

Appendix A Correspondence received and officer's comments

A.1 Comments	Officer's Comments
<p>I understand there are proposals to make this junction safer for pedestrians, with traffic light gap to allow safe walking, which I absolutely applaud and agree with.</p> <p>I am less convinced however, of the proposals as regards the movement of cyclists. The approach to the lights from Crookes Valley Road is on an incline which regularly leads to a very slow start up when the lights change by both cyclists and buses. This consequently frequently leads to a long backlog of vehicles which make by slow progress towards the junction, spewing fumes as they wait.</p> <p>The road is narrow here, and the corner leading up to it is an additional hazard. I feel therefore that the proposed cycle lane and advance stop for cyclists, far from helping, will make the junction worse. I use this junction daily, both as a pedestrian and driver, and feel strongly this is a detrimental suggestion.</p>	<p>Thank you for your email in support of the pedestrian crossing phase at the traffic lights.</p> <p>The scheme has been through a Road Safety Audit. The auditors comments are below which I hope will reassure you that the cycle lane will bring some benefit to cyclists.</p> <p>"However, the section [of cycle lane] around the bend just to the north-west of Harcourt Road continues to raise significant concern due to the narrow available width available for uphill motor traffic (only 2.4 metres) and the poor forward visibility before the bend. Due to the narrow width traffic, especially larger vehicles, would be likely to transgress either the cycle lane or the centreline, resulting in a risk of collisions with cyclists in the first case and a risk of head-on collisions in the second (especially when the lack of intervisibility around the bend is taken into account). The risks will be highest during times of heavy traffic when both motor vehicle lanes are being well used – which is exactly when the number of cyclists is also likely to be greatest.</p> <p>The risks to cyclists on this section will be higher as the presence of the cycle lane will force cyclists to cycle closer to the kerb and thereby actively encourage overtaking manoeuvres by motorised traffic. It is considered that it would be safer for cyclists to remain nearer the centre of the carriageway at this point (it should be noted that there is not a history of any injury collisions involving cyclists here) and for motor traffic to wait behind them. Not only will this prevent cyclists from being “squeezed” by following traffic at the location where the road is at its narrowest but it would also remove the need to follow the kerblines around what is a sharp bend.</p> <p>By taking the bend at a wider radius cyclists will find it much easier to better maintain speed before tackling the steep hill leading up to the traffic lights. Also, as cyclists will move over and enter the cycle lane straight after the bend,</p>

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<p>I am responding on behalf of CycleSheffield to 1796-Consultation-1.</p> <p>The traffic volumes at this junction are too high for painted cycle lanes and advanced stop lines to be effective in achieving the council's targets of 10% of journeys by bike by 2025 (and 25% by 2050). This route and junction requires a segregated cycle route with protection from motor traffic in order to achieve the council's targeted modal share.</p> <p>We welcome the creation of a signalised pedestrian crossing here.</p>	<p>allowing any following traffic to easily overtake where the road is wider and forward visibility much improved, drivers are very likely to willingly wait behind a cyclist for a few seconds rather than attempt dangerous overtaking manoeuvres involving blindly moving over into the opposing carriageway.</p> <p>The Audit Team therefore considers that the cycle lane should commence just beyond the bend rather than just before it. Provided that the 1.5 metre width can be achieved this will maintain the benefits for cyclists whilst removing the dangers to them at the bend identified above."</p> <p>The cycle lane will be 1.5m throughout and will hopefully mean that cyclists will be able to use the cycle lane and reach the Advanced Stop Line without stopping once they are round the bend from Harcourt Road.</p> <p>Thank you for your email in support of the pedestrian crossing phase at the traffic lights.</p> <p>The advanced stop line (ASL) has been added in response to several requests for one at this junction. As you correctly state this measure alone will not achieve the council's cycle targets. There is not enough space to provide a segregated cycle route unless sections of this road were made one way. This would involve modelling of a significant area and then implementation which is far beyond the remit of the pedestrian enhancements budget.</p> <p>The cycle lane will hopefully mean that cyclists will be able to reach the ASL without stopping once they are round the bend from Harcourt Road.</p>