

CONSULTATION PACK

Wellgate, Broom Road and Broom Valley Road cycle routes



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WELLGATE, BROOM ROAD AND BROOM VALLEY ROAD CYCLE ROUTES

Rotherham Council is making improvements on Wellgate, Broom Road and Broom Valley Road to make it easier and more pleasant to travel by bike between the town centre and south east Rotherham.

Our traffic analysis indicates that there is significant opportunity for trips to be made by bicycle between the south east of the town and central Rotherham (including its onward rail and bus services), and so help reduce traffic congestion, improve air quality and enable people to have more active lifestyles.

Making bike travel easier will also help reduce reliance on private car travel and improve access to employment areas.

The scheme will be delivered in two phases, and the nature of feedback we are seeking on each is different (see table).

To provide feedback please complete our online survey at www.rotherham.gov.uk/consultations by Sunday 7 November 2021.

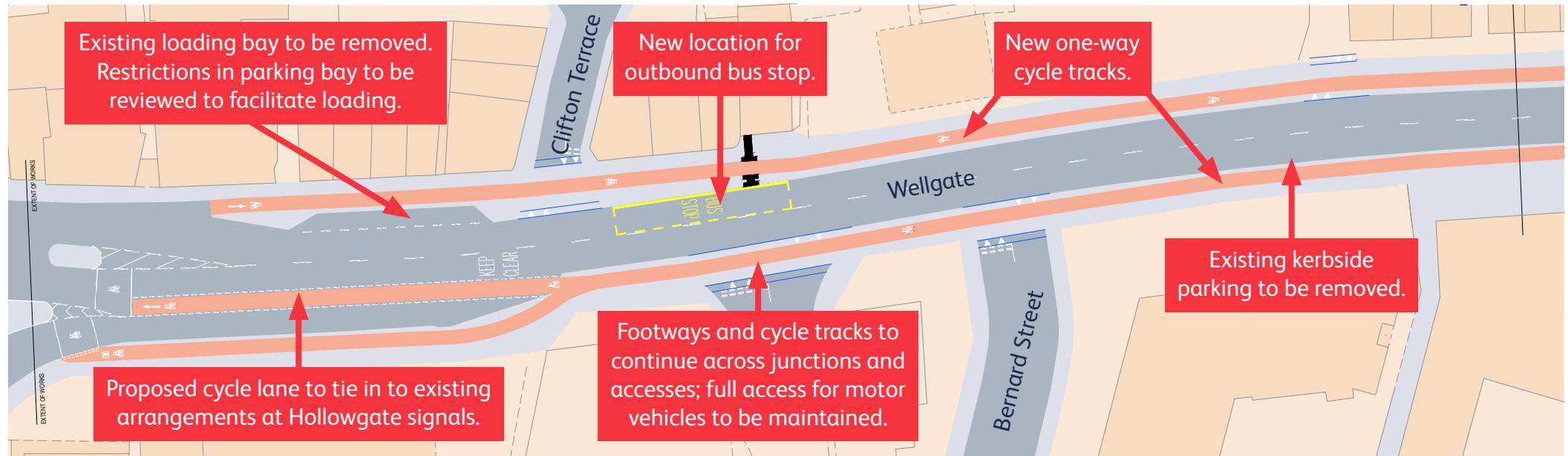
	Phase 1 – Wellgate & Broom Road	Phase 2 – Broom Valley Road
Overview	Creating dedicated cycle tracks on Wellgate and Broom Road, between Hollowgate and Boswell Street.	Implementing measures to improve conditions for pedestrians and cyclists using Broom Valley Road and address local concerns about traffic volumes and speeds on this residential road.
Current status	The route and broad treatment for this phase are confirmed and initial designs have been proposed; these are summarised in this document.	The aims and location of this scheme have been fixed, however a number of approaches by which to achieve this are still under active consideration; these are summarised in this document.
Feedback we're seeking	Comment on the detail of the proposed designs to ensure the final design best meets the needs of local people. We will not be able to consider different routes or treatments as part of this consultation.	Comment on the broad approach to be adopted to best meets the needs of local people. We will not be able to consider different routes as part of this consultation.
Timescales	Subject to the scheme and its funding being approved, we hope construction of Phase 1 will begin in late 2021, with completion in spring 2022.	To be confirmed based on availability of funding.

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PHASE I - WELLGATE AND BROOM ROAD (WEST TO EAST)

Wellgate between Hollowgate and Clifton Roundabout



New one-way cycle tracks will be provided on each side of Wellgate between Hollowgate and Clifton Roundabout.

