

Otley Road Design Q & A

Question	Answer
Otley Road Cycle Route	
Is it possible to have a box junction at Pannal Ash Road to help traffic turning right onto the Otley Road?	This something we can look at in the future following the implementation of both schemes.
Why does the cycleway not extend to the POW roundabout?	The 2016 Knaresborough to Cardale Park feasibility study considered extending the cycle way to the Prince of Wales roundabout but discounted the extension due to the geometry levels of traffic and prohibitive cost of linking in a cycle route.
Can we look at the road markings on the approach to the POW roundabout – suggest more road space allocated uphill than down – 60% to 40%. Shift white centre line and paint cycle lane on road?	See above comment.
Can we have pedestrian priority signs on shared pedestrian/cycleway?	Such a sign does not exist and as the area is "shared" there is no priority to either group.
Can we have traffic lights at the junction with Beckwith Road?	This location is outside the scheme extent.
Can we make the end of Victoria Road (to where the garages and access road are) one way so vehicles can enter from the Otley Road but not exit on to the Otley Road? There is a concern over sight-lines for vehicles exiting if cyclists have right of way over this junction.	This would impact on other junctions along the road. The visibility has been considered and meets appropriate standards.
Is it a good idea to give cyclists priority across Harlow Oval junction particularly at peak times when vehicles are queuing on Otley Road? Motorists looking to turn right into Harlow Oval from Otley Road will not see them, especially at night time. (Harlow Oval used as a rat run...)	The scheme has been designed to ensure cyclists have priority. Cyclists have priority on all non signalised junctions, to remove priority at Harlow Oval would be inconsistent with the design ethos.
Can we relocate any bus stops currently situated opposite driveways?	All the bus stops within the scheme along Otley Road have been reviewed with a view to cyclist safety. They do not require re-siting.
The speed of cyclists travelling on the cycleway is a concern. Can we look to encourage a reduction in speed?	Road safety audits will be undertaken and if speeding cyclists is considered a concern, it will be picked up during the road safety audit process.
Many people expressed a concern over the loss of trees and general grass verges.	We have minimised the amount of verge and tree removal whilst ensuring both schemes are effective.
Are we looking to solve the drainage concerns along Otley Road as part of the scheme?	Harlow Moor Junction will have full replacement of the drainage system. Additional drainage will be provided along the cycleway were necessary.
What is happening between Harlow Moor Road junction and Cardale Park? Will the cycleway extend this far?	Either NYCC will deliver this on the developers behalf or will advise the developers appropriately.
Can we clarify who has priority at junctions – cycles or vehicles?	Except at signalised junctions, cyclists have priority over side road traffic within this design.
How will we educate people to use the cycleway and to use it sensibly?	Signage will be in place to advise.
Can we address the number of shared areas which are not separating cyclists and pedestrians?	To provide segregation along the whole route would require the loss of a large number of trees and possible narrowing of the existing carriageway.
The fact that there are segregated areas and shared areas is confusing for both pedestrians and cyclists. There seems no point in having the segregated areas when these are only on part of the route.	The appropriate lining and signing will be included within the scheme.
There is a concern for cyclists turning right out of Beech Grove on to the Otley Road. Can we ensure this is a safe manoeuvre? Without easy access onto the cycle route for cyclists coming from town, you will limit the number of people who see the cycle route as a good option and a reason to leave the car at home.	This has been noted and we will be looking at this during the detailed design stage.

Can we confirm if cycling across the stray is permitted from the Lancaster Road side to West Park, but not from the top of Beech Grove into town? If this is correct it would seem to make even more sense to route the cycleway down Victoria Road and Lancaster Road to avoid the “bottleneck” between Victoria Road and Beech Grove which will still be there even if the proposed removal of the tree and grass verge go ahead. One side of Victoria Road (all bar one property) provides access to domestic garages only, so reserving this for cycles should have very little impact or concern for these residents. Also the pavements on both sides of Lancaster Road are very wide with virtually no access to any properties on one side.	There is insufficient room on Victoria road to have an off- road cycleway meaning cyclists would have to stay on the road, this route is difficult to navigate due to the existing on street residential parking. Cyclists coming from town would still have to cross Otley Road to travel towards Cardale Park. In relation to the legalities of cycling across the Stray, the right of way on some sections may need to be changed to a byeway. Harrogate Borough Council would need to action this in consultation with NYCC.
