

Oatlands Active Travel Study

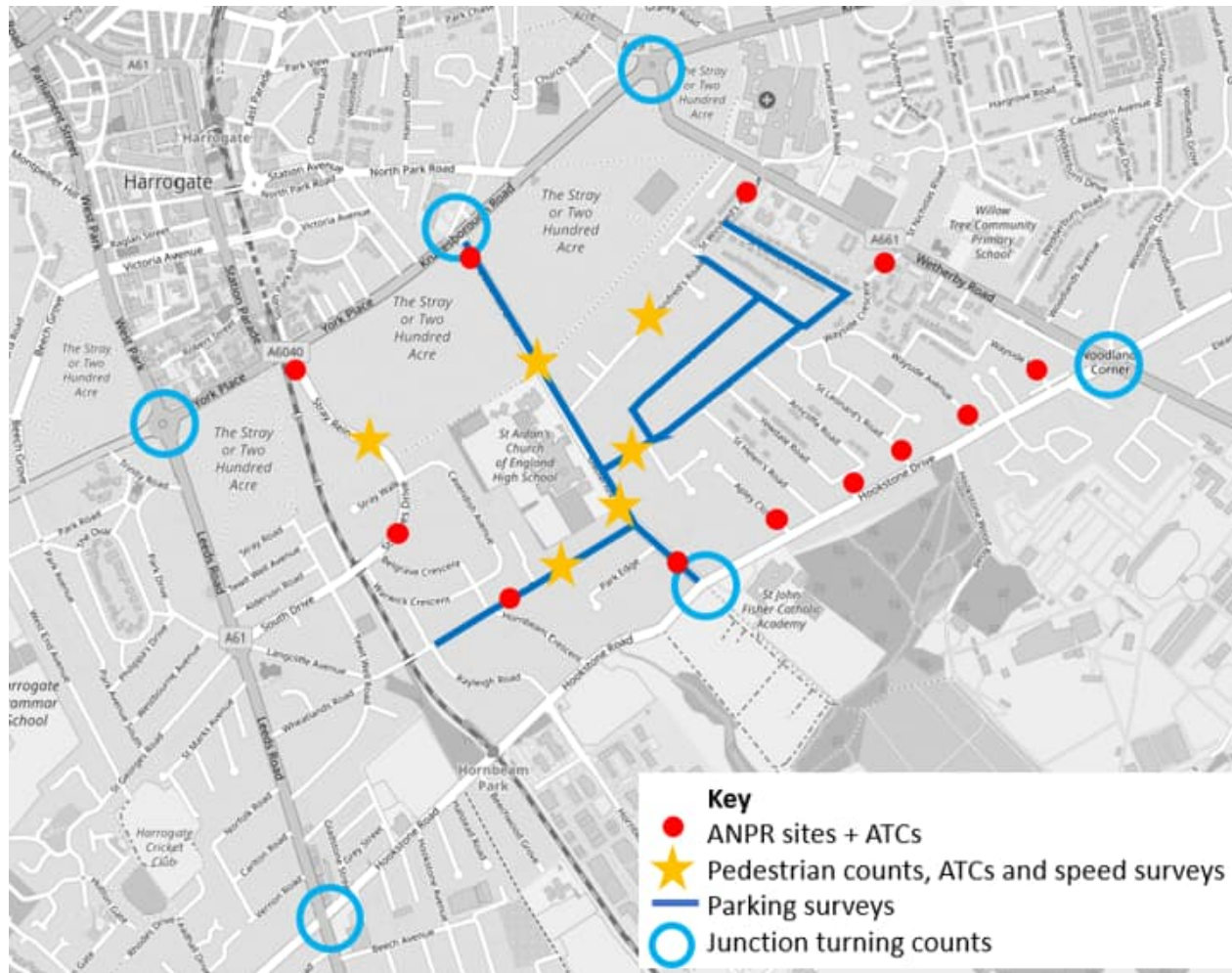
Overview of findings and options

DRAFT FOR
DISCUSSION



Traffic surveys

Traffic surveys



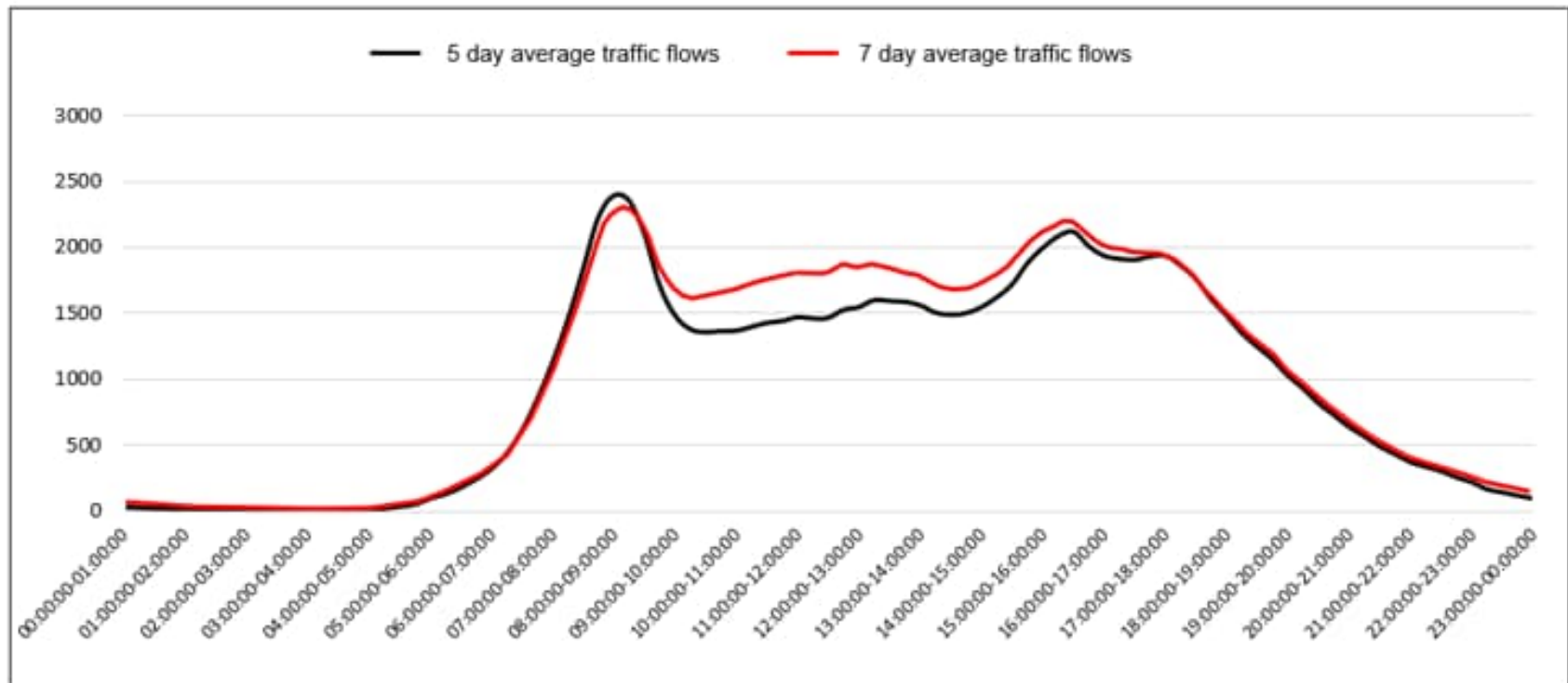
In Spring 2022 we carried out

- ANPR surveys to understand vehicle volumes and origin-destination flows
- Speed surveys
- Pedestrian and cycle counts
- Parking surveys

Survey results

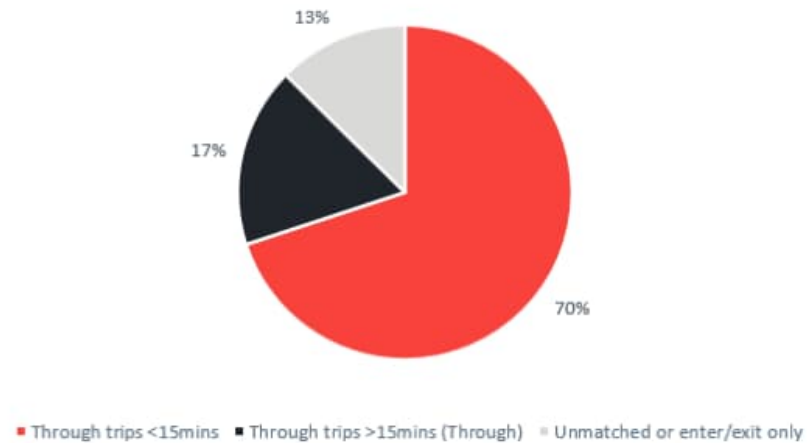
Traffic volumes in the study area throughout the day.

On Oatlands Drive itself the average weekday vehicle flow is 8841, with typical peak hour flows between 700 and 900 vehicles per hour.

