

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND PLANNING  
CABINET MEMBER**

**BUS PRIORITY LANE, OSWALD ROAD, SCUNTHORPE**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To seek approval of the Cabinet Member for the implementation of a 'Bus Priority Lane' Traffic Regulation Order.
- 1.2 To consider an objection received with respect to the proposals
  - Objectors are concerned about the impact the proposed bus lane would have on visitors to the Register Office.

**2. BACKGROUND INFORMATION**

- 2.1 Traffic congestion and the lack of bus priority measures are major factors affecting the ability of bus companies to deliver consistently reliable and punctual arrivals at bus stops. There is a commitment in the Labour Party Manifesto to encourage public transport and investigate the development of bus lanes. A problem seems to exist on Oswald Road in Scunthorpe and therefore consideration has been given to providing a bus priority lane at this location.
- 2.2 Initially, the proposals were for a bus lane between Mary Street and Station Road. Initial consultation was carried out and three objections were received. Further consideration was given to the objections and consequently a revised scheme was proposed which provided for a bus lane to operate between Comforts Avenue and Station Road. This change has resulted in two of the objections no longer being valid as the proposed bus lane would not be operational outside their business premises.
- 2.3 The remaining objection was from the Superintendent Registrar who is concerned that the removal of parking directly outside the Register Office would cause an inconvenience to visitors to the office.
- 2.4 The proposed bus priority lane would be operational between the hours of 15.30 and 18.30, seven days a week. The order would also allow the bus lane to be used by taxis and cyclists.

### **3. OPTIONS FOR CONSIDERATION**

- 3.1 Option 1 – to approve the implementation of a traffic regulation order to provide an operational priority bus lane, the effect of which would be to prevent vehicular access into the lane at the stated times for all vehicles other than buses, taxis and cyclists. This would be the recommended option.
- 3.2 Option 2 – to maintain the existing road layout, including cycle-lanes, but not implement the bus priority order

### **4. ANALYSIS OF OPTIONS**

- 4.1 Option 1 – approving a permanent traffic regulation order restricting parking would make a significant improvement to the bus travel time. Buses, taxis and cycles would be able to make uninterrupted progress along a busy commuter route without having to negotiate parked vehicles along its length. Visitors to the Register Office who currently park their vehicles on this route would have to find an alternative location. The Draft Order and Statement of Reasons for the Order, and a location plan showing the extents of the Bus Priority Lane are presented within Appendix A.
- 4.2 Option 2 – by not providing the Bus Priority Order we would be missing an opportunity to make changes that may impact on bus punctuality and reliability.

### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 The estimated cost of introducing the proposed traffic regulation order and bus priority lanes is approximately £5000. The scheme would be funded from the 'Congestion Measures' element of the capital Local Transport Plan funding stream.
- 5.2 There are no staffing, property or IT issues associated with this report.

### **6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

- 6.1 Bus priority measures should improve journey times and reliability and make public transport a more attractive travel option both for existing and would-be public transport users. These measures are important as fewer people on public transport means more cars on the road and more congestion. Buses, taxis, and cyclists using a dedicated bus lane, not obstructed by parked vehicles, would improve travel times for these user groups.

- 6.2 The introduction of bus lane facilities will hopefully be seen as an encouragement for more people to consider public transport as an alternative mode of transport to the car. Environmental benefits that accrue from a reduction in car journeys include lower fuel usage and reduced noise and pollution levels.
- 6.3 The report does not in itself have any diversity implications.
- 6.4 There are no Section 17, Crime and Disorder Act implications associated with this report.

## **7. OUTCOMES OF CONSULTATION**

- 7.1 Consultation has been undertaken as part of the statutory procedures associated with the implementation of the 'Bus Priority Lane Traffic Regulation Order'. In compliance with these procedures, notices were erected on site and also published in the local newspaper.
- 7.2 The only relevant objection received as part of the consultation process is from the Superintendent Registrar at the Register Office. Her objection was that visitors to the Register Office would have a difficulty in finding car parking during the times that the bus lane was in operation.
- 7.3 It is noted that we have also received letters of support from the bus companies affected by the proposals.

## **8. RECOMMENDATIONS**

- 8.1 The Cabinet Member to consider the merits of implementing a 'Bus Priority Lane' on Oswald Road, Scunthorpe taking account of objection received.
- 8.2 The objector is written to with the results of the decision in accordance with the statutory procedure.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House  
P O Box 42  
Scunthorpe  
DN156XQ  
Author: George McBride  
Date: 28<sup>th</sup> April 2009

### **Background Papers used in the preparation of this report:**

Objections held within Safer Roads Division scheme file.





