

TRANSPORTATION AND HIGHWAYS PROJECTS

NOTE ON CONTRAFLOW CYCLING ON SERVICE ROAD ADJACENT TO A631 WEST BAWTRY ROAD, CANKLOW

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INTRODUCTION

DfT Traffic Advisory Leaflet 06/98 *Contraflow Cycling (TAL 06/98)* and Local Transport Note 2/08 *Cycle Infrastructure Design (LTN 2/08)* set out what issues should be considered when investigating the provision of contraflow cycling in one way streets. This note investigates these issues with respect to proposed unsegregated contraflow cycling on the service road adjacent to the A631 West Bawtry Road at Canklow.

DISCUSSION

The points to consider below are those set out in *TAL 06/98*, although some of these have been combined. They formed the basis of the application to the DfT for authorisation of contraflow cycling, the requirement for which was removed by the 2012 revision to the TSRGD.

Vehicle speeds/flow/%HGV

A 2007 ATC showed that the seven day average mean speed was 23.0mph and 85th percentile speed was 30.6mph. The 7 day average 24 hour traffic flow was 220 vehicles. There was 0% HGV flow on the service road.

Type of traffic: local, through traffic

Local traffic, primary use of the service road is to access private dwellings. Traffic will occasionally divert onto the service road when the adjacent A631 West Bawtry Road is severely congested.

Parking turnover and duration

Parking is nearly all by residents and turnover is low, there is some commuter parking at the north end of the service road.

Junction turning movements

Vehicle entry to the service road is via a diverge taper off the A631 West Bawtry Road and exit is via a merge taper. Contraflow cycling would access the service road via a drop kerb from shared use footways away from these vehicle accesses.

Vehicle swept paths

Vehicles leaving private dwellings would need to do so in anticipation of a cyclist travelling contraflow along service road.

Gradient

Gradient is mainly downhill for contraflow cyclists, there is a brow in the middle of the service road. There is adequate forward visibility on approach to this brow, although see the section on Visibility below.

Net width of carriageway

Kerb to kerb width of service road = 5.50m

Width available for traffic to use (between parked vehicle and kerb) = 3.80m

Visibility at entrances/exits, when entering/leaving and sight lines

Visibility at private driveways may be obscured by parked cars.

The design of A631 West Bawtry Road appears to be consistent with DMRB 50mph design speed and as such forward visibility is good at entry/exit points.

There is a bend in the middle of the service road and this, combined with parked vehicles, restricts forward visibility on a small section of the service road such that a driver would be unlikely to see a contraflow cyclist.

Private accesses

Private accesses consist of driveways to private dwellings and one access to allotments/open space.

Accident record and comparative safety on alternative route

No recorded injury accidents on the service road for the three years to 31 December 2011. On the adjacent alternative route, 50mph A631 West Bawtry Road, there were eight slight injury accidents, one of which involved a pedal cycle.