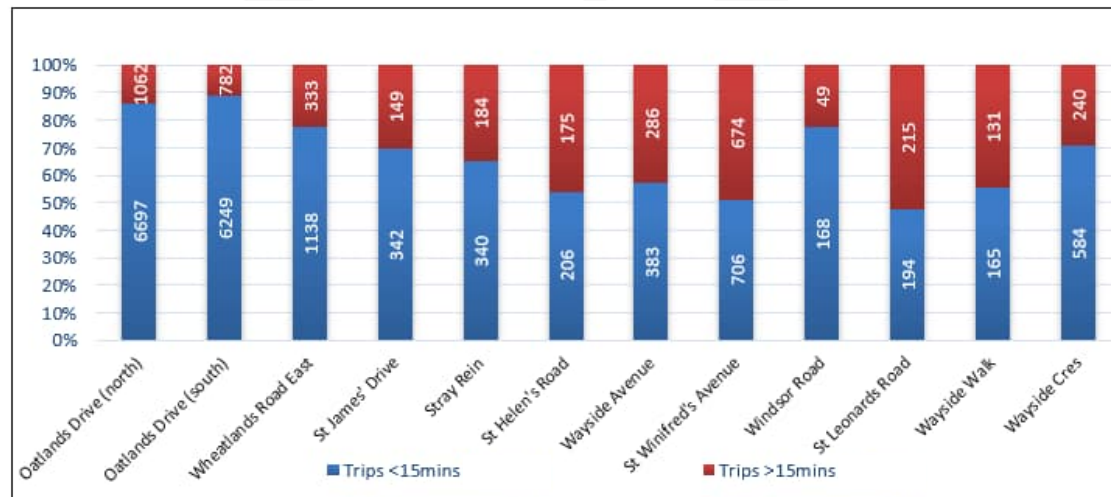


Survey results

Through trips ('rat-running') versus people who remain in the area for <15 minutes



At least 70% of trips in the Oatlands area are through trips (<15 minutes).

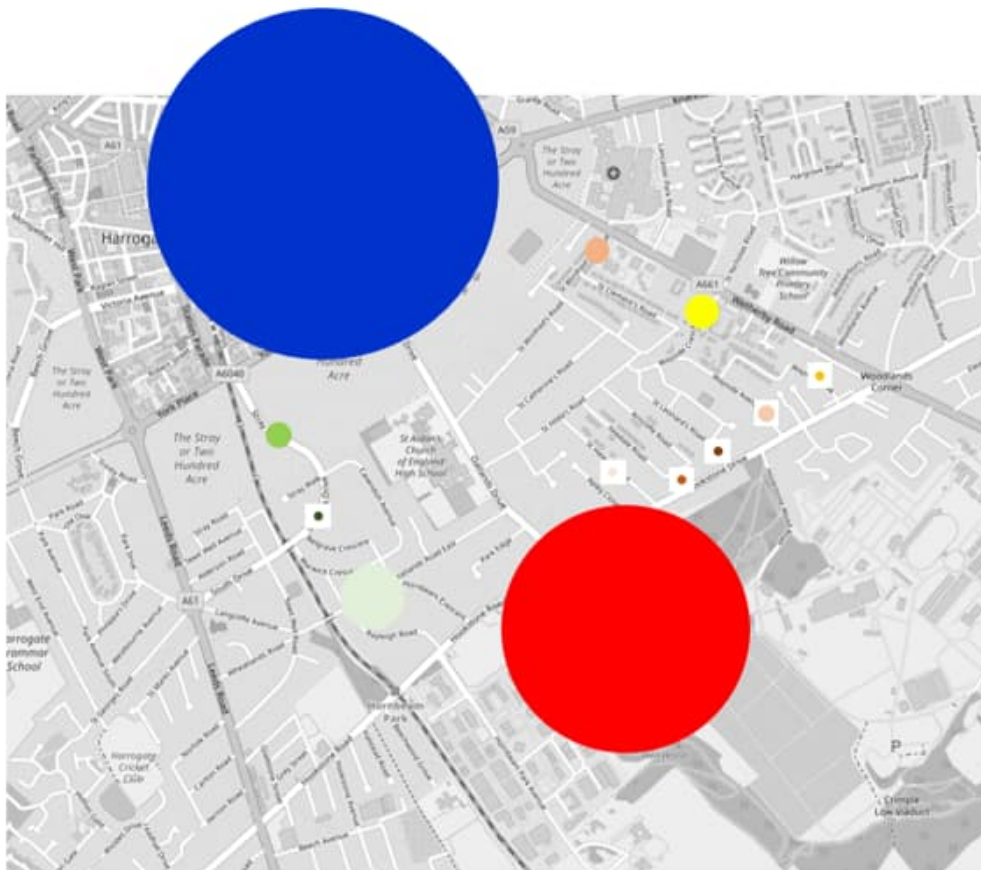


The gates with the most through-trips are

- Oatlands Drive (north and south) (6000+ trips)
- Wheatlands Road East (1138 trips)
- St Winifred's Avenue (706 trips)
- Wayside Crescent (584 trips)

Survey results

Origins and destinations



Most trips enter the Oatlands area via Oatlands Drive (though a significant number also enter from Wheatlands Road East).

Trips up and down Oatlands Drive dominate at all times of day. During the AM peak north to south trips dominate; at other times of the day this trend is less prominent and by the PM peak there are equal numbers of north to south and south to north trips.

Survey results

Origins and destinations

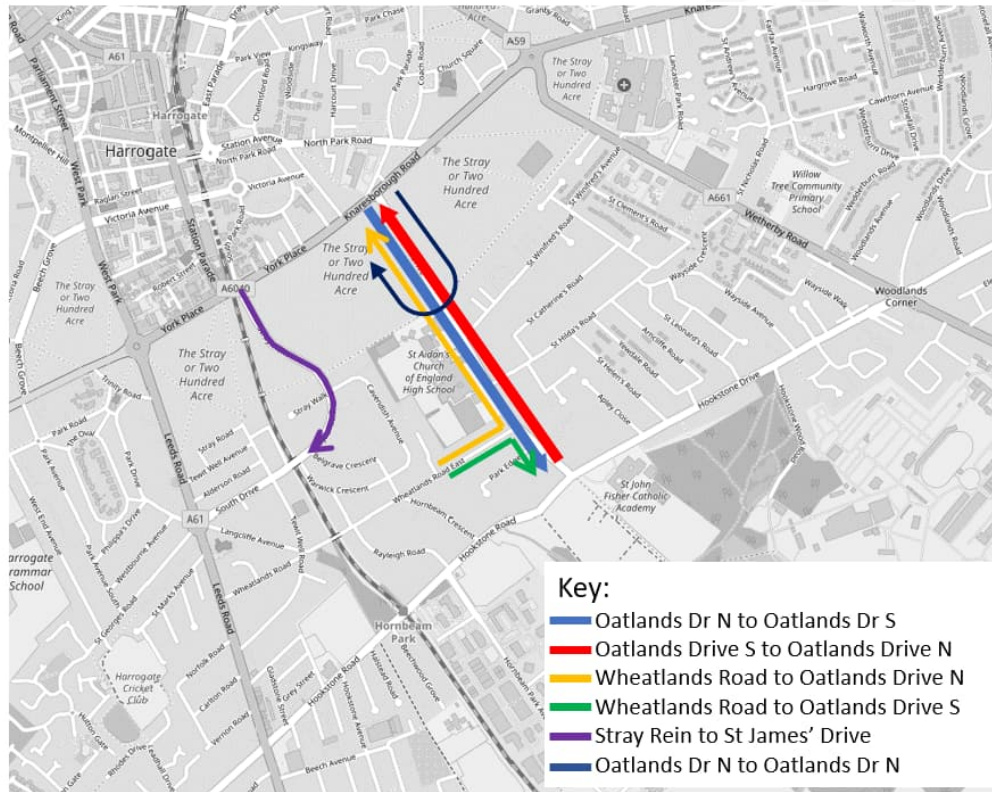


Diagram showing the 6 most common Origin-Destination movements throughout the day (not to scale).

Survey results

Vehicle speeds (85th percentile)

The 85th percentile speed is defined as, “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.” Another way to consider this is the speed at which only 15% of traffic violate on average.

	Location	Shown on the map	Posted Speed	24 Hrs	AM peak – 07:00 – 10:00	Interpeak – 10:00 – 15:00	School run – 15:00 – 17:00	PM peak – 17:00 – 20.00
ANPR boundary sites	Oatlands Drive (north)	1	30	34.4	32.9	33.7	32.4	32.9
	Oatlands Drive (south)	2	30	30.3	28.2	28.3	27.7	30.2
	Wheatlands Road East	3	30	21.6	20.6	20	19.5	20.4
	St James' Drive	4	30	17.7	18.6	16.9	16.9	17.7
	Stray Rein	5	30	22.1	23.5	23.1	23.2	22.1
	St Helen's Road	6	30	22.5	22.5	22.6	22.2	22.5
	Wayside Avenue	7	30	27.1	27.3	26.4	26.7	27.9
	St Winifred's Avenue	8	30	19.1	17.7	18.7	18.6	19.6
	Windsor Road	9	30	23.7	22.1	23.8	24.7	24.6
	St Leonards Road	10	30	19.3	19.4	19.3	19.1	19.3
	Wayside Walk	11	30	21.8	21.5	20.6	21.6	23.1
	Wayside Cres	12	30	21.4	21.6	21.2	20.8	21.6
Internal sites	St. James Drive, Stray Rein	13	30	25.1	26.4	24.8	24.5	24.7
	Oatlands Drive at Slingsby Walk	14	30	33.5	32.9	34	32.6	34.3
	St Winifred's Road	15	30	22	22.4	21.6	21.8	22.3
	St. Hilda's Road	16	30	20.9	20.5	21.1	20.5	21.3
	Oatlands Drive south of St Aidan's school	17	30	34.9	34	35.3	33.8	36.5
	Wheatlands Road East	18	30	27.3	27.1	26.8	27.8	28.7

