

## Appendix 'C' – Officer Responses

### **Business on Pack Horse Lane No.1**

The Council has not recorded the actual number of cars, disabled buses, pedestrians, cyclists.....etc. using Pack Horse Lane during the busy periods of school arrival/departure times, however officers have witnessed first-hand these chaotic scenes on numerous visits over a period of time. Within the report presented to Planning Committee officers included a large section describing the level of activity and conflicts that exist. With regards to your last point (accidents), over the past 5 years there's been 1 recorded personal injury accident which resulted in a slight injury to a bus passenger when she fell as the bus braked sharply. This too was included in the Committee report.

It is unfortunate that the temporary traffic management (cones, fencing and excavations in the junction) have effectively squeezed the geometry even further than the final scheme intends, which I appreciate has caused extreme frustration for all users of Pack Horse Lane. The stage 2 road safety audit (which should have been completed before construction commenced) identified that the 'nib' protruding into Mortomley Lane was vulnerable to collision by passing traffic. It has thankfully now been removed. The actual bus stop will be relocated slightly further away from the junction.

Turning movements have been tracked at the junction which confirms that a bus/coach (12 metres long) would require the full width of Pack Horse Lane to make the left-turn in. However, to provide a junction where a bus could turn freely without crossing to the other side of the road would result in an increased crossing distance (in excess of 10 metres) for pedestrians and faster speeds for general traffic turning in. The decision has therefore been taken to provide a layout which reduces the speed of the majority of vehicles using Pack Horse Lane and one that assists pedestrians rather than provide for a movement which is anticipated to occur infrequently throughout the day. The disabled bus and cars should be able to turn unhindered.

Much of the chaos officers observed was associated with parents cars being parked the full length of Pack Horse Lane at school collection times, struggling to get in and out of parking spaces, struggling to pass and blocking each other, with pedestrians milling around too. The conditions attached to the planning consent for the swimming pool will allow parents to park in the car park at school drop/collection times. Double yellow lines will be applied to Pack Horse Lane. This should help reduce some of the conflict, but inevitably schools are very busy at drop/collection times across the City.

Once the scheme has been completed, a final stage 3 road safety audit will be undertaken. If the scheme needs to be adjusted to address any safety issues that are occurring, it will be.

### **Business on Pack Horse Lane No. 2 (Petition) and Chair of School Governors – St Mary's School**

In late December 2015, officers met with people who commented on the proposals as well as the lead petitioner to discuss the issues raised during the consultation. At the meeting

officers addressed concerns over the infill as detailed in the officer's responses (Appendix 'C').

The main concern at the meeting related to the reduced width at the junction of Pack Horse Lane and Mortomley Lane. The lead petitioner was concerned that coaches bringing visitors to the new leisure facility would not be able to turn into the junction at the same time as a vehicle turning out of Pack Horse Lane. This movement has been tracked by officers and it is confirmed that a bus / coach would require the full width of Pack Horse Lane to make the turn, however to provide a junction where a bus could turn freely without crossing to the other side of the road would result in an increased crossing distance (in excess of 10m) for pedestrians, increasing the speed of general traffic turning into the junction (this was one complaint raised during the planning process over the existing layout). The decision has therefore been taken to provide a layout which reduces the speed of the majority of vehicles using Pack Horse Lane and one that assists pedestrians rather than provide for a movement which is anticipated to only occur infrequently throughout the day.

The meeting concluded by officers indicating that the final layout would be an improvement on the previous one (previously there was no footway or crossing points). The layout would also be subject to a stage 3 road safety audit which would commence shortly after the scheme and leisure facilities completion. If the audit team had any concerns regarding the operation of the new layout further adjustments would be made.