

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Town Centres, Economic Growth and Prosperity
2.	Date:	2 April 2012
3.	Title:	A630 Doncaster Road – Oldgate Lane Junction Signalisation and Whinney Hill Bus Lane -- UPDATE
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the success of the Better Bus Area Fund bid, seek approval to amend the proposed Traffic Regulation Orders (TRO) and implement a shared use cycle footway.

6. Recommendations

Cabinet Member is asked:

to note that:

- i) The South Yorkshire Passenger Transport Executive; supported by RMBC was successful in its bid for funding from the Better Bus Area Fund bid. The Department for Transport (DfT) awarded the South Yorkshire Integrated Transport Authority(SYITA) its full bid amount of £4.91million which means that Rotherham receives £635,000 to fund the additional works at Oldgate Lane those being a bus and cycle lane on Whinney Hill with bus pre signal.**

To resolve that:

- ii) The TRO for the banned turns from Oldgate Lane, including a prescribed left turn from Oldgate Lane, is promoted through the normal statutory process.**
- iii) A shared use cycle-footway on Whinney Hill and link to Oldgate Lane is included in the scheme.**

7. Proposals and Details

The 20 February 2012 report to Cabinet Member for Town Centres, Economic Growth and Prosperity, Minute Item No. 98 of February 2012 refers, sets out a scheme to signalise A630 Doncaster Road junction with Oldgate Lane/TATA steels access and to create an in bound bus and cycle lane on Doncaster Road, Whinney Hill. The scheme was approved and is currently in the subject of detail design. The report highlighted the various funding sources for the proposal one of which was the 'Better Bus Area Fund' which DfT was to determine in March. The DfT has written to the SYITA informing it that its bid for funding has been successful and this fund now makes available £635,000 as a contribution to the overall scheme.

The report to Cabinet also highlighted the proposed traffic regulation orders including prohibited turns at the junction of Doncaster Road and Oldgate Lane junction. Since that time the detail design has progressed and further work has been carried out to consider how the junction would operate under traffic signal control. The most efficient operation of the junction, that minimises delay, identifies the need for an additional prohibited movement that being the ahead movement from Oldgate Lane to TATA steels. This would effectively make the movement from Oldgate Lane into the A630 Doncaster Road a prescribed left turn only. The most recent traffic surveys we have indicate that 97% of all traffic makes a left turn from Oldgate Lane into Doncaster Road. Alternative routes exist with the most appropriate route being via Park Lane. The normal statutory consultation process for promoting a Traffic Regulation Order still applies giving the opportunity for any objections to be made.

Cyclists will be able to use the new bus lane on Doncaster Road, but will have to bypass the bus gate traffic signals as a bicycle would not trigger the signals. It is proposed that a shared use footway is constructed so that these cyclists can bypass the signals and that the shared use footway is extended to provide a link to Oldgate Lane, additionally it is proposed that the footway alongside the bus lane is also shared use. This will provide cyclists the ability to cycle off carriageway uphill if they so choose. The proposed shared use footway is shown on Drawing No.126/17/TT191-A3 (Appendix A).

8. Finance

The cost for the whole scheme has been estimated at £1.235m (including both fees and works cost), which is split as £625,000 for the Oldgate Lane signalisation and £610,000 for the bus lane. The bid for a £635,000 grant made to the Department for Transport from the Better Bus Area Fund has been successful. It is anticipated that the scheme will be constructed in financial year 2012/13 although funding will be available in 2013/14 if required.

The scheme is to be funded from the South Yorkshire Local Transport Plan Integrated Transport (SY LTP IT) programme (co-funded through RMBC and South Yorkshire Passenger Transport Executive's programme allocations) and Maintenance grants together with the Better Bus Area Fund.

9. Risks and Uncertainties

- If the additional turning movement from Oldgate Lane is not prohibited the operation of the traffic signal controlled junction will be compromised. Any benefits from the signalisation would be negated.
- The shared use footway is required so that cyclists can safely navigate the bus gate signals and turn right from Oldgate Lane to Doncaster Road.

10. Policy and Performance Agenda Implications

The proposals as outlined would provide accessibility improvements, improve congestion, more reliable journey times, improve air quality and potentially encourage growth. These are all elements in line with the objectives set out in the South Yorkshire Local Transport Plan

11. Background Papers and Consultation

June 2009 – A630 Rotherham-Thrybergh Smart Route Consultation update

June 2010 – A630 Rotherham-Thrybergh Smart Route Proposed Improvements

February 2012 - A630 Doncaster Road – Oldgate Lane junction signalisation and
Whinney Hill Bus Lane

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