The funding available for this scheme is insufficient for significant alterations to the junction of Wellgate with Hollowgate, but there will be minor works to ensure the new cycle tracks tie-in with the existing junction arrangements.

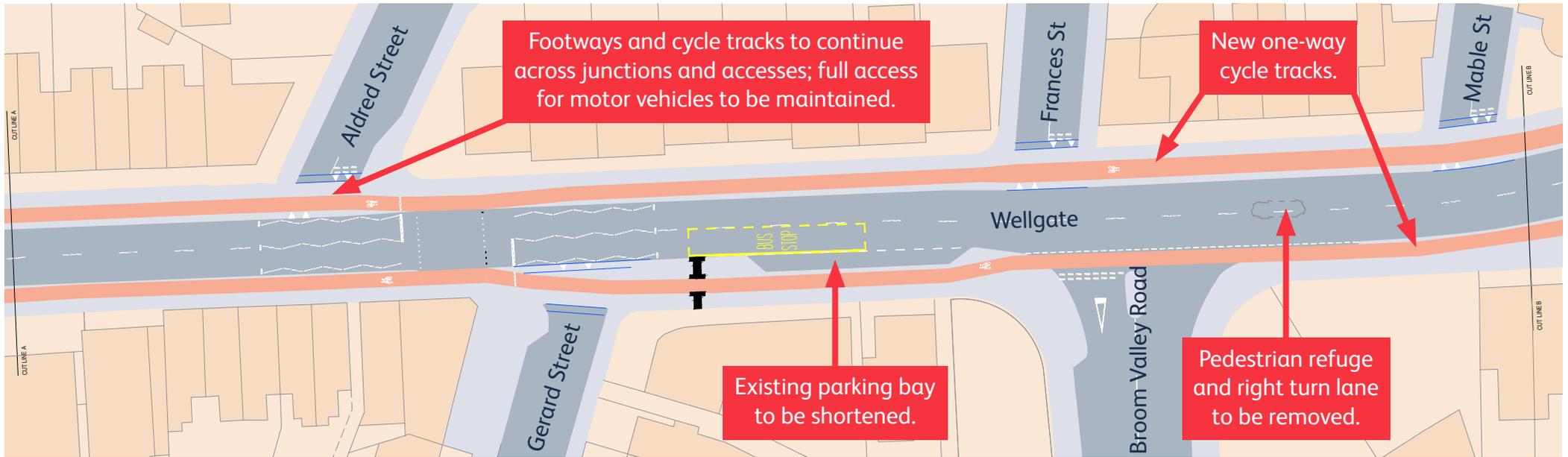
To create the cycle tracks we will narrow the carriageway and footways, and some parking spaces will be removed.

The existing loading bay near to Clifton Terrace is understood to be redundant and will be removed; the parking here will be retained. Parking spaces for 12 cars would be removed from Wellgate under these proposals. However, to offset this we propose, if there is public support, to introduce new 'pay-by-phone' parking bays on Bernard Street; these would have a maximum two-hour stay (to ensure parking is available for visitors to premises in the area).

The existing bus stops will be kept, and platforms created between the cycle tracks and the carriageway. Bus passengers will need to cross the cycle track to reach the platform, but they will then be able to wait for and board buses safely, without obstructing the cycle track.

The eastbound bus stop (traveling towards Wickersley) will be moved approximately 50 metres closer to Clifton Terrace.





The pedestrian refuge and right turn lane at Broom Valley Road will be removed to make space for the cycle tracks.