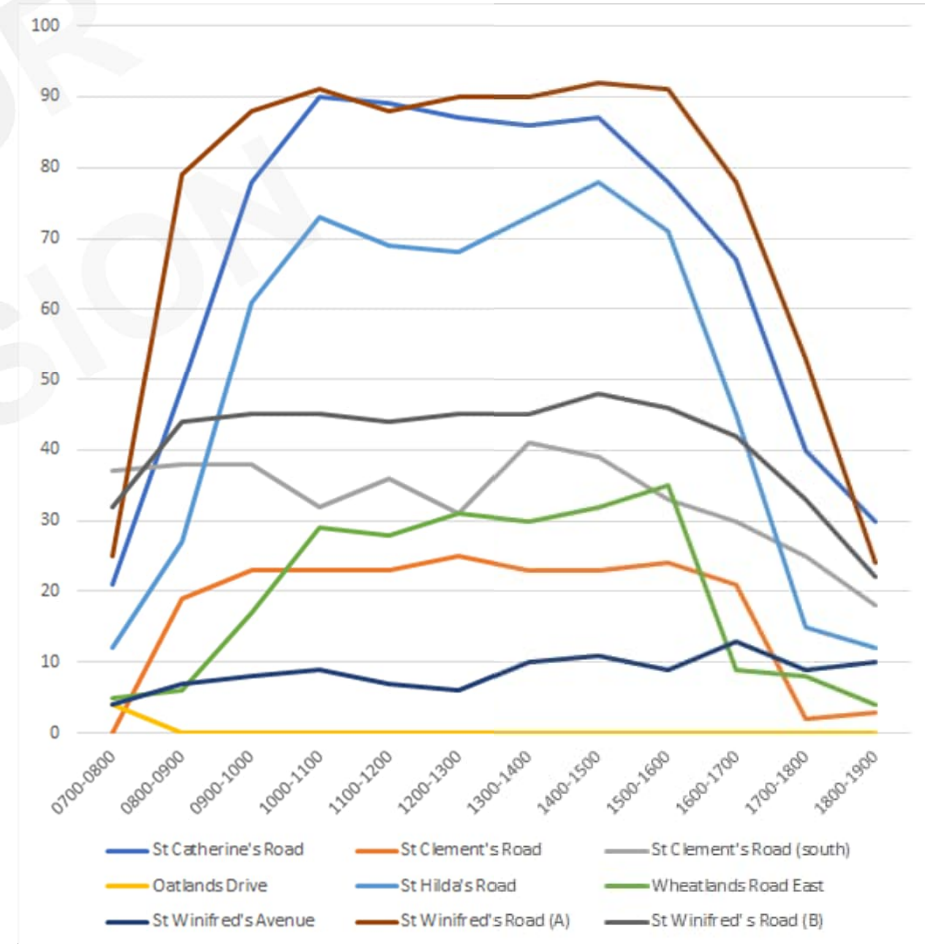
Survey results

Parking surveys

Location/ Street	PARKING SPACES	12 Hrs, 0700 to 1900	AM peak – 07:00 – 10:00	Inter-peak – 10:00 – 15:00	School run – 15:00 – 17:00	PM peak – 17:00 – 19.00
St Catherine's Road	148	45%	33%	59%	49%	24%
St Clement's Road	91	19%	15%	26%	25%	3%
St Clement's Road (south)	100	33%	38%	36%	32%	22%
Oatlands Drive	331	0%	0%	0%	0%	0%
St Hilda's Road	147	34%	23%	49%	39%	9%
Wheatlands Road East	168	12%	6%	18%	13%	4%
St Winifred's Avenue	72	12%	9%	12%	15%	13%
St Winifred's Road (A)	142	52%	45%	64%	60%	27%
St Winifred's Road (B)	78	52%	52%	58%	56%	35%

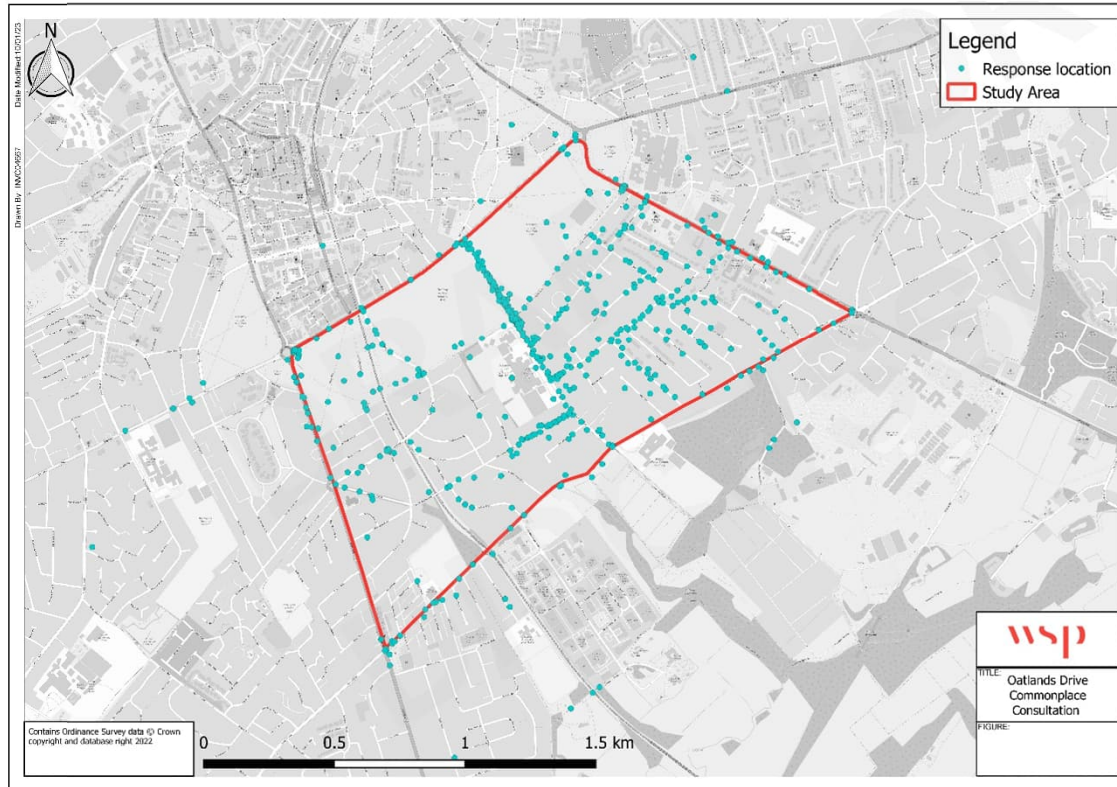
Heaviest parking is on St Winifred's Road and St Hilda's Road during the interpeak period (these are roads with the least parking restrictions).

Most roads see a big increase in parking at 8-9am and a drop off at 5pm suggesting this is not local parking.



Public engagement

Commonplace engagement



Location of comments placed on the map

The consultation **was** run using the Commonplace online platform **and** was open for four weeks from the 24th October to the 22nd November 2022.

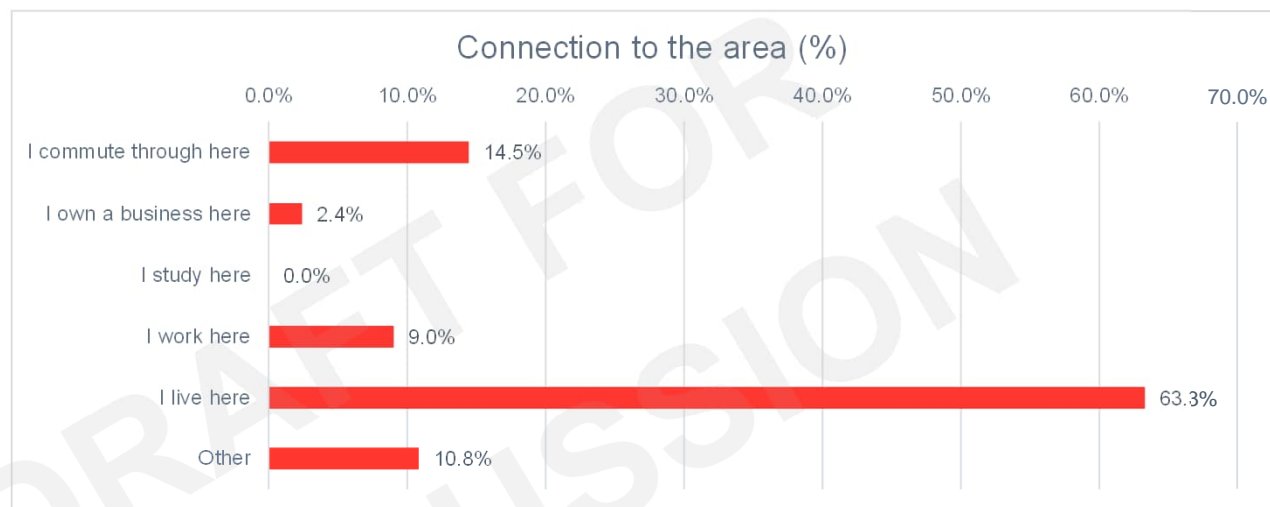
Every time **someone** placed a comment on the map they were asked the **following** questions:

- What is your **connection** to this location?
- How does it **make** you feel?
- What do you **wish** to tell us about this location?
- How could we make this location better?
- Do you think **you** might walk or cycle more if it was easier and safer?

There were additional follow-up demographic questions.

