

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>Regeneration and Environment</b>
<b>2.</b>	<b>Date:</b>	<b>15 November 2010</b>
<b>3.</b>	<b>Title:</b>	<b>A6021 Wickersley Road/Broom Road Accessibility Improvements – Objection to extension to existing bus lane</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To report an objection to the proposed extension to the existing part time bus lane on the A6021 Wickersley Road approach to the Stag roundabout.

**6. Recommendations**

**Cabinet Member is asked to resolve that:**

- i) the objection to the proposed Traffic Regulation Order be not acceded to and the objector be informed of this decision**
- ii) the Traffic Regulation Order be made and the scheme implemented in the 2010-11 financial year**

## **7. Proposals and Details**

A report was presented to Cabinet Member on 6 September 2010 regarding a series of measures which were being investigated to improve accessibility along the A6021 between the Clifton Lane and Breck roundabouts, minute number 42 refers.

On the section of the A6021 Wickersley Road between Broom Avenue and the Stag roundabout it is proposed to extend the existing part time bus lane, which operates on Monday to Friday from 16:30 to 1800, in order to improve the reliability of the bus service. A plan showing the proposed scheme is attached as Appendix A.

On 24 September 2010 a Traffic Regulation Order (TRO) was advertised. In addition a letter, plan and copy of the TRO was delivered to residents on Wickersley Road who would be directly affected by the proposal.

One objection was received from a resident, a copy of which is attached as Appendix B. The basis for the objection is that the extension to the bus lane will increase congestion on Wickersley Road and that the changes will inconvenience more people than it benefits. They further suggest removing the existing bus lane as a "trial" to free up the flow of traffic.

The scheme as designed should not cause an increase in delay or congestion for general traffic on Wickersley Road. This is because the scheme reallocates part of the wide single carriageway to form a part time bus lane and still retains two general traffic lanes, one in each direction. During the operation of the bus lane traffic will queue for the roundabout as it does now, in a single lane. Outside of these times capacity will be increased as general traffic will be able to use two lanes for a significant distance on the approach to Stag roundabout. The benefit of the scheme is that it will allow the bus service to by pass more of the traffic queue on the approach to Stag roundabout which should in turn increase journey time reliability.

Timetable information indicates that sixteen buses use the bus lane during its one and a half hours of operation. Bus occupancy data is not readily available for individual routes however given the time of operation of the bus lane it is reasonable to assume that these buses will be busy. If we assume they are half to three quarters full this could equate to some 530 to 800 passengers. Based on a traffic count undertaken in 2009 in the same period some 1200 vehicles (carrying 1440 passengers using a commuter average occupancy of 1.2 people per vehicle) enter the Stag roundabout from Wickersley Road. Clearly this shows that the bus lane will benefit a significant number of people using Wickersley Road.

Consultation has already taken place with Statutory Consultees and Ward Members and no concerns or objections have been raised.

## **8. Finance**

The cost estimate for the extension to the existing bus lane on Wickersley Road has been estimated at £44,300 (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**

Funding is currently available for this scheme from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011. If the scheme is not constructed during the current financial year there is no guarantee that funding would be available in the 2011-12 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/TT505 showing the proposed extension to the existing bus lane on Wickersley Road.
- Appendix B A copy of the objection to the proposed scheme.

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