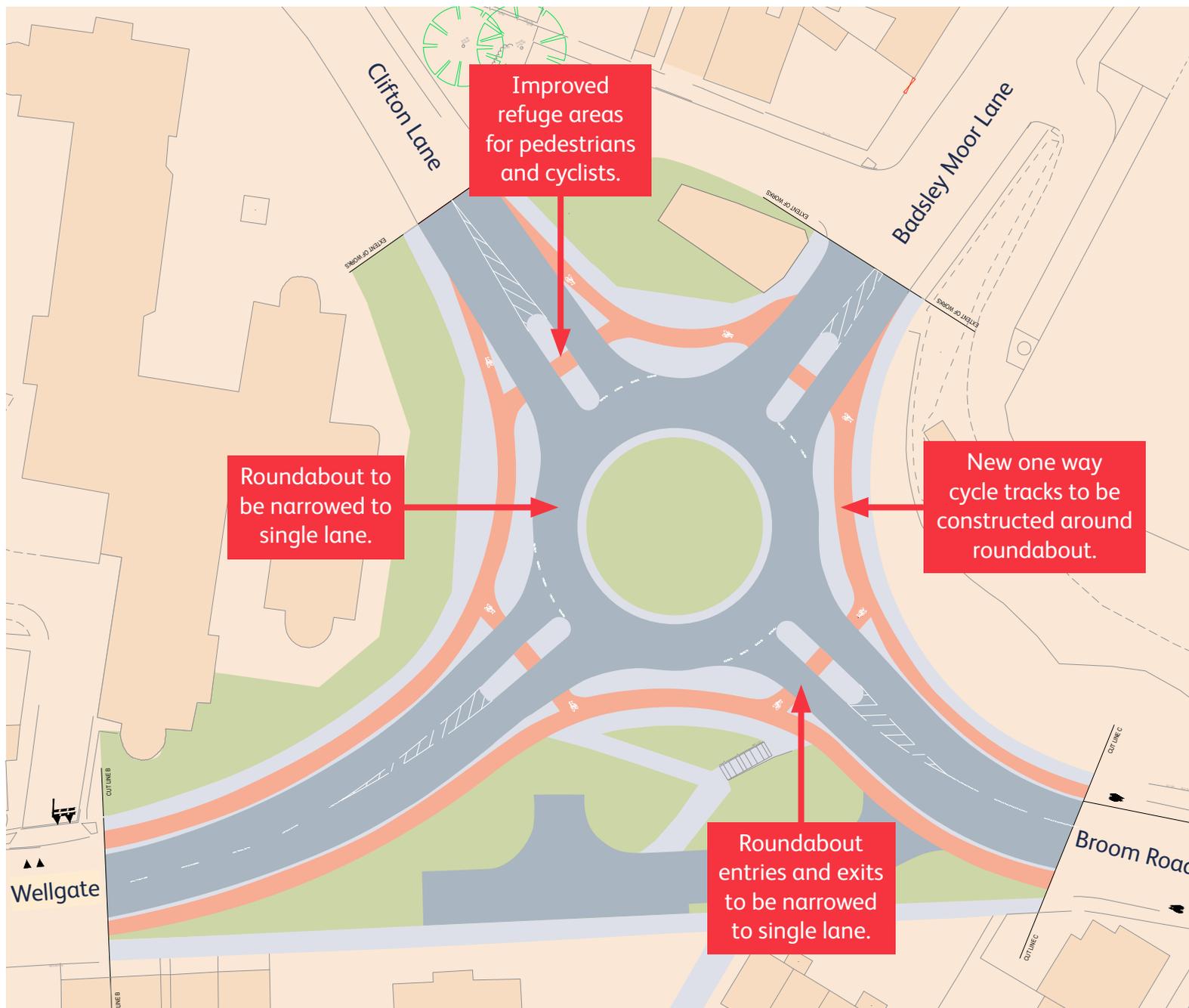
The cycle tracks will be separated from motor traffic by a kerb, and at the same level but separate from the adjacent footway. Given the space available, it is proposed that both the footways and cycle tracks are relatively narrow, having a minimum width of 1.5m in places. Building them at the same level avoids the potential trip hazard of a kerb; a raised strip will allow visually impaired people to tell where the divide is between the cycle track and the footway.

Junctions with side streets will be altered to provide a level crossing for pedestrians and cyclists, and to emphasise their priority over vehicles turning onto and off Wellgate.

The existing parking bay between Gerard Street and Broom Valley Road will be shortened to accommodate the bus stop boarding platform (as described in previous section).



Clifton Roundabout



Clifton Roundabout, along with its approaches, will be narrowed to a single lane to:

- control vehicle speeds
- provide space for cycle tracks, separate from traffic and pedestrians, all the way around
- improve the refuge areas for pedestrians and cyclists crossing each arm of the roundabout.

These changes will reduce the capacity of the roundabout. Assessing the exact impact of this on traffic has been difficult as it has not been possible to collect current representative traffic data due to reduced traffic levels during COVID-19 restrictions. Historical data suggests the roundabout will operate near to its capacity in the morning peak travel period, with potential for queues to form on Broom Road for about half an hour. The average delays for motorised traffic at this roundabout during the morning peak, under these proposals, is forecast to be 17 seconds (though this may vary from day to day).