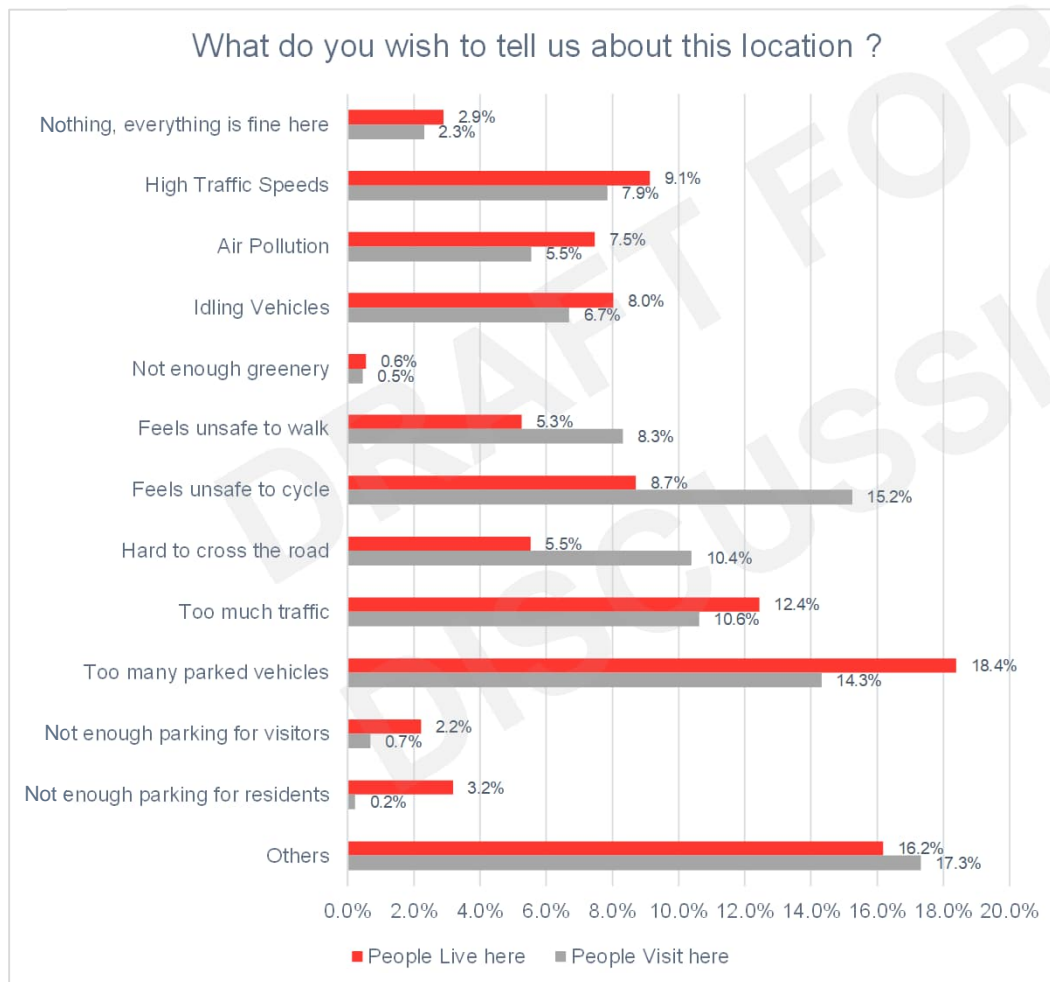
There were 285 confirmed respondents, who made 383 comments on **roads** within the study area.

Respondents



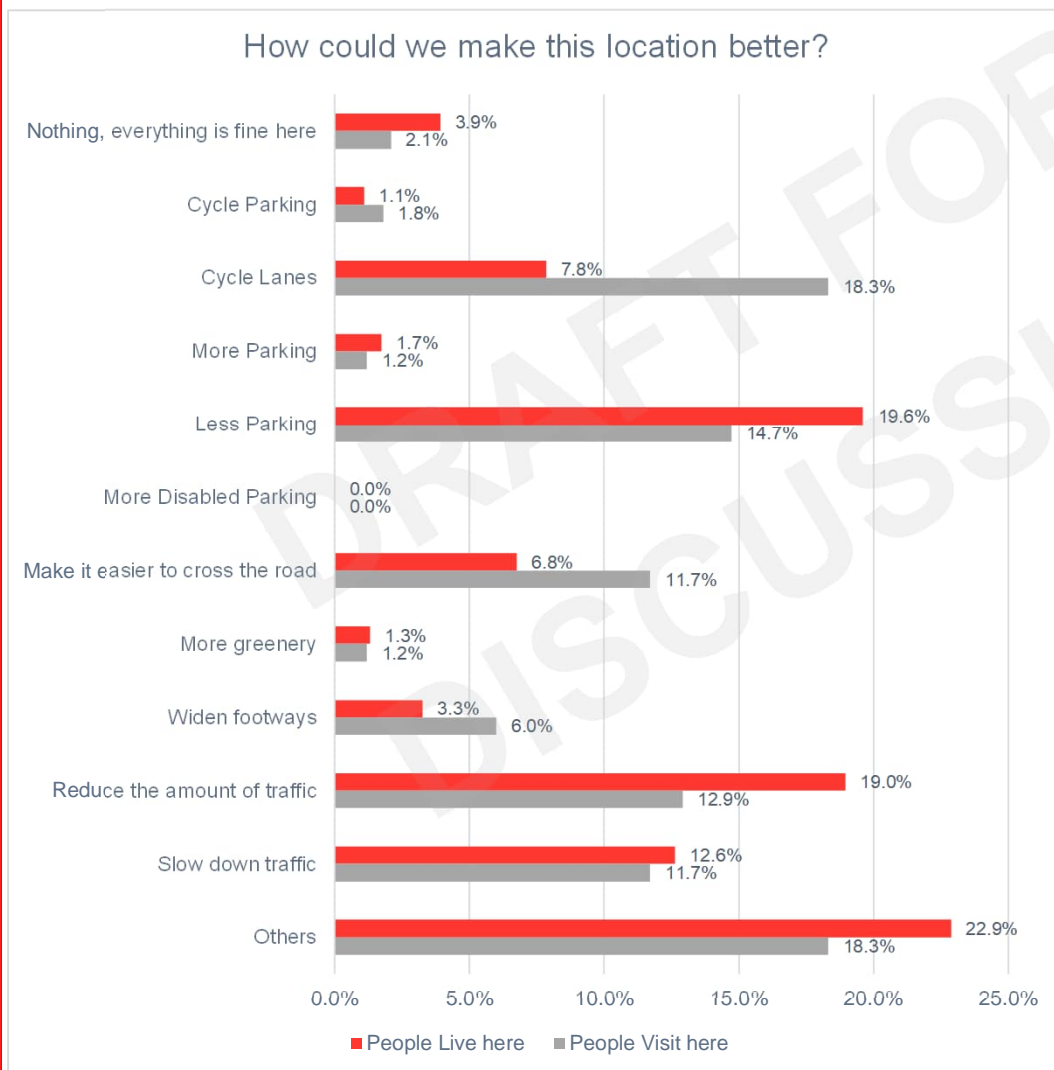
- Around two thirds of people responding to the consultation lived within the Oatlands area
- Around one third of people work, own a business, pass through or otherwise visit the area
- Younger people were under-represented in the responses with <1% of respondents under the age of 24 despite the presence of several schools in the area.
- Respondent ethnicity appears to match the local area, however more men responded than women. We believe this was a result of an issue with the Commonplace site which concealed the question about gender unless people ticked a box saying they were willing to share sensitive data.
- Most of the people who commented on the map were unhappy with the existing situation, and wanted change. This was apparent in both the responses chosen for the closed questions, and the more detailed comments people provided. People who visit or travel through Oatlands were most likely to be unhappy with the existing situation, with 71% saying they felt unhappy or dissatisfied with the existing situation, but 51% of residents also felt this way.

Key issues

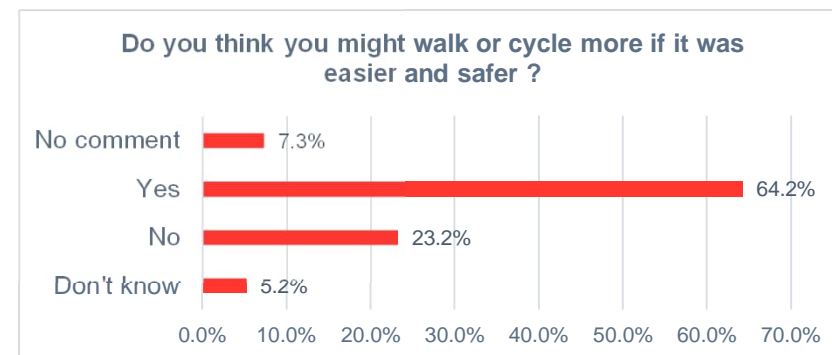


- When looked at overall, there was no clear consensus about what elements of the existing situation form the biggest problem,
- Too many parked vehicles was the most chosen of **the closed-response** options (appearing in **16.5%** of comments), and residents in particular were concerned about this
- People felt that too much traffic, high traffic speeds, unsafe conditions for cycling, unsafe conditions for **walking**, air pollution, idling vehicles and **difficulty** in crossing the road were all problems.
- Many of these issues are clearly linked, and stem from high volumes of motor traffic passing through the Oatlands area

