

Summary of consultation responses from residents:

	Comments	Officer response
1	Speed cushions generally ineffective to all but small cars & vans. Would prefer a series of full width tables. Inbound bus stop would be better located further north to prevent difficulties at the Grosvenor Road junction	See main report
2	Fully support scheme New location for outbound bus stop is excessive as the next nearest stops are close by. VAS could be effective close to the Barracks & back of school.	See main report Any potential new sites for the VAS would need speed readings to check for eligibility, however, the site near the former barracks is due to be traffic calmed as part of planning permission for the new development which would need to be taken into account.
3	Would be simpler and more effective to just replace the cushions. Should have used the letter drop to ask residents to cut back their boundary hedges hence improving footway space.	See main report Very few boundary hedges / other vegetation so wouldn't improve whole length.
4	Strongly support scheme. Would like to see speed cameras also. BSL inappropriate route for existing traffic levels, existing TC ineffective, speeding vehicles passing close to kerb, difficulty of crossing near the Burton Stone PH. Strongly opposed to BSL being used as a diversion route. Objects to "speeds being borderline for enforcement" and "no accidents" comments. Whole length should be 20mph.	There are currently no fixed speed camera sites in North Yorkshire, but North Yorkshire Police operate mobile vans which target the worst sites in terms of speeding and numbers of road traffic casualties. Residents were offered and took up the Community Speedwatch campaign when Burton Stone Lane last went through the speed management process. Burton Stone Lane is a distributor road considered suitable for a diversion route. Accident data used by the Council originates from Police records of reported accidents where some form of medical attention was sought after the collision. It is accepted that

		<p>there may have been damage only accidents, and underreporting of minor injuries is also assumed. However, Police data is used as this is considered the most reliable in terms of detail and allows the Council to objectively compare sites and target those with the worst casualty history from Capital funding.</p>
5	<p>Considers speeding claim to have been underestimated, taking into account results of speedwatch campaign. Would welcome enforcement. Obtrusive traffic noise and accounts of pedestrian accidents. Speed camera requested, but if not possible support proposal.</p>	<p>See main report. See above re speed cameras.</p>
6	<p>Agrees that traffic needs to be calmed but concerned about standing traffic and air pollution. The relocation of the bus stop is to a location with too narrow footway. Narrowed section should be moved or removed as it will result in standing traffic. Would prefer either a replacement of the speed cushions or a series of speed tables.</p>	<p>See main report.</p>
7	<p>Fully support. VAS could be usefully deployed outside Barracks. New location for outbound bus stop is excessive as the next nearest stops are close by.</p>	<p>See main report See above for relocation of VAS.</p>
8	<p>Could the inbound bus stop be located nearer the doctors surgery instead (alongside car parks) as there could be issues being close to Grosvenor Road junction. Does not agree with speeding perception comments – the Community Speedwatch findings should be referenced in the report. Also personal experience of speeds and VAS is always activating. Considering triple glazing to counteract noise from vehicles. Is also experiencing vibration from HGVs, concerned about structural effect.</p>	<p>See main report.</p>

	Support traffic calming proposals.	
9	<p>Avoid disturbing Virgin Media covers as they have come loose and caused noise in the past.</p> <p>Bus stops not frequently used so no need to move them.</p> <p>Loading, unloading and tradesmen need to be considered.</p> <p>Disagree with speeding assessment.</p> <p>Enforcement of the 20mph speed limit would be the cheapest option.</p> <p>All iron works should be covered with a high friction surface, particularly at A19 junction where there was an accident recently.</p>	<p>Appropriate care will be taken around services. Any worn and slippery covers will be replaced.</p> <p>Although agree the bus stops are not frequently used, a stopped bus would still be a safety concerns midway between the priority narrowings.</p> <p>See main report.</p>
10	<p>Queuing / accelerating traffic will increase noise and pollution.</p> <p>New outbound bus stop not necessary given the distances to nearby bus stops. Would also increase noise and pollution & make using adjacent driveways difficult.</p> <p>Would prefer a series of full width tables.</p>	See main report.
11	<p>Won't the PNs be most effective when busy & have least effect when quiet when most of the speeding takes place?</p> <p>Suffers from noise / vibration from existing triple cushions – could we relocate them slightly north? Or could there be a pair of PN to the north and a mini-roundabout at the Grosvenor Rd junction to make them superfluous?</p>	<p>The change from triple asphalt to double rubber cushions should reduce any noise and vibration as vehicles would be able to align better and the rubber has more give softening the impact of vehicles over-running it.</p> <p>Unfortunately it would only be possible to relocate the speed cushions slightly further north if a gully was to be relocated adding cost to the scheme.</p> <p>The ward committee has provided funding to consider measures for Burton Stone Lane from the A19 junction to around Grosvenor Road.</p> <p>Details of requests to extend the scheme will be forwarded for their consideration.</p>
12	Support the scheme.	
13	<p>Concerned about relocated bus stops as footways narrow, drainage issues here & idling buses would be in front of residential properties. Suggested that bus stops would be more beneficial outside bingo hall car parks.</p>	
14	Fully support the scheme.	See main report.

	<p>Disagree with speeding assessment as Council speeds were recorded in lockdown. Concerned about relocated bus stops as footways narrow and drainage issues. Incidents of pedestrians being clipped by bus/van wing mirrors. Clear visibility on BSL so hopes speed cushions will slow vehicles if no need to give way.</p>	
15	<p>BSL should be considered in its entirety and parallel streets which may be used as rat runs to avoid the area. Some drive because they do not feel safe on narrow roads such as this (detrimental to health, environment etc). Active travel improvements should be considered for whole length – better crossing points, better quality footways, lighting improvements, parking review, more priority for vulnerable road users etc. VAS always going off. Speed cushions force cyclist to adjust their position, drivers do not need to so can be a conflict point. Cyclists may prefer to use central gap but drivers do not anticipate this. Trike / ECargo bike riders at risk of toppling.</p>	<p>The ward committee has provided funding to consider measures for Burton Stone Lane from the A19 junction to around Grosvenor Road. Details of requests for other measures will be forwarded for their consideration.</p>