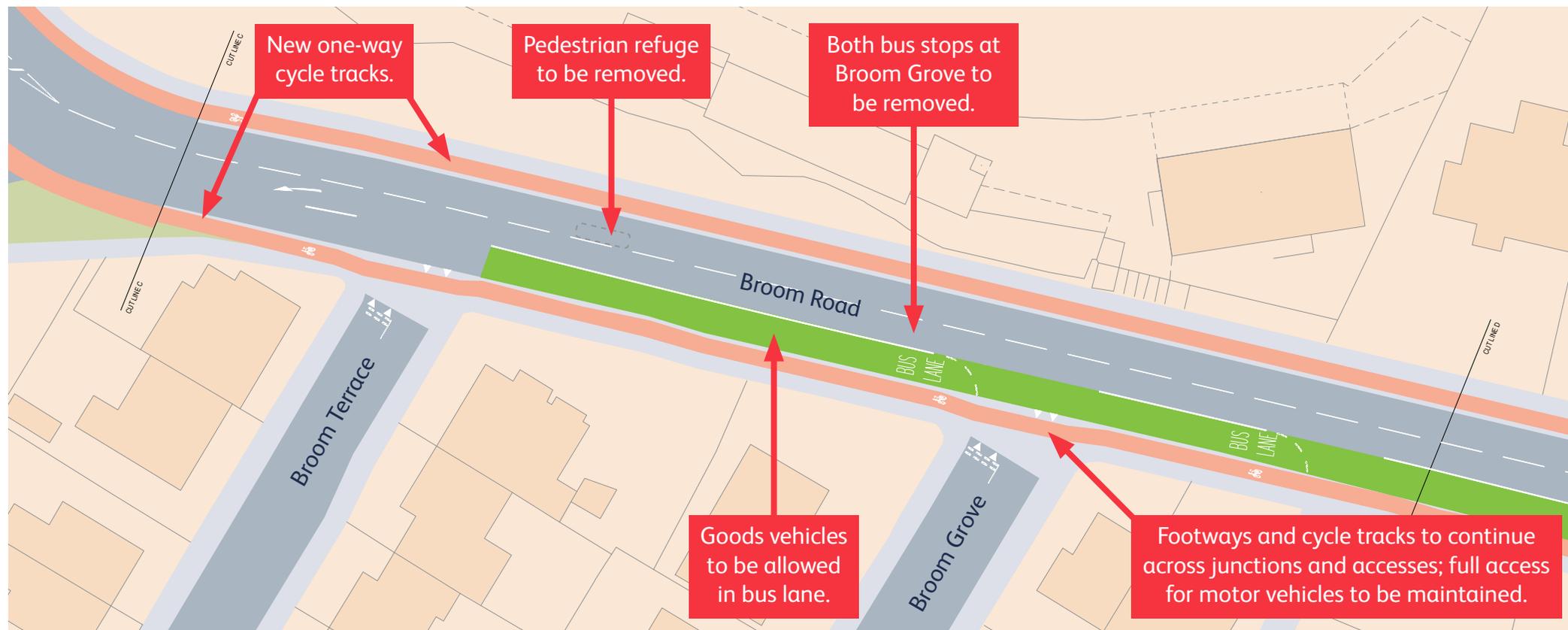
Priorities at roundabouts

Under these proposals, Clifton Roundabout will operate as usual: pedestrians and cyclists give way to vehicles on the carriageway and drivers give way to traffic already on the roundabout. This option is demonstrably safer for cyclists.

Even in places where cycling (and cyclists having priority) is more common than in the UK, studies have shown that giving cyclists priority at roundabouts results in around seven times more cyclists being hospitalised due to collisions with motor vehicles, compared to the design we are proposing. A recent study, considering nearly 10,000 site-years of data, indicated a six-fold increase in collisions involving cyclists at roundabouts in municipalities where all roundabouts give cyclists priority, compared to those where no roundabouts do.



