

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

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| 1. | Meeting: | Cabinet Member for Regeneration and Environment – Delegated Powers Meeting |
| 2. | Date: | 6 September 2010 |
| 3. | Title: | A6021 Wickersley Road/Broom Road Accessibility Improvements |
| 4. | Directorate: | Environment and Development Services |

5. Summary

To update Cabinet Member on progress made on the proposed accessibility improvements to the A6021 Wickersley Road, between the Clifton Lane and Brecks roundabouts.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) Public and Statutory consultation is undertaken on the proposed improvement to Broom Road but the scheme not be progressed any further until funding is identified.**
- ii) Public consultation on the extension of the existing part time bus lane on Wickersley Road be undertaken and subject to no objections being received the scheme be implemented in the 2010-11 financial year.**
- iii) Detail design be undertaken on the proposed Stag roundabout improvement and the scheme be implemented, subject to securing funding from the South Yorkshire Local Transport Plan Strategic Pot.**
- iv) Consultees on Wickersley Road be informed of the change to the proposed scheme and that the revised scheme, as shown on drawing number 128/17/TT118A is implemented during the 2010-2011 financial year.**

7. Proposals and Details

A report was presented to Cabinet Member on 7 June 2010 regarding a series of measures which were being investigated to improve accessibility along the A6021, minute number G7 refers. This report presents an update on progress on each element of this scheme.

Broom Road

It is proposed to introduce bus stop and pedestrian crossing point build outs, a new pedestrian island, sheltered parking and a wide uphill lane for cyclists to improve accessibility along this section of Broom Road.

Due to in year cuts in funding from the South Yorkshire Local Transport Plan Strategic Pot this element of the scheme has been put on hold. It is recommended that Public and Statutory consultation are completed and the scheme is not progressed any further until funding has been identified.

Wickersley Road between Broom Avenue and Stag roundabout

It is proposed to extend the current part time bus lane in order to improve the reliability of the bus service.

Consultation has already taken place with Statutory Consultees and Ward Members and no concerns or objections have been raised. The next stage is to undertake public consultation and advertisement of the Traffic Regulation Order and this will be undertaken during autumn 2010. If no objections are received it is proposed that this scheme be implemented this financial year.

Stag Roundabout

In order to improve access to local shops and facilities at the Stag roundabout it is proposed to introduce zebra crossings on the three arms of the roundabout which currently have uncontrolled crossing points.

Letters were sent to Statutory Consultees and Ward Members in June 2010. One response was received in response to these letters from Stagecoach East Midlands who have concerns about the location of the zebra crossings. They suggest that the crossings will create additional delay as queues back from them would prevent drivers from entering the roundabout. They also suggest that drivers may enter the roundabout, concentrating on looking right and collide with vehicles already queuing on the roundabout.

The proposed layout has been modelled using the 'ARCADY' software package. The modelling indicates that queues and delay at the roundabout would be no worse than those currently experienced. With regard to potential accidents; it is not unusual for a pedestrian crossing to be located on the exit from a roundabout and there is no evidence to suggest that such crossings lead to an increase in accidents at a junction.

Fifty two letters were delivered to local businesses and residents in July 2010. In addition site notices were put up showing the layout of the proposed scheme and giving details of how to contact the Transportation Unit to make comments.

Herrington United Reform Church raised concerns about the location of the proposed island on Wickersley Road, close to their access. These relate to how vehicles get into and out of their car park. The proposed island has been located such that a vehicle wanting to turn right into the Church car park can wait in the shadow of the island and traffic heading towards Stag roundabout can pass unhindered. In addition it has been located so that a large car can make a left or right turn out of the car park safely.

Three responses were received from residents supporting the proposals, two in response to letters and one in response to the public notice.

It is recommended that detail design be undertaken on the proposed works and that the scheme be implemented, subject to funding being secured from the South Yorkshire Local Transport Plan Strategic Pot.

Wickersley Road between Stag Roundabout and Brecks Roundabout

This section of the scheme was designed to improve access to the bus service and to community facilities. It was proposed to introduce two pedestrian islands close to bus stops and to modify one existing bus lay-by in order to improve bus service reliability. In addition to the above improvements it was proposed to make existing bus stops more accessible, particularly to people with mobility problems.

Thirty letters were delivered to residents on Wickersley Road, who would be affected by the proposed scheme, explaining the reason for the scheme together with two plans showing its layout. Copies of these letters were also sent to Ward Members and Cabinet Member.

