

APPENDIX C

Response	Summary of Comments	Officer Response
1	Seems a sensible move but consider traffic flows to and from The Wicker & Shalesmoor on the IRR.	The proposal can be incorporated within the existing signal timings on the IRR, so no additional delays would be introduced. Rather, by moving buses out of the main running lanes on the IRR there should be more capacity for other vehicles, and hopefully better lane usage.
2	I am unable to offer any constructive criticism. You are proposing to install yet another example of the latter (signals) on Pitsmoor Rd. where surely with minimal traffic flow a small Island would suffice without the necessary cost of Traffic Light installation and the ongoing future maintaining of same	The junction referred to – Pitsmoor Road/Rock Street/Chatham Street – is actually already signal controlled. A new set of signals is only being added due to Pitsmoor Road (at its southern end) becoming two-way.
3	The proposals are welcome and they will benefit outbound services (47,48 and 87) avoiding the delay currently experienced on the gyratory and allowing a right turn onto Pitsmoor Road. The changes will also enable inbound buses to run directly through to Nursery Street. This will facilitate improved bus journey times and more efficient routes	Noted.
4	The footway widths/vegetation on Pitsmoor Road could be narrow, please keep this to a minimum.	Footway widths - widening will only take place where absolutely necessary, and this will be confirmed at detailed design. Any sections of widening are expected to be minor.
	Please remove the proposed parking on Chatham Street and consider the potential for an off-side cycle lane	The parking has now been removed on Chatham Street, but consideration of relocating the cycle lane is outside the scope of the scheme. The possibility of Chatham Street becoming a 2-way cycle facility in the future is promoted in the report.
	Can a right turn be accommodated for cyclists from Pitsmoor Road, and a pedestrian crossing as well?	The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.
5	No walking and cycle audit seems to have been conducted for this scheme;	A cycle audit was completed in May 2014 and was helpful in assisting in the final design

<p>Swept paths that need to be taken into account. The kerb has been built out at this junction in the past and it will need to be moved again to allow two buses to pass each other up and down Pitsmoor Rd/</p>	<p>All kerblines have been developed based upon swept paths, and buses can pass on Pitsmoor Road without trouble.</p>
<p>Cars will also be able to use the new right turn into Pitsmoor by coming off the IRR and turning up Pitsmoor Rd, but why wouldn't they be directed to head up Chatham St from the NIRR? Has that use been modelled/forecast? Is this right hand turn for buses only?</p>	<p>The new right turn lane can be used by all vehicles, meaning that all users can access Pitsmoor by either Chatham Street and Pitsmoor Road. However, it is likely that Pitsmoor Road will become the route of choice for motorists, as this will be a quicker route due to signal timings. The benefit of this is that it should leave Chatham Street with fewer vehicles than now (no buses) so the existing cycle route should be quieter than at present.</p>
<p>The car parking been allowed on Chatham St narrows the street and will squeeze cyclists. The car parking proposal overly favours vehicles at the expense of walking and cycling.</p>	<p>The parking has now been removed on Chatham Street</p>
<p>Cyclists will have to wait behind buses as many bus drivers block cycle lanes either deliberately or inadvertently and they certainly do the same with ASLs - so cyclists will not get to the junction and have to wait in the queue</p>	<p>The new proposal sees the introduction of a new nearside cycle lane along the length of the bus lane, which leads into an ASL, from where cyclists can then access Chatham Street. There would be no reason for a bus driver to deliberately block the cycle lane, as there will be suitable width for both (1.5m cycle lane, 3.0m bus lane). The ASL itself is the maximum permissible at 5m. Whilst this could clearly occur at any ASL in the city, this is an issue for discussion with bus operators.</p>
<p>Right turn access to Mowbray St at the bottom of Pitsmoor Rd for cycles must be retained.</p>	<p>The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.</p>
<p>The cycle lane from Mowbray St to Nursery St being moved from the right hand side to the left hand side assumes that ASLs are used as intended - they aren't. That right hand cycle lane is incredibly useful, most drivers (except buses) respect it. This cycle lane is also used by cyclists coming along Mowbray St.</p>	<p>This is acknowledged, but unfortunately there is insufficient room to safely retain this facility once the new right turn lane is introduced. See above ref ASLs and driver behaviour.</p>

	Will cars going up Pitsmoor Rd be allowed to turn right into the garage?	Yes, the right turn into the car wash will be permissible, and is not expected to be problematic, for the following reasons: 1)The numbers of vehicles undertaking this manoeuvre is expected to be low, and 2) inbound traffic on Pitsmoor Road is currently given limited 'green' time, due to the need to carefully manage the Mowbray Street/Pitsmoor Road/Derek Dooley Way junction. This will continue to be the case. Therefore, traffic turning out of Pitsmoor Road will be receiving less 'green' time than those turning right into Pitsmoor Road, and so vehicles wishing to make the turn into the car wash should, for much of the time, be able to do so without difficulty.
	The "loading bay" at the Riverside is in fact used as a parking bay.	Officers have met with the manager of the Riverside who has confirmed the loading bay is required. It is now to be provided at the southern end of the lay-by, and will only operate between the hours of 6am and 3pm, Monday to Friday. The manager of the Riverside is supportive of this.
	There is potential for a "Green Route" using the Woodland Drive area and this should be considered in conjunction with any regeneration plans for the area	Agreed. If the scheme goes ahead then it may be that vehicular traffic could be restricted from using the top end of Chatham Street at a later date, if traffic is significantly reduced as a result of this scheme. This would need to be assessed carefully but it may tie in nicely with any Green Route that extends through the Woodland Drive area. The removal of the proposed parking on Chatham Street complements this long term aim.
	The current facility to cycle across the NIRR from Nursery St is very useful and relatively cycle friendly. This scheme could compromise this facility for cyclists	Under the proposed scheme, the total width will be 7.5m, incorporating a 1.5m outbound cycle lane and the bus lanes at 3.0m each. A added benefit of this part of the proposal is that inbound cyclists will now cross the IRR into a wider lane on Nursery Street, rather than a narrow contraflow cycle lane adjacent to a bus lane. This is considered to be a marked improvement.
6	There are no guarantees about the right turn into Mowbray St and the alternatives are hazardous/unacceptable for cyclists	The right turn for cyclists has now been provided, as has a controlled crossing over Pitsmoor Road.

<p>Officers have naive expectations about buses not blocking cycle lanes and ASLs</p>	<p>Officers can only utilise measures available to them, and are well aware of the limitations of facilities such as ASL's. If problems persist then issues should be taken up directly with the bus operators. That said, traffic control cameras are located in the area and staff will be asked to monitor this.</p>
<p>If signal timings are set up to prioritise Pitsmoor Rd and cyclists expected to use Chatham St then does that mean second class facilities for cyclists and maybe pedestrians?</p>	<p>No. Chatham Street is likely to be less used than at present by motorised traffic. This should make it a more pleasant environment for cyclists and pedestrians.</p>
<p>If all this is installed and the plan is to have a green route using Woodside Drive area (now Pitsmoor Rd?) then will it have to be undone at some point?</p>	<p>No. If the scheme goes ahead then it may be that vehicular traffic could be restricted from using the top end of Chatham Street at a later date, if traffic is significantly reduced as a result of this scheme. This would need to be assessed carefully but it may tie in nicely with any Green Route that extends through the Woodland Drive area. The removal of the proposed parking on Chatham Street complements this long term aim.</p>