Broom Road between Clifton Roundabout and Boswell Street



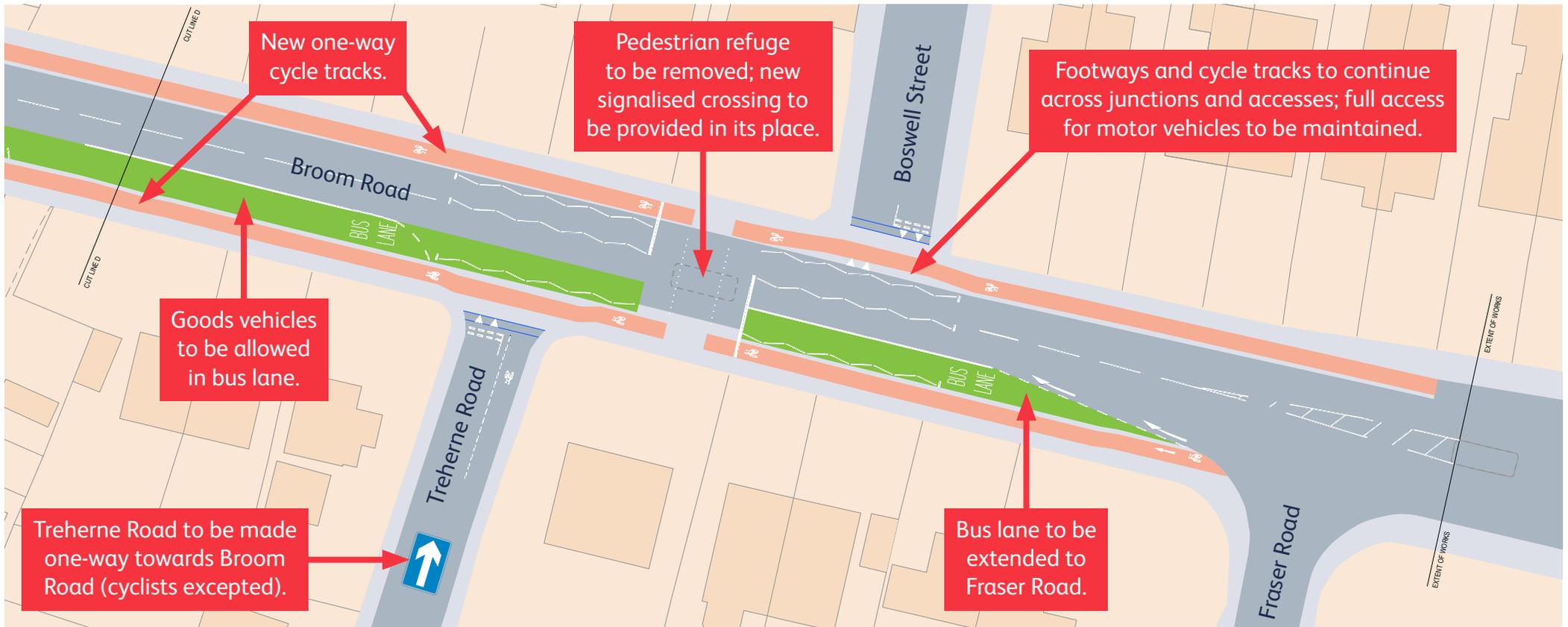
New one-way cycle tracks will be provided on each side of Broom Road between Clifton Roundabout and Boswell Street. To create these the carriageway and footways will be narrowed.

Junctions with side streets will be altered to provide a level crossing for pedestrians and cyclists, and to emphasise their priority over vehicles turning onto and off Broom Road.

In order to accommodate the new cycle tracks, it is also proposed to remove the pedestrian refuge and bus stops at Broom Grove.

The cycle tracks will be separated from motor traffic by a kerb, and at the same level but separate from the adjacent footway. Given the space available, it is proposed that both the footways and cycle tracks are relatively narrow, having a minimum width of 1.5m in places. Building them at the same level avoids the potential trip hazard of a kerb; a raised strip will allow visually impaired people to tell where the divide is between the cycle track and the footway.

The existing westbound bus lane will be kept, and goods vehicles will be newly allowed to use the bus lane, meaning the other westbound lane only needs to be wide enough to accommodate smaller vehicles such as cars and vans.



The existing 30mph zone will be extended and the 40mph speed limit will begin between Broom Grove and Fraser Road (the 40mph limit currently begins from Broom Grove).

The plans include making Treherne Road one way for motor traffic (towards Broom Road); cyclists will be exempt from the one-way restriction and will be able to cycle towards Broom Valley Road.

A new signal-controlled pedestrian crossing is proposed, to replace the pedestrian refuge at Boswell Street.

The existing westbound bus lane will be kept, and the proposals also include a short extension to the existing bus lane between Treherne Road and Fraser Road. This is necessary to accommodate the new signalised crossing at Boswell Street, and will also help ensure buses are not adversely affected by any periods of congestion associated with Clifton Roundabout. Goods vehicles will newly be allowed to use the bus lane, meaning the other westbound lane only needs to be wide enough to accommodate smaller vehicles.



Why does the proposed scheme stop at Boswell Street?

Funding for cycling infrastructure is awarded to Councils by central government on a 'drip-fed' basis annually and we have prioritised the infrastructure we plan to build based on the funding currently available. We are actively exploring opportunities that might allow onward extension of this route in the future.

Why should lorries and vans use the bus lane?