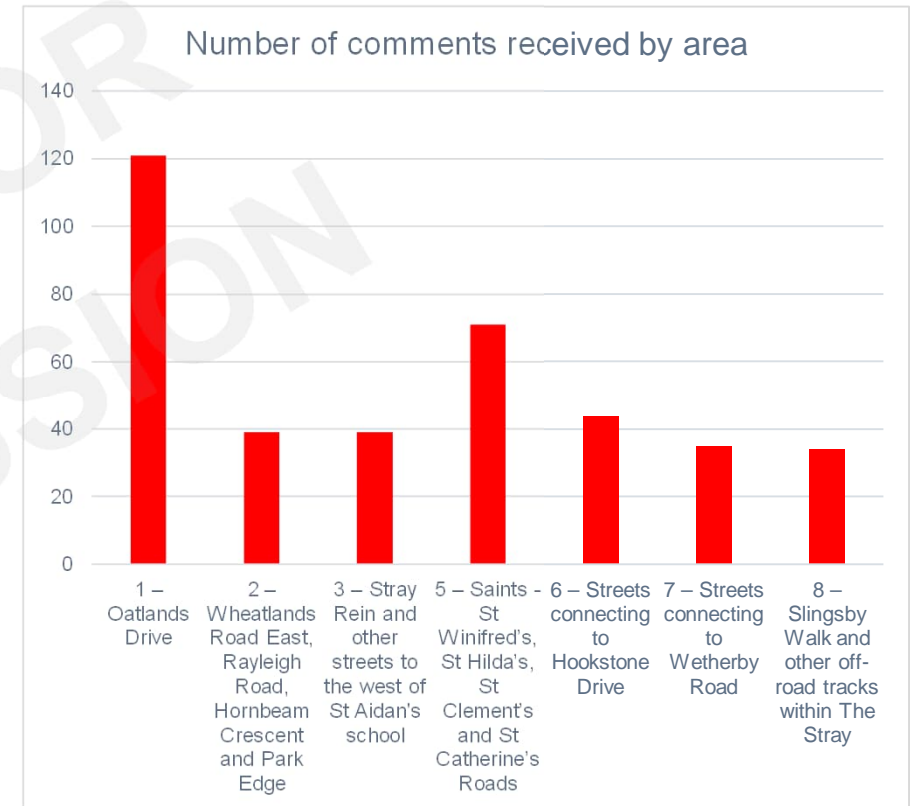
What solutions are supported?



- When it came to identifying solutions there was somewhat more consensus; less parking (17%) and reduced traffic volumes (16.3%) were the two most chosen options, with cycle lanes, slower traffic and easier ways to cross the road also strongly supported.
- In general there is clear support for measures that will reduce the volume of traffic and the negative impacts it has on road safety for pedestrians and cyclists.
- A clear majority of 64.2% of people felt they would be more likely to take up active travel more often if it was easier or safer.
























Street by street analysis



- We received the most comments about Oatlands Drive itself, followed by the Saints area (for analysis purposes this consisted of St Winifred's, St Hilda's, St Catherine's and St Ronan's Roads).

Key issues at different locations

1 – Oatlands Drive				<ul style="list-style-type: none"> - Feels unsafe to cycle - Too many parked vehicles - High vehicle speeds
2 – Wheatlands Road East, Rayleigh Road, Hornbeam Crescent and Park Edge				<ul style="list-style-type: none"> - Too many parked vehicles - Idling vehicles - Too much traffic
3 – Stray Rein and other streets to the west of St Aidan's School				<ul style="list-style-type: none"> - Too many parked vehicles - Feels unsafe to cycle - Feels unsafe to walk
4 – Saints - St Winifred's, St Hilda's, St Ronan's and St Catherine's Roads				<ul style="list-style-type: none"> - Too many parked vehicles - Too much traffic - Feels unsafe to cycle
5 – Streets connecting to Hookstone Drive				<ul style="list-style-type: none"> - Too many parked vehicles - Too much traffic - High vehicle speeds
6 – Streets connecting to Wetherby Road				<ul style="list-style-type: none"> - Too many parked vehicles - Too much traffic - Feels unsafe to walk
7 – Slingsby Walk and other off-road tracks within The Stray				<ul style="list-style-type: none"> - Feels unsafe to cycle - Feels unsafe to walk - Hard to cross the road

- Concern about too much parking and high traffic volumes were apparent everywhere
- Concern about cycle safety was particularly acute on Oatlands Drive and in the Saints area, while concern about speeding vehicles was highest on Oatlands Drive and in the streets connecting to Hookstone Drive.

Site visit



Parking and traffic on Wheatlands Road East



Footway parking in the Saints area



High pedestrian flows around St Aidan's School



Queueing on Hookstone Drive

Summary of key issues

In the absence of a continuation to the Slingsby Walk path cyclists use designated footways creating conflict with pedestrians on paths in The Stray

Public concern about high volumes of parking, high traffic volumes and vehicle speeds on Wheatlands Road is supported by evidence. This is the most-used through-route after Oatlands Drive.

Residents feel that staff and pupils at St Aidan's contribute to traffic and parking issues.

Data shows there is a lot of daytime visitor parking in the area (especially on Wheatlands Road and in the Saints area). Site visit suggests school run traffic likely to be a big contributor to this.

Public concern about high volumes of visitor parking is supported by evidence.

Feedback shows concern about road safety impacts of parking and high traffic volumes (restricted road and footway space, poor visibility etc)

Survey respondents feel much of this parking is generated by Harrogate Hospital.

Queuing traffic on all perimeter roads at peak times



Context and Options

Oatlands in the context of planned network

Traffic filters proposed
to Hornbeam Park



wsp Segregated cycle lanes on Oatlands Drive?

- Observations during the site visit suggests there may be space to deliver with-flow segregation on Oatlands Drive
- However, this would require the use of approximately 175m of Stray land (0.5m either side + existing advisory lane space)
- To confirm this we would need to do
 - Topographical survey
 - Land registry searches to confirm property lines
 - Gauge willingness of council / local MP to use 175msq of Stray land
 - Locate replacement 175msq Stray land



wsp Making existing roads one-way?

- Included in original proposals
- Provides space to introduce cycle lanes on Oatlands Drive without requiring Stray land
- Not supported by residents during consultation
- Some concern potentially related to traffic displacement onto residential roads? Potential to mitigate concern if supported by additional measures (parking restrictions, modal filters)



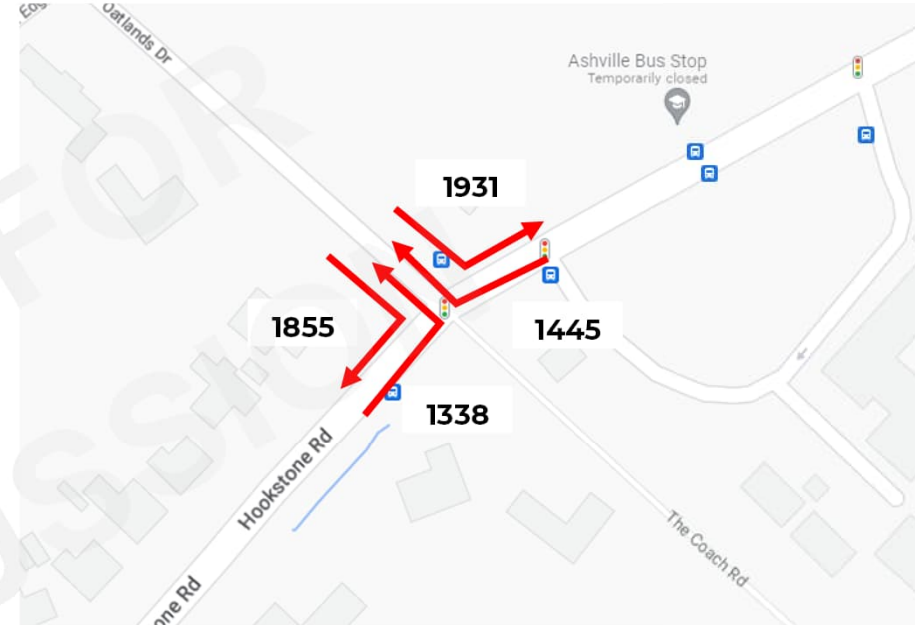
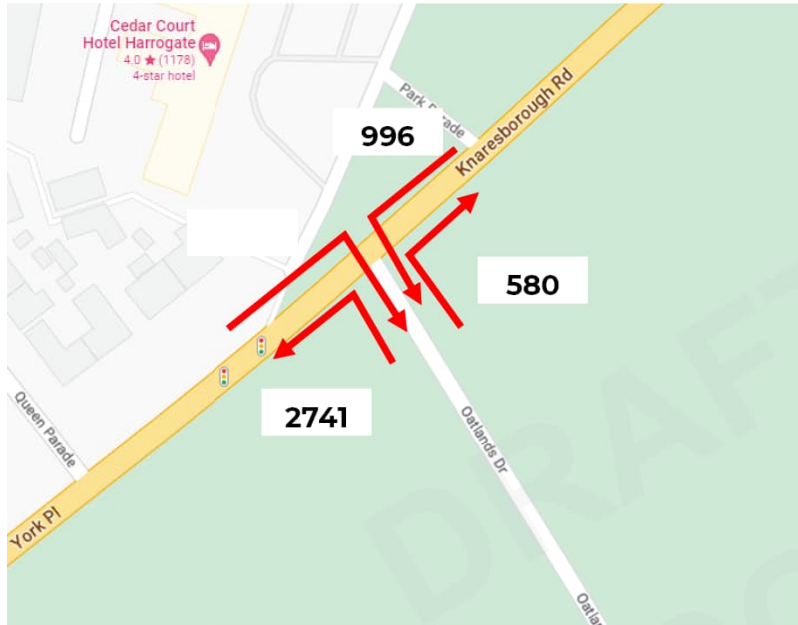
wsp Traffic filters?



