

## **Proposed Closure of Bridge Hill, Oughtibridge**

### **Frequently asked questions**

#### **Why are you doing this?**

We are doing these works to prevent collisions involving people using motorcycles and bicycles on Orchard Street being hit by people driving cars out of Bridge Hill into Station Lane. In the last five years three people on motorcycles and six people on bicycles have been injured, six of them seriously. Stopping people driving from Bridge Hill into Station Lane will remove the cause of these collisions and lead to an improvement in safety for people using motorcycles or bicycles.

#### **If I can't turn down Bridge Hill how do I get to Station Lane and Low Road?**

If you are coming from Church Street you would turn left into Langsett Road North and carry on along it then turn right into Orchard Street and follow this to the bottom of Bridge Hill.

If you are coming from Langsett Road South you would carry on along Langsett Road North and turn right into Orchard Street and follow this to the bottom of Bridge Hill.

#### **How do I get out of Bridge Hill?**

Bridge Hill would change from one way to two way. To get out of Bridge Hill you would need to turn around, go down the hill and either go ahead into Station Lane or turn right into Low Road.

#### **Will I still be able to park on Bridge Hill?**

Yes you would still be able to park on Bridge Hill subject to there being a parking space available. The scheme will keep the existing parking areas and a couple of extra parking spaces will be added.

#### **What are the overrun areas for?**

The overrun areas are to slow people down who are making a left turn into Low Road from Station Lane, to slow people down who are making a left turn from Orchard Street/Forge Lane into Station Lane and to discourage two lines of traffic forming when on Orchard Street when Low Road is busy.

#### **The zebra crossing on Low Road should be moved to a different location, why aren't you doing anything here?**

Although some Residents have concerns about the location of this crossing and pedestrian safety there is nothing to suggest it is causing an injury collision problem. These concerns are typical of zebra crossings and are a reflection of zebra crossings in general and not of this particular crossing.

#### **Why don't you make people turn right at the bottom of Bridge Hill instead, then you won't have to close it?**

The only way to make drivers turn right at the bottom of Bridge Hill would be to build an island which physically stops them from going to Station Lane. Unfortunately because there has to be enough space for large vehicles to turn right the island wouldn't be big enough to stop drivers from going into Station Lane. As can be seen with people driving the wrong way up Orchard Street to get to Forge Lane this would be abused and people on motorcycles and bicycles would still be at risk of being hit.

### **Will this scheme stop people from driving the wrong way to get to Forge Lane from Station Lane and Bridge Hill?**

The landscaped area at the bottom of Bridge Hill would stop people driving over the footway to get to Forge Lane from Bridge Hill.

It would also stop the majority of people who drive the wrong way from Bridge Hill into Forge Lane by making them divert onto Orchard Lane so that they drive past Forge Lane before they get to Bridge Hill.

### **Will pedestrians and people on bicycles still be able to use Bridge Hill?**

Pedestrians and people on bicycles will be able to get in and out at the top and bottom of Bridge Hill.

### **Why do people driving have to give way when turning from Langsett Road North into Orchard Street, wouldn't it be better to give them priority?**

We are proposing this arrangement to keep people moving on the A6102 and to maintain the principle that when joining a main road you should give way to people already on it.

### **Why are the waiting restrictions proposed and why are some experimental?**

The waiting restrictions on Langsett Road North are proposed to ensure that queues caused by closing Bridge Hill do not block people travelling towards Stocksbridge.

The waiting restrictions on the east side would be experimental to give the Council flexibility to adjust the length or times of operation to suit what happens on site and to minimise the loss of roadside parking.

The waiting restrictions on Orchard Street are proposed to ensure there is enough visibility into Langsett Road North for people to see to make the turn safely and to ensure there is enough space for a large vehicle to turn.

### **You are putting waiting restrictions in front of my house, where will I park?**

In law there is no legal right to park on the road outside of your house. However where practical we try to minimise the impact of waiting restrictions on residents, especially if they have no alternative parking. This is one of the reasons why we are making the restrictions on the east side of Langsett Road North experimental so we can try to balance the needs of residents against the need to keep people moving.

### **Diverting people will lead to an increase in pollution?**

At peak times the same number of motor vehicles will queue as they do now but some of this queuing will be relocated from Bridge Hill/Church Street onto Langsett Road North. This should mean that at peak times the proposal is neutral in its effect on air quality.

In off peak times people may have to drive slightly further than they do now however the difference in distance driven is so small as to have no impact on air quality.

### **What happens next?**

The proposal may be adjusted, where practical, to account for the comments made in the consultation and we currently expect changes to happen towards the end of 2019.