Because the highway is relatively narrow at this location, it isn't possible to make all traffic lanes wide enough to accommodate all vehicles, even with reduced-width footways and cycle tracks. Rather than removing the bus lane, we propose to allow goods vehicles to also use it. This means that buses still have a lane giving them priority over cars, which will use the other narrower inbound traffic lane.



PHASE 2 - BROOM VALLEY ROAD OPTIONS

Broom Valley Road's position in the highway network means there is flexibility in how we can improve conditions for pedestrians and cyclists and at the same time address local concerns about traffic volumes and speeds on this residential street.

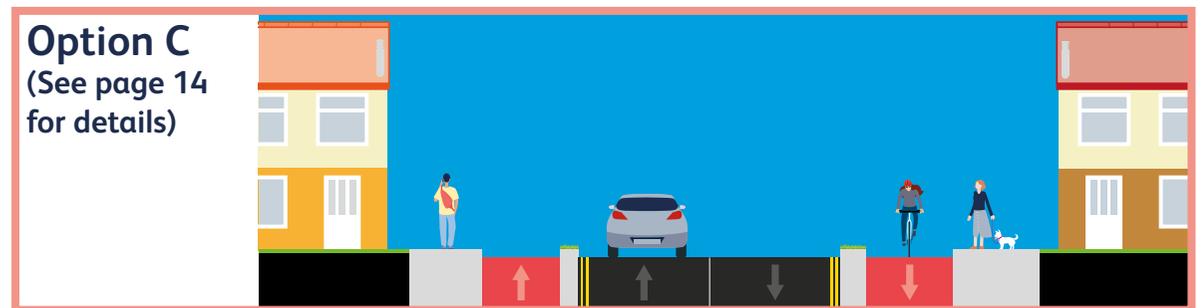
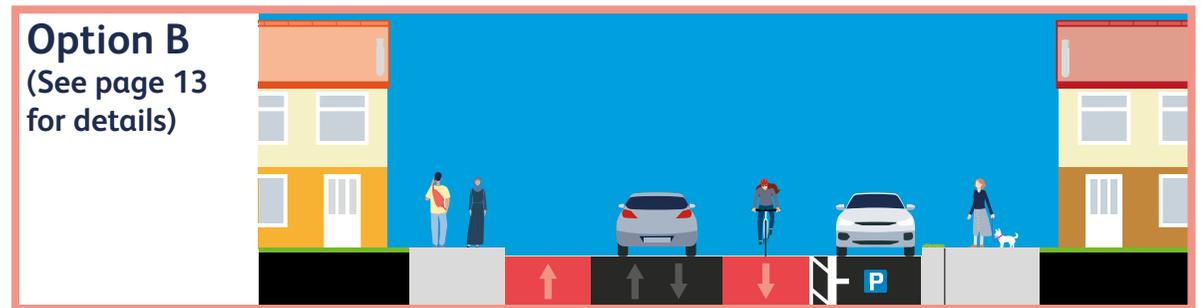
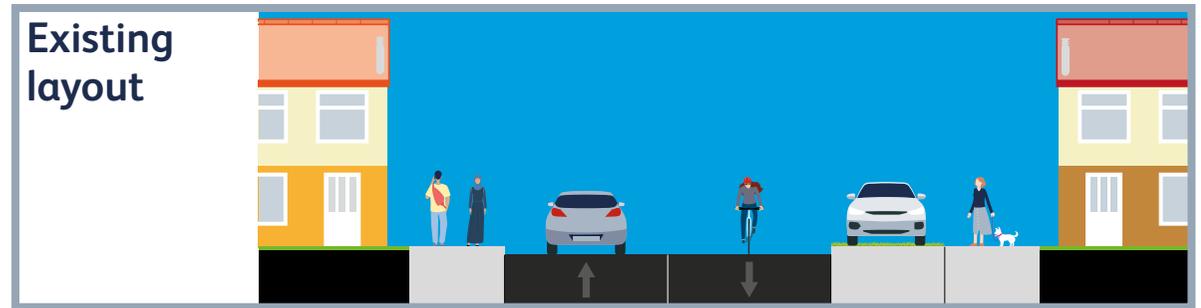
With the space available there is a choice between:

- providing maximum separation of cyclists and pedestrians from motor vehicles and facilitating through traffic, at the expense of space for parking and planting
- OR
- reducing overall motor traffic volumes but not providing separate cycle tracks, to allow space for parking and planting.