Eight residents responded to the letter and their main points of concerns were that the

- Islands would make it harder/impossible to get in and out of driveways safely; they already struggle to do this given the amount of traffic using Wickersley Road.
- Removal of the bus lay by at the Brecks roundabout end of the scheme would cause drivers to overtake a waiting bus, possibly coming into conflict with other vehicles or the proposed island or cause traffic to back up into the Breck roundabout.

Given that several residents think that the pedestrian islands will make it harder for them to access their driveways it is proposed to remove them from the scheme at this time, however this may be reviewed at a later date. In addition it is still proposed to convert the existing bus lay-by into a half width lay-by as this will still benefit the bus service and also give sufficient width on Wickersley Road for vehicles to safely pass a waiting bus. It is also proposed to undertake improvements to the existing bus stops. Details of the revised scheme are shown on drawing number 129/17/TT118B a copy of which is attached as Appendix A.

Councillor Gilding has questioned the need for the half width bus lay and objects to the scheme. The conversion of the existing lay-by will improve reliability of the bus service as it means that a bus is already waiting partially in the traffic flow

and it is therefore much easier for it to pull away from the bus stop. With regard to improvements to bus stops these are to make access to the bus service easier particularly for wheelchair or push chair users and the elderly.

In addition to concerns about the scheme residents also expressed concerns about the

- Amount of heavy traffic using Wickersley Road and requested that a weight limit should be introduced
- Speed at which traffic travels on Wickersley Road and requested that the speed limit be reduced to 30mph

A traffic count undertaken in June 2009 showed that only 1% (42 vehicles) of the average daily traffic flow of 7690 vehicles on Wickersley Road were vehicles over 7.5 tonnes with a further 7% (500 vehicles) being buses and lorries/vans of 7.5 tonnes or below. It is likely that only those 42 vehicles would be prohibited from using Wickersley Road by a weight restriction. This is a low number of large vehicles and it is unlikely that a weight restriction would make a significant difference to traffic flow or the environment on Wickersley Road. It also forms part of the non primary "A" classified road network and as such it is expected that it will be used by some larger vehicles.

The speed limit on Wickersley Road was reviewed as part of the borough wide review of speed limits on A and B classified roads. This review was the subject of a report to Cabinet Member on 19 April 2010, minute number 149 refers. The review established that Wickersley Road was a road where engineering measures should be implemented to achieve a reduction in the posted speed limit. It was expected that the originally proposed scheme would have resulted in a reduction in measured speed sufficient to enable the speed limit on Wickersley Road to be reduced to 30mph. The revised scheme will still have some slight speed reducing effect and it is proposed to measure traffic speeds on Wickersley Road three months after any works have been completed to establish if a lower speed limit can be promoted.

8. Finance

A total of £450,000 was identified to fund improvements on the A6021 between the Stag and Clifton Lane roundabouts; £350,000 from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011 and £100,000 from the Local Transport Plan Integrated Transport Capital Programme for 2010-2011.

In year funding cuts by central government to the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011 means that this funding has been reduced to £97,577 and from the South Yorkshire Local Transport Plan Integrated Transport Capital Programme for 2010-2011 to zero. This leaves a total of £97,577 to fund the scheme in the 2010-2011 financial year. These cuts were the subject of a report to Cabinet Member on 9 August 2010, minute number 30 refers.

The cost estimate for the extension to the existing bus lane on Wickersley Road has been estimated at £36,800 (including both fees and works cost). Funding is

currently available for this element of the scheme from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011.

The cost estimate for the improvement to Stag roundabout has been estimated at £197,800 (including both fees and works cost). Funding for this element of the scheme had been bid for from the South Yorkshire Local Transport Plan Strategic Pot for 2011-2012 however it is also on a reserve list of schemes for this year to be funded from the Strategic Pot.

The cost estimate for the revised improvement on Wickersley Road between Stag and Brecks roundabouts had been estimated as £58,500 (including both fees and works cost). Funding is currently available for this element of the scheme from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011.

9. Risks and Uncertainties

There is a risk that further cuts may be made to the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011 as this funding has yet to be confirmed. In addition cuts to future year's settlements may affect the deliverability of Stag roundabout improvement in the 2011-2012 financial year.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

Appendix A Plan number 128/17/TT181 showing the revised layout of the scheme proposed on Wickersley Road, between Stag and Brecks.

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