- Traffic filters could be used to address rat-running problems on residential roads
- Likely to be public concern about impacts of additional traffic on perimeter roads
 - Low Traffic Neighbourhoods introduced in the London Borough of Islington saw an average *decrease* in traffic on perimeter roads of 3%



Banned turns?



- Banning some of the movements into / out of Oatlands Drive would make it less attractive as a through-route and could reduce overall traffic volumes on Oatlands Drive.
- Banning one or two movements could be more acceptable than making Oatlands Drive one-way or introducing traffic filters. The reduction in traffic achieved would depend on which turns were banned.
- An assessment of alternative routes would be required to avoid encouraging rat-running on alternative roads and some supporting additional traffic filters may be required (depending on which turn is banned)
- Banning movements between Knaresborough Road and Oatlands Drive is likely to be most effective as there are no obvious alternative routes through Oatlands (traffic would need to use main roads around the perimeter)
- Could create additional space at the junction for improved pedestrian / cycle crossing facilities
- Traffic modelling to understand impacts on other junctions likely to be required (TBC)

wsp School travel planning?

- Local feedback suggests St Aidan's School in particular generates significant volumes of traffic. This is likely to also be true of St John Fisher School
- School travel survey conducted in 2017-18 showed 13% of pupils arrive by car (up to 123 trips)

Mode of Transport	Totals	Percentage
Walk	525	55%
Cycle	37	4%
Train	37	4%
Bus	568	59%
Car	123	13%
Taxi	10	1%

- Has anything changed since 2017? Feedback suggested bus subsidy had been reduced / removed resulting in more pupils arriving by car – is this correct?
- There is scope for a lot of additional work with the schools to understand existing travel patterns. Do pupils who drive have a viable alternative option? Could they walk or cycle, or is it too far? Is a bus route available? This could inform measures to reduce car use by pupils
- A range of options are available to work with the school to reduce car use and increase uptake of active travel – however, behaviour change measures to promote active travel unlikely to work well unless also supported by infrastructure improvements to enable safe journeys



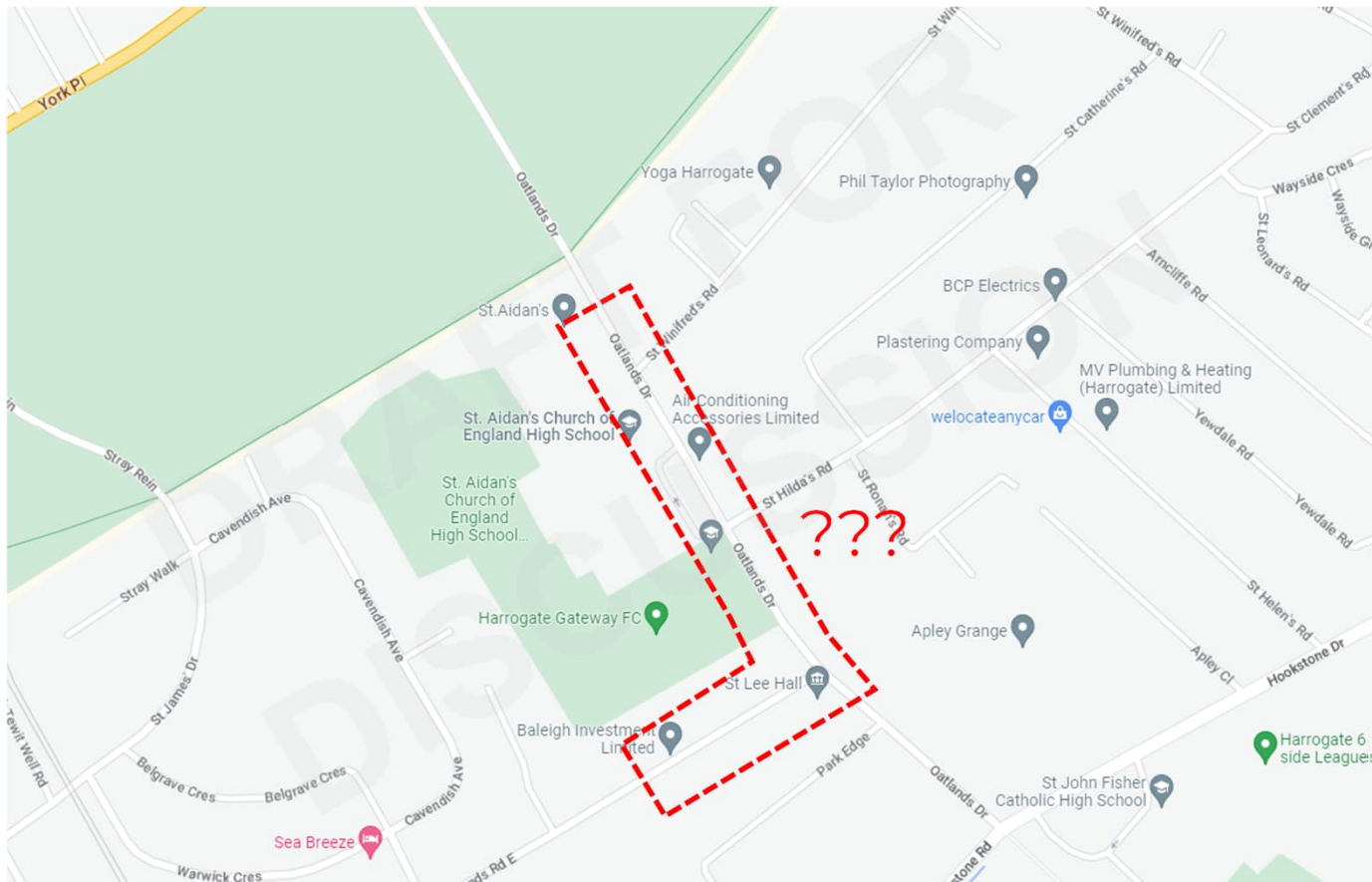
St Hilda's Road, AM peak



Wheatlands Road, AM peak



School Street?



School streets are often proposed to discourage car drop off and improve road safety near schools.

It is difficult to see how this could work for St Aidan's as it would require restricting traffic on Oatlands Drive at peak times. Parking is already prevented on Oatlands Drive and instead shifts to surrounding streets.

Parking restrictions?

- There is strong local demand to address issues associated with visitor parking
- Historically this has not been addressed due to concern that any restrictions may displace parking into a different area
- A whole area approach could be considered which implements restrictions throughout Oatlands
- Potential tie-in to wider Harrogate LTN approach?
- If parking is restricted alternative transport options (e.g. Active Travel) may be required. Particular sensitivities around staff parking at hospital – travel planning work with hospital is recommended



Footway parking on St Ronan's Road (early afternoon)



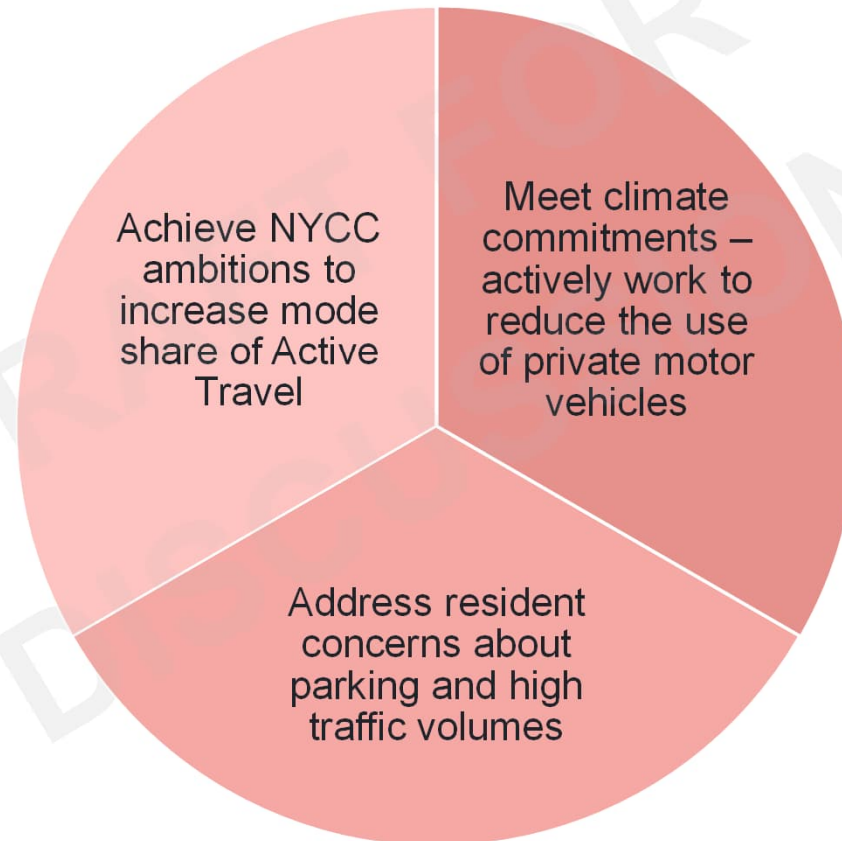
Wheatlands Road East further west (near Rayleigh Rd) – no parking restrictions, parking unused at 9.10am

wsp Speed reduction measures?