Are we carrying out a communications plan? A lot of concern about kids riding, to and from school and knocking down elderly residents. What are we doing to prevent this? What training are we doing (education) within schools?	As part of the route implementation, NYCC will work with the local businesses and school to promote the use of sustainable travel. This will include education to ensure safe travel by sustainable travel measures. This will be discussed with our Road Safety team about carrying out some training in schools about how to ride responsibly. This could lead to information signs being installed on site about riding behaviour .
Radius on Manor Road is too tight for delivery vehicles, and larger vans etc?	This will be assessed as part of the final design
Cold Bath Road stop line is too far forward, meaning collisions with HGV's?	This will be assessed as part of the final design
Cycle waiting boxes at the signals are not wanted, and are unnecessary?	These will be considered as part of the separate junction designs.
Cross hatch key is wrong on the drawing, where cycle way joins highway?	This will be amended - the draft drawings are for information purposes only.
Can there be a KEEP CLEAR at Hill Rise Close?	We can review this request following implementation of both schemes - the cycleway and the junction.
It is assumed that Harrogate Borough Council 2 for 1 tree replacement policy will apply for trees being removed. When and where will these be planted?	NYCC and HBC to consider locations.
When will works start on published plans and for how long?	Works are likely to start following the UCI cycle race in September. To be confirmed pending stray land negotiations. We anticipate the works period to be approx. 12 weeks.
Why does the scheme rely on shared use footways around Arthur's Avenue? (This seems unnecessary and will lead to more pedestrian cyclist conflict than if segregation is used.)	There is insufficient room to provide segregated crossings, therefore in the vicinity of the junction the surface has to be shared use. The segregated sections are maintained as far as possible.
If the footpath is to be shared why is the council not enforcing cyclists to have bells as a warning?	It is not a legal requirement to have a bell fitted on a bicycle but this will be addressed as part of an on-going education process with the community.
Can the cycleway end at Victoria Road so we can preserve the tree and grass verge? It takes 42 seconds to walk between Victoria Road and Beech Grove. Alternatively, re-route cycleway down Victoria Road and Lancaster Road to Beech Grove and create cycle parking on the large pavement area at junction of Lancaster Road and Beech Grove. Or, restrict access to Victoria Road (single lane) and create buffer area in island on Victoria Road.	This is not possible. As stated above, there is insufficient room on Victoria road to have an off-road cycleway meaning cyclists would have to stay on the road. This route is difficult to navigate due to the existing on street residential parking.
Can we install armadillos to separate the cycleway from the carriageway?	This will be reviewed as part of the final design and safety audits.
Can the cycleway be extended to include Beech Grove?	This is not part of this scheme but will be explored in the future as part of the Harrogate Master plan and the connectivity to the centre of town and the Harrogate rail station.
Could land near Trinity Church be used as replacement Stray land?	NYCC and HBC are currently looking at options.
Could the speed limit on Otley Road be reduced to 20mph?	This is not considered necessary but will be reviewed following implementation of the schemes.
Can the cycleway be on the North side only?	The intention is the cycleway will be on both the North and South side and in the direction of traffic flow. This is for safety reason.

Will provision be included for right turn manoeuvres by cyclists in the side roads?	Crossing provisions will be in place at appropriate locations along Otley Road.
Can you extend double yellow lines along Hill Rise Avenue to prevent cars parking near the junction?	This can be reviewed following implementation of the schemes.
Will these works tie in with the proposed Miller Homes cycleway on Harlow Moor Road?	NYCC to liaise with developers and local planning authority to understand timescales. There are no timeframes for this work to be carried out currently.
The footpaths are not wide enough for safe dual use - if this scheme persists there will be an increase in vehicular use as pedestrians will feel at risk particularly the elderly and those with impairments. What are you doing to address this?	In certain areas there are relatively short sections of reduced width and this has been done to avoid the removal of further trees and stray land.
Surely cyclist will be at risk as motorists exit their driveways?	This is no different to the current situation with pedestrians. Cyclists will be travelling on the outer edge and closest to the carriageway.
Will the raised delineation be a trip hazard?	No it will not as it will be domed.
During Autumn the leaves will cause a slip hazard - how will you deal with this?	Appropriate policies are already in place to deal with street cleaning.
How will you ensure cyclists adhere to "uphill" and "downhill" routes?	Signage will be in place to advise.
Will cyclists using battery-powered bikes be allowed to use the cycleway - has this been discussed?	Yes, they will be expected to use the cycle lane provided.
What actions are planned to ensure that when cyclists leave the cycle way, they will dismount or move on to the road?	End of route/ cyclist dismount signs.
