

About the application

Application number: 2023/93667	
What is the application for?:	Outline application, including the consideration of access for vehicle into the
Address of the site or building:	Storthes Hall Student Village, Storthes Hall Lane, Kirkburton, Huddersfield, HD8 0WA
Postcode:	

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes

The proposed cycle lane at the Penistone Road/North Road junction seems to be ill thought through, creating confusion and risk to cyclists and pedestrians, so I am objecting to this. It seems to have been drawn up without any determination of the need for improved provision for cyclists, proper site assessments, audit and monitoring, any stakeholder involvement, consideration of options or evaluation of risks/impacts, as there is no evidence demonstrating this.

As a starting point, the need for improved provision for cyclists needs to be evidenced. There is no assessment of this need, just some notion that cyclists will need help crossing Penistone Road when it is busy. A proper assessment of this junction would demonstrate that there are few cyclists on North Road, due to the steep hills on this route, and the real risk to cyclists is on Penistone Road. Designing the appropriate solution should first consider improving conditions for cyclists on the carriageway, and on this site there are many. The speed limit could be reduced to 30 mph on Penistone Road, like the other villages on Penistone Road. And the junction could be changed so that it is easier for vehicles to turn left and see vehicles coming down Penistone Road. A shared use route, like the one which has been proposed should be a last resort. Local Transport Note 1/20 identifies some core design principles (pg 8), including what not to do. The first one is: Neither cyclists nor pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway – which is exactly what this scheme does – it puts cyclists in the middle of the road, then on a shared path with pedestrian (on a bend) with both cyclists and pedestrians going both ways. Another one is: Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing the main carriageway instead because it is faster – the proposal does just that, cyclists will be in the middle lane, waiting to cross North Road to the cycle lane and then stop at the Tucan crossing to cross Penistone Road, which cyclists are not going to do, they will just stay on the main carriageway and cross when it is clear. Also, the Transport Note states that: Uncomfortable transitions between on-and-off carriageway facilities are best avoided, particularly at locations where conflict with other road uses is more likely – the proposed cycle lane will have cyclists crossing the carriageway into the middle lane, waiting in the middle of the road to cross to the cycle lane, then join a shared path with pedestrians, then cross the road at the Tucan crossing, then carry on the cycle lane, then join the road. A similar scheme in Deansgate, Manchester, where cycle lanes were introduced where they shouldn't be, was heavily criticised, especially by cyclists. The design of this cycle lane is not fit for purpose, it will create a lot of confusion and will not be used.