automatically lower the bollard.

<p>A larger roundabout instead of traffic lights would be more beneficial to traffic flow</p>	<p>The installation of a large roundabout would do little for the safe passage of pedestrians/ cyclists at the junction. In order to facilitate adequate crossing points for children who will now use the junction as a result of the school relocation it is the view of officers that a traffic signal junction would be a far superior option.</p>
<p>Move the Low Poppleton Lane access away from the junction to create a staggered junction.</p>	<p>The relocation would reduce the efficiency of the traffic signals. The cost of creating an additional road in private land would be prohibitive. Therefore on a cost benefit basis the proposal could not be progressed.</p>
<p>Safety concerns over cycle path going across Vila Court access on Millfield Lane. Currently poor visibility exists across the entrance and cyclist don't slow down.</p>	<p>Additional signage/ road markings would be installed to alert cyclists of the access.</p>
<p>Against the rising bollard proposals, and Low Poppleton Lane should be reopened to alleviate traffic congestion in the area.</p>	<p>Opening the restriction is likely to lead to significant traffic flows in low Poppleton Lane and encourage large vehicles to cut through residential areas to access the industrial estate. EMAP have already considered objections to the TRO for this proposal and agreed it to be implemented.</p>
<p>Residents raised concerns over the number of vehicles using Low Poppleton Lane as a result of incorrect information on satellite navigation systems.</p>	<p>The officers have completed online forms for both 'TomTom' and Garmin who are the two major players in the UK satellite navigation industry. After speaking to both companies the changes should start to be rolled out to new and existing clients within approximately three months. Over time this change should help ease the problem but will require existing users to update their existing maps which is outside the influence of the Council. In addition to this the Network Management team are preparing proposals to improved signage to ensure drivers are made aware that it is a 'no through road' before they enter it.</p>

Low Poppleton Lane needs to be resurfaced in order to cope with buses	Low Poppleton Lane carriageway is generally in a good condition and will be monitored as part of the Council's annual resurfacing and reconstruction programme. At this moment in time it is felt unnecessary to carry out any reconstruction works to Low Poppleton Lane
Consultation materials criticised for minor inconsistency relating to Low Poppleton Lane.	Minor amendments to the consultation plan Key have been carried out.
Query received whether double decker buses would be able to use the underpass at the B1237 to access Poppleton.	Network management have confirmed that adequate clearance exists for this manoeuvre.
Concerns raised over costs	The majority of the works are being paid for by the school in order to facilitate safe movement of its pupils. The costs of the traffic signal junction are part of a wider commitment by the council to improve traffic flow within the area. As a result of the investment a considerable benefit for residents and visitors to the city would be evident and as such the scheme is viewed as acceptable on a cost/ benefit basis.
Scepticism over whether CYC take the consultation process seriously.	As a direct result of the feedback received amended proposals have been developed for Member consideration.
Residents felt that there was no need to widen the footway on the residential side of Low Poppleton Lane	As part of the planning consent the widening is required to provide an adequate facility for the increased pedestrian movements expected when the school relocates.
Residents are opposed to losing the grass verge on Low Poppleton Lane due to flooding concerns.	It is unlikely that removal of the verge would significantly increase drainage run-off. Steps will be taken address the existing drainage issue in this area as previously noted.

<p>Concerns raised over the potential for cyclists to use the footway on the residential side of Low Poppleton Lane</p>	<p>Cyclists will have high quality facilities provided on the opposite side of the road and are expected to find this more attractive to use because of its links to the cycle facilities at the new signals and down Beckfield Lane. Should cyclists choose to use this footway it would be viewed as a problem for the school or police to deal with and as such is outside the scope of any design.</p>
<p>Residents requested a 'yellow box marking' to ensure they can exit from Low Poppleton Lane</p>	<p>At this moment in time the installation of such a marking is not preferred but the situation will be monitored once the junction is in operation.</p>
<p>Existing Millfield Lane roundabout on A1237 needs a 'yellow box marking' or signals to ensure vehicles can exit Millfield Lane without being blocked by queuing traffic.</p>	<p>Network management have already received the same complaint and are in the process of installing 'KEEP CLEAR' markings at the location.</p>
<p>The hedge on Millfield Lane adjacent to the proposed inbound bus bay is protected and must not be removed or lowered</p>	<p>Sufficient space exists to the rear of the existing kerb to install a bus bay and shelter without having to compromise the hedgerow.</p>
<p>A 'jug handle' exit lane for cyclists travelling north on Beckfield Lane is needed for those cyclists who have been unable to move safely across to access the off-road facilities on the east side of the road before reaching the junction in order to allow cyclists to use the signalised crossing.</p>	<p>This is considered a good idea and will be included as part of the final design.</p>