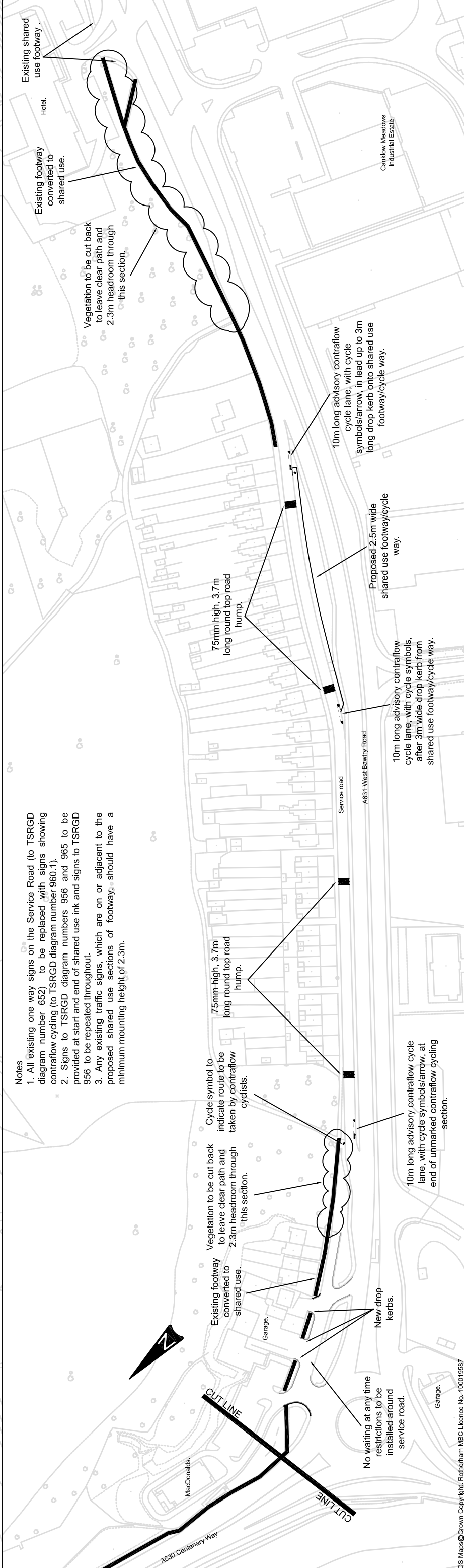
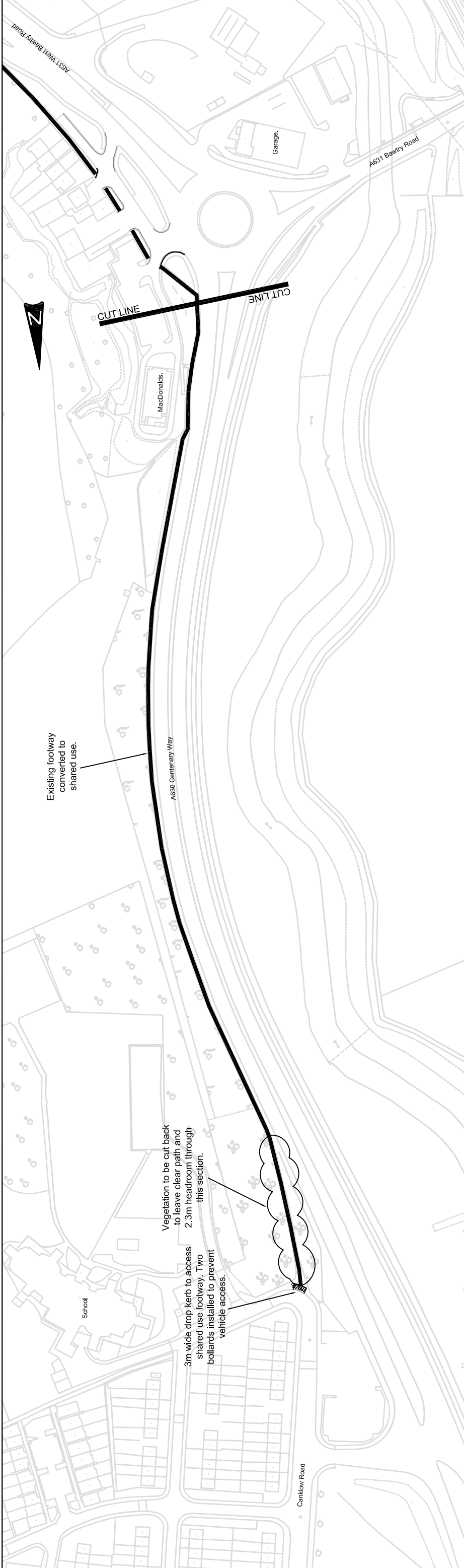
TAL 06/98 states that unmarked contraflow cycling can be considered where 85th percentile speeds are below 25mph and traffic flow is less than 1000 vehicles per day or when the road forms part of a 20mph zone. The service road meets this requirement on traffic flow but fails on 85th percentile speeds. To reduce 85th percentile speeds to below 25mph would require four round top road humps to be installed on the service road. Traffic calming may also discourage use of the service road when the A631 West Bawtry Road is congested.

LTN 2/08 Table 2.3 Total width required for overtaking states that the ideal minimum width for a vehicle to pass a cyclist at 20mph is 3.80m and at 30mph is 4.30m. The available width adjacent to a parked car on the service road is 3.80m, the service road measuring 5.5m wide. At 3.80m there is the physical width for a vehicle to pass a cyclist however this could be uncomfortable for the cyclist if vehicles are travelling a closer to 30mph than 20mph. However given the low traffic flow, and potential traffic calming, it is considered that the benefits of contraflow cycling outweigh the potential problems the narrow width may cause. In addition a similar situation exists on many narrow two way roads where vehicles have to slow or give way to each other.

It is possible to overcome the forward visibility restriction by either installing a short section of waiting restrictions or by converting part of an existing verge into shared use footway (which would lead to the apex of the bend where visibility is restricted) and permitting unsegregated contraflow cycling on the remaining section of the service road where forward visibility is adequate.

RECOMMENDATION

The attached drawing number 129/17/TT208 shows a potential scheme to permit contraflow cycling on the service road and to join the existing shared use facilities on West Bawtry Road with Canklow and on towards the town centre.



- Notes**
1. All existing one way signs on the Service Road (to TSRGD diagram number 652) to be replaced with signs showing contraflow cycling (to TSRGD diagram number 960.1).
 2. Signs to TSRGD diagram numbers 956 and 965 to be provided at start and end of shared use ink and signs to TSRGD 956 to be repeated throughout.
 3. Any existing traffic signs, which are on or adjacent to the proposed shared use sections of footway, should have a minimum mounting height of 2.3m.

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Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE		Rotherham Metropolitan Borough Council A631 West Bawtry Road/A630 Centenary Way		Title	
Strategic Director: Karl Battersby Bsc (Hons) MTP L MRTPI		Environment & Development Services		Cycling improvements	
Date		Initial		Dwg. No.	
Date		Initial		129/17/TT208	
Date		Initial		Rev	
Date		Initial		1:1000	
Date		Initial		Drawn	
Date		Initial		ML	
Date		Initial		Date	
Date		Initial		July 2012	
Date		Initial		Chd. by	
Date		Initial		ASB	
Date		Initial		Description	
Date		Initial		Rev.	