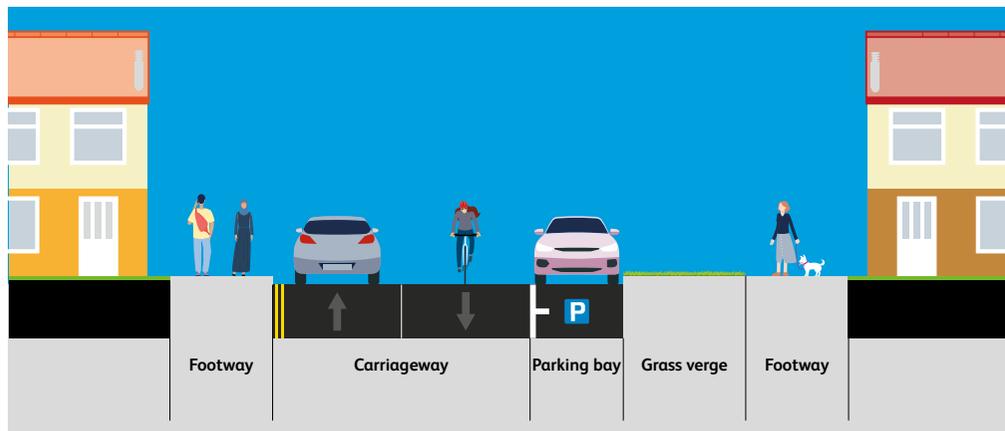
We have suggested three options on this continuum, with a summary of their advantages and disadvantages. To ensure the final scheme best meets the needs of the local community, we are asking for feedback on these options to inform which broad approach we take, as well as the detailed design process.

There will be a further public consultation if and when designs are developed. These will be informed by feedback received in this consultation; we will only look to bring forward elements or options which have support of the local community.

Any scheme will be subject to adequate funding being available. Our intention, subject to community support, is to seek further funding to deliver Phase 2 of the scheme during 2022.



Option A



This approach would see Broom Valley Road cease to be a through route for private motor traffic, including residents' vehicles, for example by creating a closure point partway along the road.

There is the option continue to allow buses to drive through, or to reroute them around the section of the road that would be closed to other vehicles. Rerouting buses may allow for part of the road (potentially by the school), to effectively be pedestrianised. However, this would mean buses would be unable to access some parts of the street. If Broom Valley Road was to no longer be a through-route for buses, there would be a further public consultation on the revised bus routes.

We would also introduce a 20mph speed limit, enforced by new road humps in addition to the existing ones. Parking would be provided in demarcated lay-bys, to deter parking on verges and footways. This will avoid cyclists being squeezed by vehicles passing parked cars, as well as providing improved crossing points for pedestrians.

Option A doesn't provide separate cycle tracks, however the fact that this would no longer be a through road would decrease the traffic volume significantly.

We believe this option provides the greatest improvement in the environment for residents, rather than facilitating through motor traffic. We also expect it to provide the lowest vehicle speeds of the three options, assuming a consistent level of traffic calming.

Pros

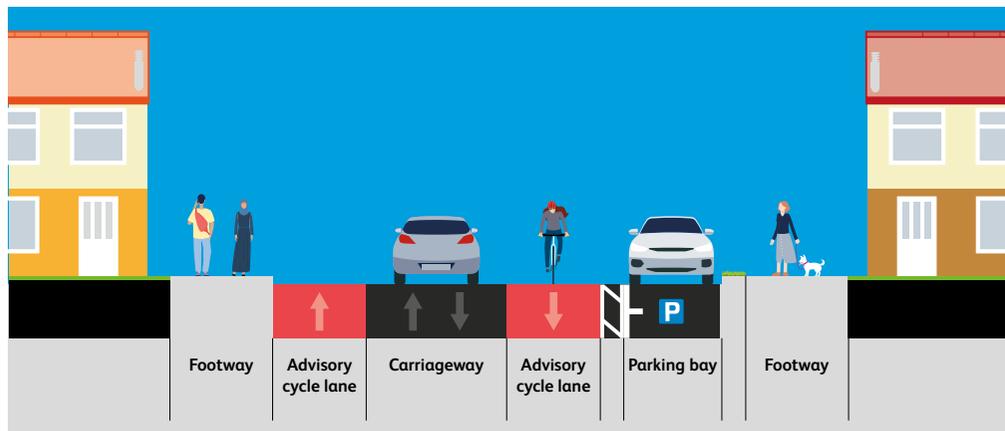
- ✓ Reduced traffic on Broom Valley Road with associated benefits for pedestrians, cyclists and residents
- ✓ Reduced vehicle speeds (compared to existing situation)
- ✓ Minimal impact on parking capacity
- ✓ Potential for pedestrianised area at Broom Valley Community School (if buses diverted)
- ✓ Potential to improve green space and planting by protecting it from vehicles with designated parking
- ✓ Reduced width of road for pedestrians to cross
- ✓ Minimum construction required