Why is cyclists fear of motorists accepted as genuine yet pedestrians fear of cyclists is dismissed as irrational?	Because of the speed differentials between a car moving at an average of 30mph and a cyclists moving at an average of 10mph.
Why not route cyclists away from Otley Road, make Harlow Moor Drive one way and create dedicated cycle lanes?	This route would not address the brief of the scheme.
Can you close off Wordsworth Crescent at Otley Road to prevent rat runs?	This is outside the scope of the current scheme.
Have you considered the needs of wheelchair users?	The footpath is wide enough to accommodate wheelchairs. Dropped kerbs will remain as now.
Is NYCC or HBC receiving any legacy funding from the Cycling World Championships?	The local highways team is not aware of any.
Can you consider giving pedestrians crossing West End Avenue priority over traffic?	For safety reasons and without the installation of a crossing, this is not possible.
Can you change the settings on the light controlled crossing of Otley Road at West End Avenue so people don't have to wait so long to cross?	Changing the timings of the light system would have impact on the Harrogate traffic model and could increase congestion. This would need to be looked at as part of a wider impact assessment but our traffic signals team can investigate.
Might it be sensible for cyclists to be on the road at Arthurs Avenue but give them a 5 second head start at the lights?	The purpose of the new cycleway is to be suitable for all and not just the keen cyclist. It needs to be safe for children and taking them on to the road could be a safety issue.
Can the crossing at Arthurs Avenue be as close as possible to the junction so pedestrians/cyclists can maintain a straight line?	The junction crossings will be modelled and placed in a location to meet the design standards.
Can you install pedestrian crossings at Wordsworth Crescent, Queens Road and Victoria Road set one car length back?	Uncontrolled pedestrian crossings are being provided at all side roads.
Have you considered a floating bus stop with a segregated cycle way passing behind it between Harlow Moor Road and Harlow Oval?	Due to insufficient room and the ground levels, this is not feasible in this location.
Is public data available for the number of riders who currently cycle up/down Otley Road and their start and end destinations?	No, however a wider piece of work for NYCC is looking at cycling across the Harrogate area and this will look in more detail at pedestrians and cyclists. The Otley Road cycleway was based upon the findings of the Knaresborough to Cardale Park Feasibility Study completed in 2016.

Is public data available for the footfall on Otley Road near to Grammar School and Pannal Ash Road, prior to and at the end of the school day?	No, however a wider piece of work for NYCC is looking at cycling across the Harrogate area and this will look in more detail at pedestrians and cyclists. The Otley Road cycleway was based upon the findings of the Knaresborough to Cardale Park Feasibility Study completed in 2016.
Is public data available for the number of cars on Otley Road, particularly at rush hour?	As part of the NPIF submission a traffic model was produced that looked at current and future growth of vehicles along Otley Road.
Is public data available for the anticipated number of cars on Otley Road at rush hour once additional housing on west side of Harrogate is completed?	Future growth has been considered as part of the traffic modelling work. This is identified in Harrogate Borough Council's Local Plan.
Can the proposed route be linked to existing cycle friendly routes (blue signs) which feed in off St Georges/Cricket Club/Westbourne Ave/Harlow and Beckwith Ave/Beckwith Road/Richmond Ave/Rossett Drive?	The funding from NPIF was specifically for the Otley Road corridor. However the wider work being undertaken by consultants, WSP and cycling around Harrogate will be considering other networks. Details of Harrogate Borough Council's Cycling Delivery Plan can be found on the HBC website: https://democracy.harrogate.gov.uk/Data/Cabinet%20Member%20for%20Sustainable%20Transport%20Meeting%20(2014-2015)/201503111130/Agenda/36438.pdf
Is there potential to expand cycle friendly routes e.g. Nursery Lane (already tarmaced and with vehicular access Indoor Bowls/Council Green houses)? Cycle friendly route through Valley Gardens?	The funding from NPIF was specifically for the Otley Road corridor. However the wider work being undertaken by WSP and cycling around Harrogate will be considering other networks.
Schools have multiple entrances that are open to pupils at appropriate times. Would directing students who cycle towards these entrances be safer?	We have had specific meetings with Harrogate Grammar School to discuss access to the school and our design has incorporated safe access and egress to the side entrance to the school on Otley Road.