- An area wide 20mph zone could be considered, supported by physical infrastructure (road humps with a sinusoidal profile are recommended)
- This would improve road safety but is unlikely to address issues identified in the engagement survey around too much traffic, unsafe to cycle and too much parking (unless introduced alongside other measures)

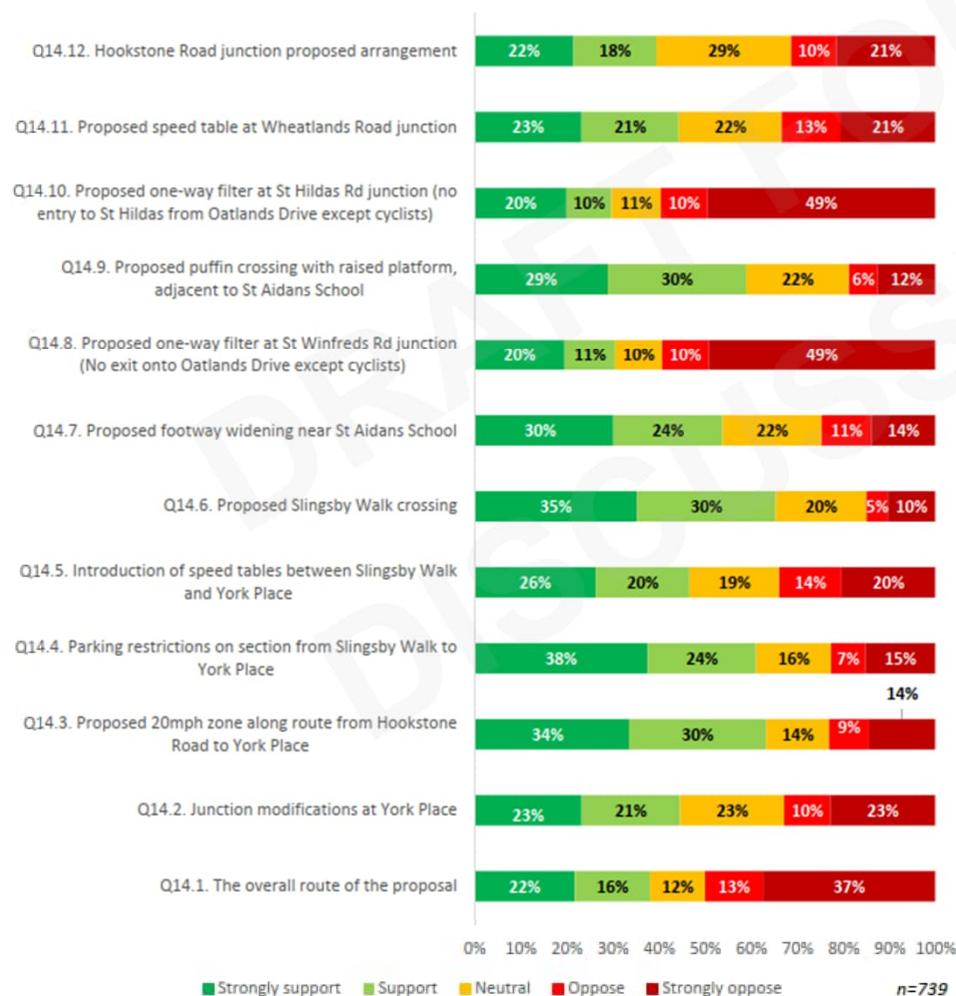


What are the objectives of the proposals?



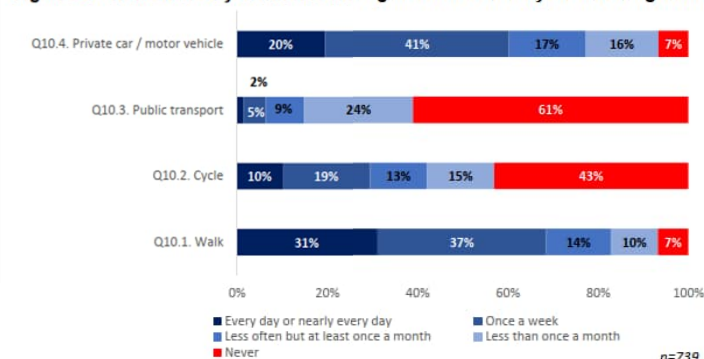
Original consultation feedback - reminder

Figure 2-10 - Please indicate whether you support or oppose the plans for the proposed route design and features, along Oatlands Drive between Hookstone Road and Knaresborough Road.



- Strong opposition to one-way traffic filters at St Hilda's Road and St Winifred's Road junctions (c60% opposed)
- Strong support for proposed crossing points at St Aidan's and Slingsby Walk
- Strong support for speed tables and parking restrictions on the Stray section of Oatlands Drive
- Strong support for 20mph zone on Oatlands Drive

Figure 2-7 - How often do you travel to Harrogate Town Centre by the following modes?



What do people really want?

2022 public engagement shows a high awareness of the problems in the Oatlands area:

- High traffic volumes and speeds
- Feels unsafe to walk and cycle
- -Non-residential through-traffic and parking



Proposals that would address these issues (traffic filters) were not supported in the first round of consultation

?

Could a more careful consultation / design process help to solve this?

Is there political support for real change?



Cllr Clyde Loakes of Waltham Forest meets protestors opposing the removal of traffic on Orford Road



Orford Road after the intervention

“For too long we, in fact I, as a councillor, had been focused on maintaining a status quo that did nothing for anyone. But now we have done something extraordinary, a radical intervention that puts people first.”

Councillor Clyde Loakes, responsible for the Waltham Forest Mini-Holland

Is there political support for real change?

- In the first of the Mini-Holland areas treated, cycling increased by 18 per cent and walking by 13 per cent in a single year
- Research published in June 2018 by Dr Rachel Aldred on behalf of the University of Westminster shows that people living in the three Mini-Holland boroughs (Waltham Forest, Enfield & Kingston) are becoming more physically active year on year spending an extra 32 minutes per week walking, or 9 minutes a week cycling
- A report published by Kings College showed a gain in life expectancy of at least 7 months from Waltham Forest residents walking and cycling due to Mini-Holland interventions
- New research shows that LTN schemes introduced as an emergency response to the Covid-19 pandemic halved road injuries in their areas, compared with no reductions over the same period in non-LTN areas
- Low Traffic Neighbourhoods introduced in the London Borough of Islington saw an average *decrease* in traffic on perimeter roads of 3%

Health

Physical inactivity costs the NHS up to **£1bn per annum**, with further indirect costs calculated at **£8.2bn**

£8.2bn



Local businesses

Up to **40% increase** in shopping footfall by well-planned improvements in the walking environment



Wellbeing

20 minutes of exercise per day cuts risk of **developing depression by 31%** and increases productivity of workers



Climate change

Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions



Current design options

Option 1 – One-Way SB (original proposal)

What is it?

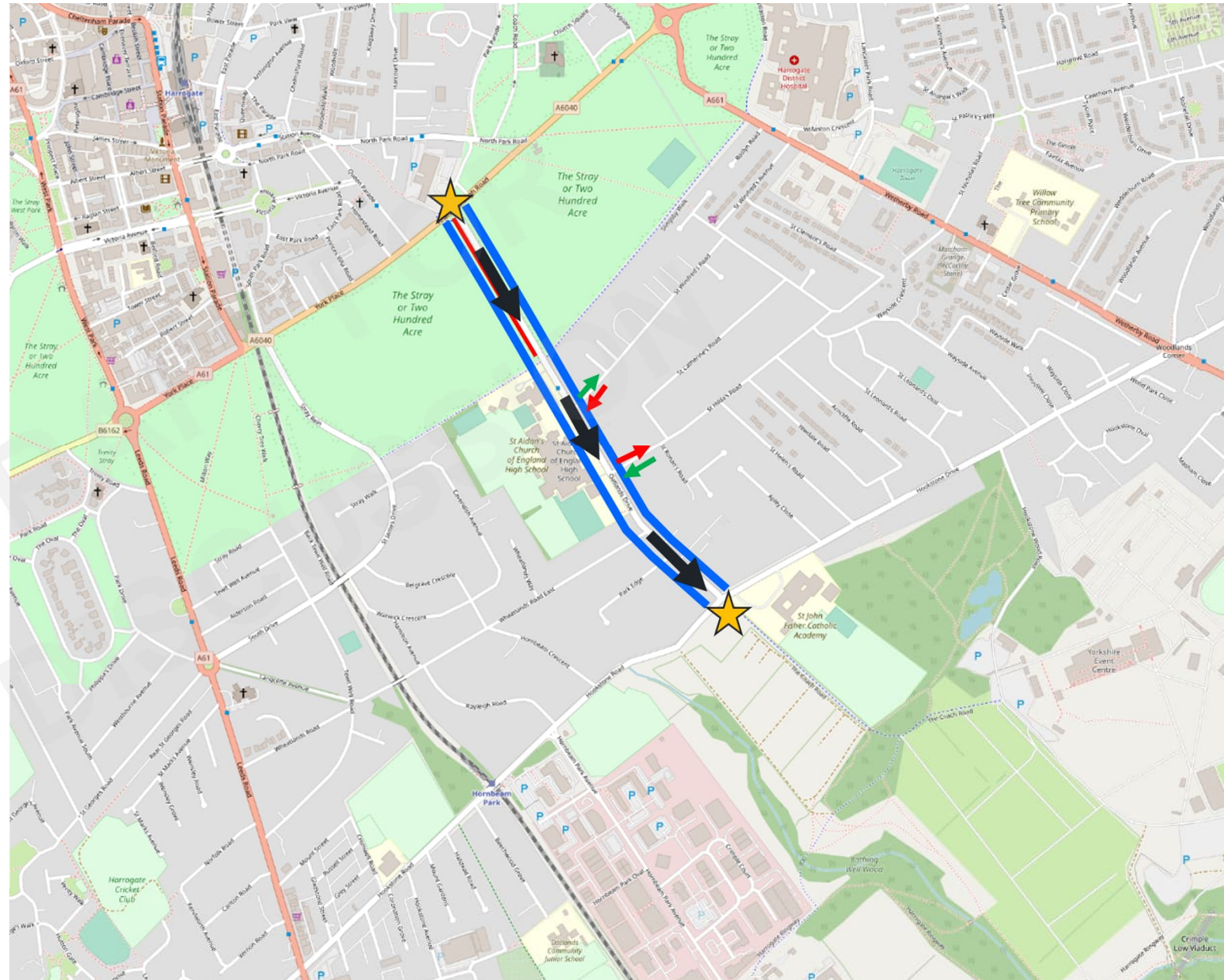
- Oatlands Road made one-way SB, enabling segregated cycle lanes to be introduced on either side
- Existing parking on the western side of Oatlands to be removed
- Junction changes at northern and southern ends to enable cycle movements
- St Winifred's Rd made entrance only; St Hilda's Road made exit only
- Sinusoidal speed bumps and raised tables, new crossing points

Advantages

- Creates safe cycle route on Oatlands, only NB traffic is removed from the road
- Does not require changes to Stray land

Disadvantages

- Not supported by local residents



Option 2 – do minimum (original proposal)

What is it?

