

Penwortham to Preston Cycle Superhighway

Appendix C – Consultation Responses

Remaining objections and adverse comments relating to the revised scheme in principal, introduction of a cycle track or to a parallel crossing have been summarised below from a total of 42 objectors:

'A parallel crossing on a road hump is dangerous requiring motor traffic to focus on too many hazards with the inclusion of the cycle lanes. A crossing is not appropriate due to a child on a bicycle being hit by a vehicle at this junction. A hump and or crossing is not needed, it will increase wear and tear, pollution, and vehicles will be travelling slowly as it is a give way.' (9 responses)

Notwithstanding any obstructions, there is forward visibility on approach to the crossing both from the point of entering Kingsway from Liverpool Road, and from the junction with Priory Lane. The use of a raised hump for parallel and priority crossings is recommended in Department for Transport guidance LTN 1/20, as vertical deflection slows traffic on approach to a potential conflict point. This is also a mitigation measure to reduce the speed of cyclists travelling down-hill. Belisha beacons, associated road markings and a red surface treatment are all designed to make the parallel crossing more conspicuous, to improve safety. There is sufficient stacking room between the crossing and the junction with Liverpool Road (10m). As the crossing is setback and vehicles typically accelerate after completing a turning manoeuvre, a hump will help to discourage acceleration and draw attention to the crossing. Any previous accidents between active and nonactive transport modes at this location further highlight a need for a safe crossing point.

'The crossing on a road-hump will cause physical discomfort to road users, where there are a high number of elderly residents accessing the medical centre and are not physically fit enough to travel by active modes. The crossing would also cause discomfort to cyclists travelling uphill who may be struggling with the gradient.' (2 responses)

The addition of a road hump may increase physical discomfort to cyclists and motorists, however on balance, the hump is considered a necessary traffic calming measure to mitigate the risk of collision from downhill cyclists potentially travelling at high speeds and the risk of vehicles failing to observe or stop for crossing users, particularly when entering Kingsway, where motorists might otherwise accelerate on entry. The hump would not exceed 100mm in height as prescribed by the Department for Transport (LTN 1/07) and has an extended plateau length. There are also alternative routes into the Kingsway estate.

Whilst cyclists travelling uphill may find discomfort from the hump, as listed above it is considered a necessary mitigation, one which allows for a safer crossing point and in part facilitates a safe cycling route rather than require cyclists to navigate the gradient whilst on a dual carriageway.

'Existing Cycle Lanes both in proximity and across the County are not well used. Observations of cyclists using the pop-up cycle lanes were low and the introduction of

the Cycle Superhighway is unlikely to encourage motorised users to switch to active modes. (29 responses)

Current numbers of cyclists using a route is a flawed metric to use in forecasting cycle uptake on a route and could indicate that the route is viewed as unsafe by potential cyclists. The Department for Transport's Propensity to Cycle Tool identifies the route as high propensity. There are currently established cycle lanes and tracks running throughout Liverpool Road from John Horrocks Way to Broadgate junction, with the exception of Penwortham Brow, where there is no provision and cyclists are required to use what is currently a 4 lane carriageway, which can be intimidating to less confident cyclists, particularly children. This proposal would provide a direct route that fully segregates cyclists from motor traffic between Cop Lane and Broadgate junctions, providing more sustainable transport links between a town and City in addition to two separate Districts. Cycle Counts were taken from the pop-up cycle lanes in this location in the Tranche 1 Active Travel scheme, which can be found in appendix 'B'.

The Department for Transport guidance document 'Gear Change' cites that 40% of car journeys in 2017-18 were under two miles. It also cites that approx. 2% of journeys in the same period are made by bike (little to no increase since 2002), compared to 25% in the Netherlands, where active travel is encouraged, and safe segregated cycling routes are commonplace.

'The scheme is a waste of significant money, would cause disruption to the lives of residents and would be better spent repairing the county's roads.' (2 responses)

This proposal aims to increase uptake in cycle journeys, as set out in local and national policy, by providing cyclists with a direct and safe route, which will help encourage less confident users to make short journeys by bike. This route has been highlighted as a high propensity cycle route with the Department for Transport Propensity to Cycle Tool.

The scheme has been funded by Department for Transport's Active Travel Fund Tranche 2 allocation, which comes with specific funding conditions for both design standards to be met and what the funding can be used for (implementation of permanent active travel measures). The scheme proposes to link existing cycle facilities between Penwortham and Preston, making use of road-space reallocation due to a significant reduction of traffic levels since the opening of John Horrocks Way. Cyclists currently making this journey are currently forced on to dual carriageway, where the rest of the route between Cop Ln and Strand Rd is a kerb segregated cycle-track.