Safe crossings of Otley Road need to be provided at Victoria Road and Beech Grove. In my view Tiger crossings (https://www.cycling-embassy.org.uk/dictionary/tiger-crossing) would be preferable to Toucan crossings. They are much cheaper and prioritise the pedestrian or cyclist wishing to cross.	We are currently investigating options at these two junctions.
Providing a crossing from Victoria Road would attract cyclists coming from town to Otley Road. It would be key to ensuring that a Beech Grove-Lancaster Road- Otley Road route worked. As I see it, providing a crossing from Park Avenue to Beech Grove will only be safe for people going towards town. The crossing the other way would be problematic unless a second crossing is provided a little further down the hill, i.e. from the exit from Beech Grove onto Otley Road.	A number of crossing options are also being considered for these areas.
It's going to be essential that cyclists go up and down Otley Road on the same side as the corresponding traffic. It's going to cause great problems on these relatively narrow cycle paths if cyclists are going in opposite directions on the same side. The cycle lanes must be one way, see https://www.camcycle.org.uk/newsletters/123/article9.html	The proposed segregated cycleways are one way (in the direction of traffic). This will be reinforced by signage.
If there is no priority at driveways and side roads over the whole route, it will become another sub standard route, and unfortunately there are a great many of these. If you cycle with the other traffic you automatically have right of way, so please don't remove this for the cycle route.	The current design allows for priority of cyclists at certain junctions and also at accesses to properties on Otley Road. We have set the cycleway at the furthest point from driveways to ensure property owners have suitable visibility of approaching cyclists. We have also not discounted cyclist calming facilities given the gradients on Otley Road.
If these cycle routes are to be all-year routes for children, commuters and shoppers then they will need to be gritted with the same frequency as the road network.	Your comments have been passed to the Area 6 Maintenance Manager for further consideration as part of the winter maintenance policy.
Has a traffic study been correctly carried out to assess the traffic problems?	Yes, This was part of the NPIF business case.

Considering the disruption the cycleway will cause and long term changes to the environment, we are disappointed that no evidence has been presented which quantifies the benefits of the scheme to cyclists, pedestrians and road traffic - is there any?	The long term benefits of cycling are well known and published, the aim is to increase cycling along Otley Road which will help reduce environmental impact
Will a copy of the scheme Risk Assessment be published?	Road Safety Audits will be conducted by an independent team at set points within the scheme programme.
As a regular user of the Cold Bath Road/Otley road/Arthurs Avenue junction on a bike my options seem to be use the advance stop lines on the main carriageway and risk the wrath of the car drivers or knock a few school children over by using the combined crossing to the North of the junction. Why can't the cycle path stay separated at this point to avoid this and take some of the road space?	The cycleway has been designed to allow experienced /professional cyclists to remain on the road to be able to progress at more pace, whilst providing safer segregated facilities for less experienced / nervous cyclists from the busy Otley Road.
Will Otley road be resurfaced once all the works are complete?	Otley Road is scheduled to be resurfaced. Sections will be resurfaced March 2019. See Link; https://www.northyorks.gov.uk/harrogate-district-road-improvements
Can electronic speed signs be positioned on Otley road entering Harrogate to try to slow down traffic?	There are no current plans to include electronic speed signs on Otley Road
What will happen where cars park for instance, by the small parade of shops?	If cars are parked illegally then enforcement action will be taken as per policies across the District.
Was this decision driven by political gains instead of true concern for the neighbourhood?	The long term benefits of cycling are well known and published, the aim is to increase cycling along Otley Road which will help reduce environmental impact.
During the weekends I sometimes see semi professional cyclists going down Otley road at 30mph keeping up with traffic, would we want these cyclist on the pavement?	The cycleway has been designed to allow experienced /professional cyclist to remain on the road to be able to progress at more pace but provide safer facilities for less experienced / nervous cyclists to be safely segregated from the busy Otley Road.
I would question the direction of travel, as it's not indicated on the proposal, and who would police this?	Direction of travel will be indicated by signs and road markings.
There is already a cycle route from the town to Cardale why is there a need to duplicate it?	There is a signed cycle route but it is not off-road.
I would question whether all on-road solutions were considered and whether the conversion of the existing footpath does meet the needs of all its intended users, which it plainly does not as far as pedestrians are concerned.	On road solutions were considered, however insufficient width was available to safely segregate cyclists from the traffic on the carriageway.
I would ask why you are pressing to install a cycle path whose design is so far removed from the minimum design standards	The cycle path has been designed where possible to the London Cycle Standard. However given the layout and the existing infrastructure, certain compromises /and relaxations have been necessary.
