

Response received	Officer response
<p>From a private individual (A)</p> <p>I write to object to NF/70622 the A631 Bawtry Road, Hellaby and Rotherham Road, Maltby as it permits cyclists to use the proposed bus lane. This will have a serious impact on bus punctuality as cyclists in a bus lane due to their lack of speed hold buses up, particularly on hills.</p> <p>Buses are already getting delayed on this stretch of road so narrowing the road and allowing cyclists to impede the progress of buses in a bus lane will have a detrimental effect on passenger journeys. It not only impacts passengers on that stretch of road but it delays the bus return journey from Bramley to Doncaster meaning people in Maltby arrive late in Doncaster for work.</p>	<p><i>Two bus lanes are impacted by the proposed Order. One, on Bawtry Road, Wickersley, already admits cyclists (the proposal is to extend this bus lane), and falls about 4 metres (13') over its proposed 600m (660 yard) length. The new bus lane proposed between Maltby and Hellaby rises 15 metres (49') over its proposed 1.3km (¾ mile) length, and average climb of 1.2% - that is to say, practically level (to give context, roads are typically designed with minimum falls of 2% for drainage purposes).</i></p> <p><i>The main cause of delays to buses on this section in peak periods is traffic congestion. Whilst cyclists may, on occasion, delay buses, in practice –</i></p> <ul style="list-style-type: none"> <i>• In congested conditions, the delay imposed by cyclists would be less than that imposed by the traffic congestion presently delaying buses and so bus journey times would still be expected to see improvement; and,</i> <i>• In uncongested conditions, bus drivers can simply overtake a cyclist using the adjacent traffic lane (there is no proposal to obligate buses to use the bus lanes).</i>
<p>From a private individual (B)</p> <p>I think the change is a positive change to reduce the speed to 30mph through Hellaby. I live on Bawtry Road at Hellaby and it's a nightmare most of the time to try and get out of our drive because of the speed of traffic. It's frightening. The traffic often exceeds the current limit of 40mph. Also turning into your drive is also frightening as drivers tend to tailgate you and are only inches away from my boot sometimes despite indicating and slowing down early.</p> <p>For the change to be effective, the speed needs to be monitored and motorist should be fined to ensure compliance. There should be cameras to record offenders and to encourage motorist to slow down. Reducing the speed should help to reduce accidents and also help with air quality. Hellaby is in the top 5 in the list of areas in South Yorkshire with the poorest air quality.</p> <p>Please implement this change with monitoring.</p>	<p><i>Automatic traffic count data indicates baseline 85th vehicle speeds of 39mph. Noting there is unfortunately always a minority of drivers who speed, this is considered to be a good level of compliance with the existing speed limit. Forecast speeds after the scheme (accounting for both narrower lanes and the proposed reduced speed limit) indicate after 85th percentile speeds of 33mph, which is considered acceptable.</i></p> <p><i>Enforcement is a matter for South Yorkshire Police, who were consulted. They indicated that they cannot guarantee any level of enforcement of the proposed restrictions.</i></p> <p><i>Reducing the speed limit could be expected to reduce the incidence of collisions by around 4-7% (potentially greater if the greater speed reduction impact of narrower lanes is considered). Hellaby is not in or approaching exceedance of statutory limits in respect of local air quality. Moreover, at cruise speed, Department for Transport Guidance indicates vehicle emissions are optimised at around 40mph, and are therefore expected to increase as a consequence of the Order, not decrease as claimed. However it is important to note that other factors (including congestion, driver behaviour, and the volume and composition of traffic) have much great impact on vehicle emissions. The same guidance note that "the change in [oxides of nitrogen] emissions caused by speed limits is likely to be extremely small". It should also be noted this impact can be expected to be offset by mode shift from car to bus, associated with improved bus journey times and reliability resulting from the bus lanes.</i></p>