

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13 January 2014
3.	Title:	Proposed extension of existing shared use footway on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of consultation into a proposal to extend the existing shared use footways on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow and to seek approval for the scheme to be implemented.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The objections to the proposed scheme be not acceded to at this time;**
 - ii) The scheme be implemented in the 2013/2014 financial year.**
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7. Proposals and Details

A report was presented to Cabinet Member on 28 May 2012 setting out proposed cycling improvements in and towards Rotherham town centre (Minute number G1 refers). One of the proposals in the report was to extend the existing shared use footways on A631 Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow. This would provide an off road and quiet road cycle route all the way from Whiston/Woorygoose to the town centre.

Detailed design has been completed on this scheme and the proposed layout is shown on drawing number 129/17/TT208 Rev B a copy of which is attached as Appendix A. In summary the scheme involves

- Converting two lengths of existing footway into shared use footways with widening to 3m where this is practical. This would allow cyclists to legally cycle in both directions on the footway
- Creating a new length of shared use footway in the verge on the service road which runs parallel to Bawtry Road at Canklow Meadows
- Allowing contra-flow cycling on part of the one way service road. This would allow cyclists to legally cycle the wrong way down this lightly trafficked one way street. There would be short lengths of on carriageway cycle lane at the start and end of the contraflow section and signs would be erected to inform drivers that there is on carriageway contraflow cycling
- Putting four round top road humps on the service road to reduce traffic speeds to around 20mph. This could discourage traffic from diverting onto the service road when traffic is queuing on West Bawtry Road but would also reduce the speed of these vehicles.

Initial consultation on the proposed scheme has taken place with South Yorkshire Police. They support the scheme but comment that cyclists may choose to cycle on the footway adjacent to service road and not use the contraflow cycling facilities provided and that there may also be a potential for conflict when cyclists leave the shared use footway to join the contraflow cycling link and again when they re-join the shared use footway. In response the scheme would be signed so that cyclists are clearly shown where they can and cannot cycle; in addition on carriageway cycle lanes would indicate to drivers that cyclists may be joining/leaving the carriageway.

Consultation took place with Statutory Consultees, such as South Yorkshire Fire and Rescue Service and Yorkshire Ambulance Service and Ward Members for the Boston Castle Ward in September 2012 and no objections were received.

In October 2013 consultation was undertaken with fifty four adjacent residential properties and four businesses that would be directly affected by the proposal. At the same time Road Hump Notice was advertised on street and in the Rotherham Advertiser. The Traffic Regulation Order to permit contraflow cycling on the service road adjacent to Bawtry Road was also advertised on street and in the Rotherham Advertiser.

A total of four responses were received to this consultation. One resident made general comments about the scheme and commented on unrelated matters; one objected to the road humps but withdrew their objection following further correspondence and with two objected to the proposal. Details of these objections are attached as Appendix B.

In summary the grounds for the objections are

- One resident objects to the number of road humps proposed, stating that they think the humps would create more problems for residents.
- Both residents are concerned about contraflow cycling and the danger this could pose to cyclists, drivers and residents.

In addition to the objections comments were also received about how a neighbour was hit by a footway cyclist who was riding in the dark with no lights and how the brow and bend in the middle of the road creates a danger point.

An assessment of the suitability of the service road for contraflow cycling has been undertaken in accordance with LTN 2/08 Cycle Infrastructure design and Traffic Advisory Leaflet 06/98 Contraflow cycling. A copy of this assessment is attached as Appendix C.

The assessment shows that this service road satisfies the requirements for contraflow cycling except that for traffic speed. It does not meet the requirement that the 85th percentile speed of vehicles should be 25mph or less. It is for this reason that road humps have been proposed and spaced to reduce 85th percentile speeds to a level appropriate to a 20mph speed limit therefore satisfying the requirements of the assessment. Traffic volume is low on the service road with the latest survey showing that 220 vehicles used the service road in a 24 hour period.

The scheme has been designed to widen footways, where this is practical; to provide a safe environment for pedestrians and cyclists to mix. Where it is not practical to do this a clearly signed route that takes cyclists away from narrow footways would be provided. This would be provided as a contraflow cycle link with the eastern section of service road where the brow of the hill restricts forward visibility would have an off road cycleway and the western half would have contraflow cycling on the carriageway where forward visibility is good. With the exception of two properties at the eastern end of the service road and four properties adjacent to Canklow Service Station there would be no shared use footway directly outside of residential properties. The locations where cyclists leave or join shared use footways would be clearly indicated with road signs and markings and drivers on the service road would be made aware of contraflow cycling with the road signs.

Whilst certain individuals may choose to cycle on the footway and ride without lights the provision of cycle facilities to encourage cyclists to use the highway in a safe and appropriate manner is likely to reduce the number of such instances from occurring.

8. Finance

The proposed scheme is expected to cost £120,000. Funding for the scheme is available from the Local Sustainable Transport Fund and the Local Transport Plan Integrated Transport Capital Programme for 2013/2014

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

The scheme supports the Sheffield City Region's Transport Aspirations and more locally it complements Rotherham's Corporate Objectives, with particular focus on:

- Making sure no community is left behind
- Creating safe and healthy communities

11. Background Papers and Consultation

In 2010 the Government announced the creation of the Local Sustainable Transport Fund (LSFT) and made £560 million of funding available for projects over a four year period to 2014-15. South Yorkshire successfully bid for £24.6M from the fund. This bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers.

Contact Name: Matthew Lowe. Ext 54490
matthew.lowe@rotherham.gov.uk