The Sustrans document, 'Segregation of Shared Use Paths – Technical Information Note No. 19' of April 2014 refers to a minimum width of 3m for shared use routes but 4m for busier routes. Clearly Otley Road is a busier route for pedestrians and if the NYCC intention is that it will take cars off the road then it will be busy with cyclists too! Sustrans says that an acceptable minimum width for a segregated use path would be 4.5m but prefers a 7m(!) width. In both cases (shared and segregated) there is a stipulation that this should be with no side constraints. Side constraints abound on Otley Road – hedges, fences, walls, buildings and poles. How well does the proposed cycleway conform to Sustrans guide lines?	These are recommended standards, not statutory requirements

<p>The NYCC website says that options are being explored to ensure that the cycle route can be delivered with little impact on Stray land. Has Harrogate Borough Council come to an agreement (as managers of the Stray) in this regard?</p>	<p>Meetings have taken place with the Stray Defence Association and Harrogate Borough Council Officers. Ongoing negotiations continue to look at suitable pay-back land.</p>
<p>What are the rules governing cyclists on a cycle path crossing joining roads? This is where things will get very dangerous for cyclists or they will have to wait a long time to cross the roads safely. By my reckoning cyclists and pedestrians will need to cross 9 roads going up to Cardale Park from Beech Grove and 6 coming the other way. Only the junctions with a pelican or toucan crossing will be safe for cyclists - and pedestrians.</p>	<p>Cyclists will have the right of way over side-road traffic. With the exceptions of Pannal Ash Road, Cold Bath Road and Arthurs Avenue, which will be toucan crossings, Manor Drive will also be a give way crossing.</p>
<p>What happens when the green/grey sections of joint use with a barrier/delineator between then joins the pink hatched shared use pathway?</p>	<p>Publicity will be used to inform / educate users on the safe use of shared areas. We have also not precluded the use of speed calming measures in these areas.</p>
<p>NYCC and HBC are planning to spend £4.6m for West Harrogate improvements. Schemes to link Harrogate and Knaresborough are "being considered". Why was this scheme seen as more urgent than those (of which we have no information) when the congestion study said that more than 90% of traffic in Harrogate was local traffic between Harrogate and Knaresborough?</p>	<p>The congestion study has been looking at wider congestion issues in the Harrogate and Knaresborough area and will be available for public consultation in the spring. We do not know what options or outcomes will come from this, and therefore have used the opportunity of funding availability to implement a cycle route which was first considered by Harrogate Borough Council in 2015 as part of their wider Cycling Delivery Plan.</p>
<p>Harlow Moor Road Junction</p>	
<p>Could we have a trial period where the traffic light priorities are changed to stop downhill traffic completely, allowing 'uphill' traffic to pass unhindered. In this way, vehicles turning right onto Harlow Moor Road will not need to stop, thereby blocking the junction.</p>	<p>The junction traffic light priorities will be modelled and the best system will be implemented to relieve congestion.</p>
<p>I was advised by one of the NYCC representatives that their 'modelling' shows a huge increase in requirements of vehicles travelling downhill from the new housing being built on Otley Road to need to turn left onto Harlow Moor Road. Can I please ask why?</p>	<p>Current traffic flows have been measured and are then used in the model to predict future growth to 2035. The model takes into account current and future developments. The output from the model has shown that the improved junction will operate efficiently up to 2035, in line with Harrogate's future Local Plan.</p>
<p>Have Emergency Service vehicles been considered? Emergency vehicles travelling in either direction will be completely hemmed in. Motorists will not be able to move out of the way, as there will be no space for them to move into.</p>	<p>Highways design will always consider the needs of all road users including emergency services. The new junction layout will improve the situation for emergency services.</p>
<p>Could you provide figures for the projected number of increased Emergency Service Vehicle call-outs due to the new housing development on Otley Road and can you clarify how these junction alterations will ensure there is no degradation of Emergency vehicle response times.</p>	<p>Future growth has been accounted for in the traffic model. Highways design will always consider the needs of all road users including emergency services. The new junction layout will improve the situation for emergency services.</p>
<p>Have surveys been done to monitor the ratio of cars proceeding up Otley Road, compared to those turning right ? It is my belief that a small queuing lane would suffice.</p>	<p>Current traffic flows have been measured and are then used in the traffic model to predict future growth to 2035. The model takes into account current and future developments. The output from the model has identified the lane length that forms the basis of the design to ensure appropriate capacity is provided.</p>