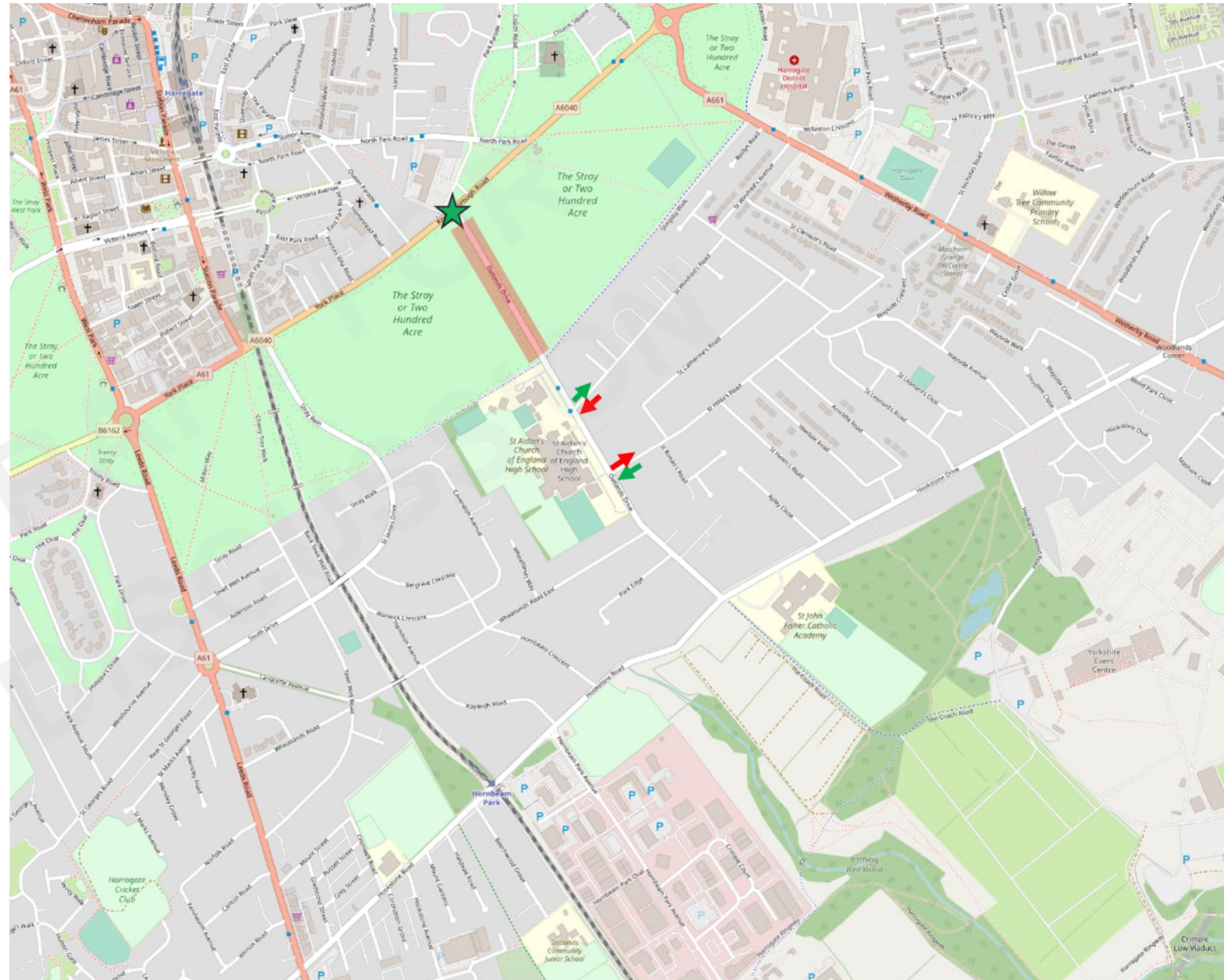
- Existing parking on the **western** side of Oatlands to be removed
- St Winifred's Rd made **entrance** only; St Hilda's Road made **exit** only
- Sinusoidal speed bumps and raised tables, new crossing points

Advantages

- Reduces traffic volumes on St Winifred's and St Hilda's Road

Disadvantages

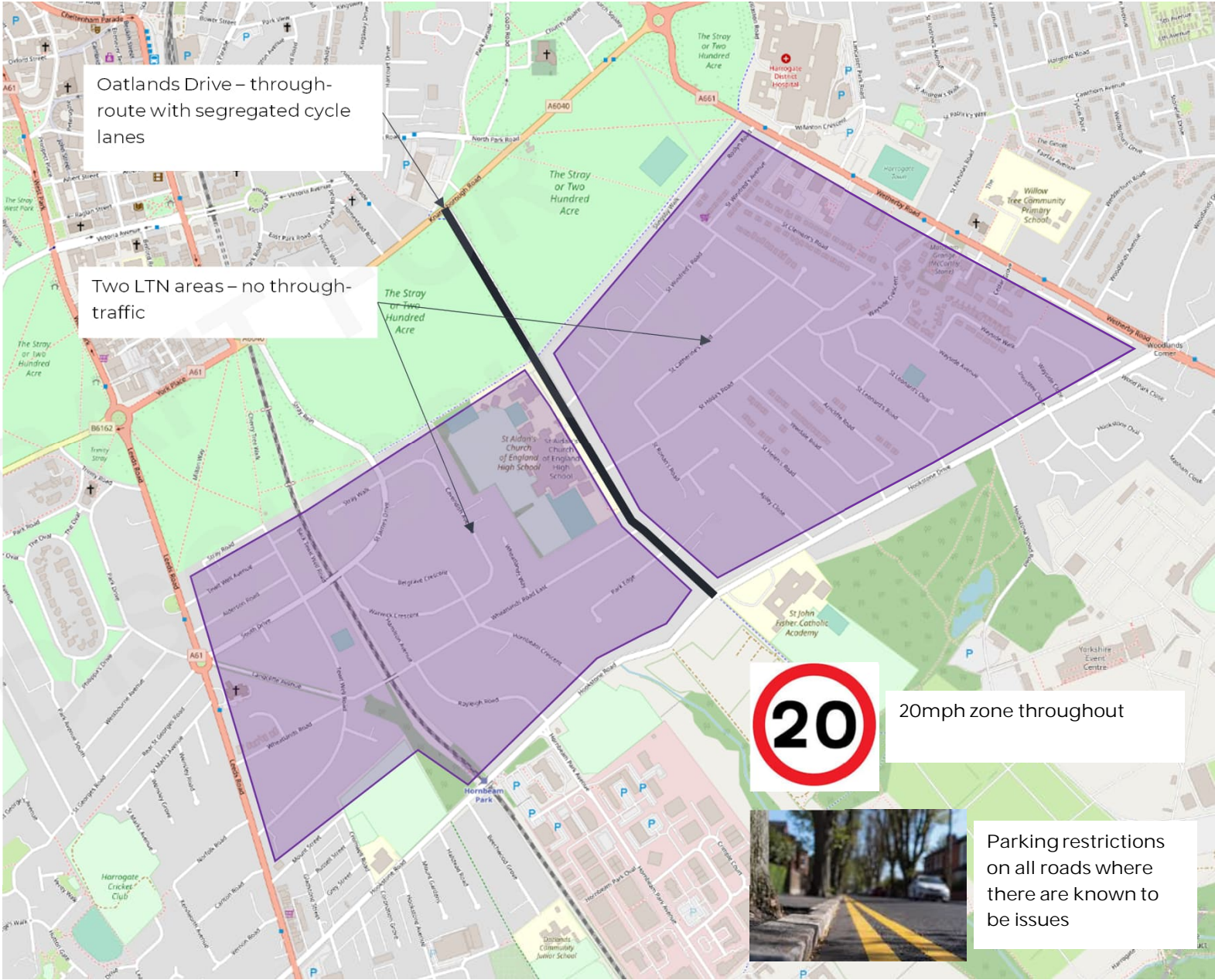
- Does not significantly **improve** conditions for Active Travel. Unlikely to lead to mode shift towards walking and cycling.
- Not supported by local residents



Potential new ideas to explore

Segregated cycle routes on Oatlands Drive

Two LTN areas to either side



Full LTN – including Oatlands Drive (no segregation on Oatlands Drive)



Do minimum – all proposals bar LTN and Oatlands Drive cycle lane