Cons

- ✗ Potentially slightly more traffic on surrounding streets, notably Broom Road and/or Moorgate Road
- ✗ Possibly more congestion on Broom Road in the morning peak
- ✗ Designated parking areas may be slightly further from some premises than current parking habits
- ✗ Reduced public transport accessibility (if buses diverted to create pedestrianised area at Broom Valley Community School)
- ✗ Slightly longer travel times and distance when accessing the Broom Valley area by car



Option B



This approach would provide a single, two-way lane for motor vehicles between one-way advisory cycle lanes (shown by road markings) along full length of Broom Valley Road. Motorists will need, and be permitted, to momentarily enter the cycle lanes to pass oncoming vehicles; they will also be given a clear indication to keep their distance from cyclists.

This layout would maximise space for other uses (for example, parking) and control vehicle speeds.

Parking would be provided in demarcated lay-bys to deter parking on verges and footways; this will avoid cyclists being squeezed by vehicles passing parked cars, as well as providing improved crossing points for pedestrians (though these crossing points would likely not be as good as those as we could provide in Option A).

Additionally, we would introduce a 20mph speed limit enforced by new road humps in addition to the existing ones.

We believe this option provides a compromise between improving the environment for residents and facilitating through traffic.

All else being equal, we would expect vehicle speeds to be about 3 miles per hour faster than for Option A, but 2 miles per hour slower than Option C.

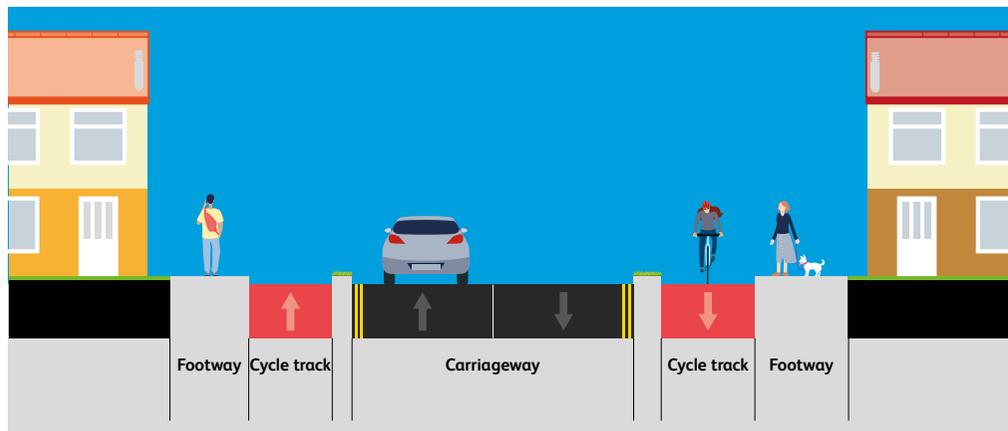
Pros

- ✓ Defined provision for cyclists
- ✓ Significant levels of parking can be retained
- ✓ Reduced vehicle speeds compared to existing situation
- ✓ No impact on vehicle access to the area
- ✓ Could be introduced with or without restrictions on traffic

Cons

- ✗ Reduced green space
- ✗ Some reduction in parking likely, greater loss of parking than in Option A
- ✗ Existing volume of traffic would remain
- ✗ Little improvement relative to existing layout for pedestrians
- ✗ Greater disruption during construction than Option A

Option C



This approach would create fully separated, one-way cycle tracks on each side of the road; achieving this will likely require removal of all on-street parking from the road.

As Option C provides full separation of motor traffic from cyclists and pedestrians, we do not propose putting in additional traffic calming (road humps) beyond those already there. However, if there were local support for additional traffic calming within this option, this could be provided.

To minimise cost and disruption, we would try to work with existing kerb lines where possible, but significant construction work is likely to be needed.

We believe this option would provide the least improved environment for residents but would provide separate cycle provision and facilitate through traffic and motor vehicle access to the area.

All else being equal, we would expect this option to result in the highest motor vehicle speeds: two miles per hour faster than Option B, and about five miles per hour faster than Option A.

Pros

- ✓ Full separation for cyclists
- ✓ No impact on access to the area
- ✓ Could be introduced with or without restrictions on traffic

Cons

- ✗ Little to no green space
- ✗ Almost all street parking removed
- ✗ Few benefits for pedestrians and footways potentially narrower in places
- ✗ Greater disruption during construction than Option A or B
- ✗ Existing levels of traffic would remain