## **2. Statement of Reasons**

### **BUS PRIORITY LANE SCUNTHORPE**

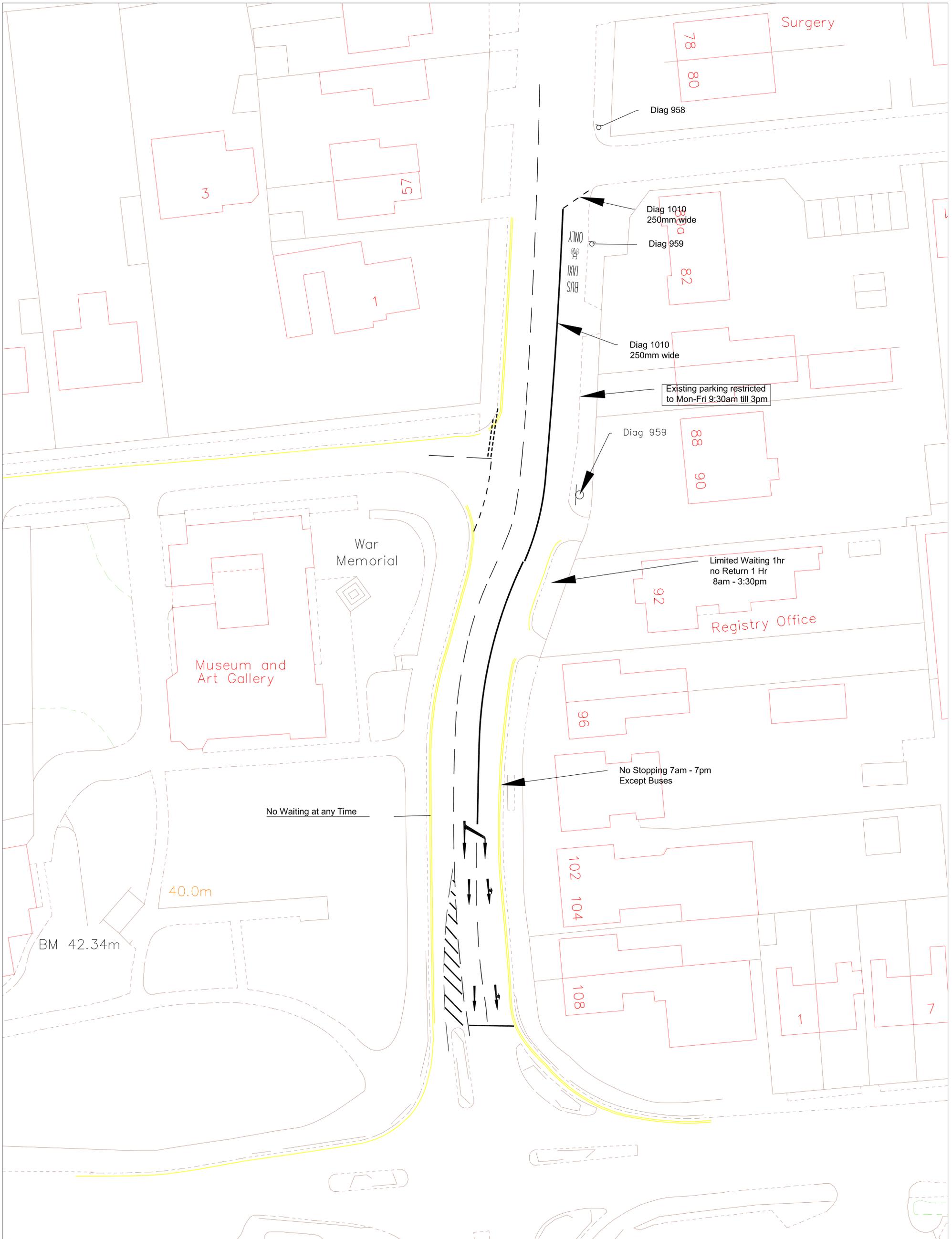
#### **STATEMENT OF REASONS**

North Lincolnshire Council is committed through the bus quality partnership to improving public transport and passenger travel and reduce local traffic on North Lincolnshire Councils Roads.

To this aim it is decided to provide a dedicated bus lane for buses leaving town at pm peak traffic flows this will enhance travel and assist buses in achieving hitting time table times.

The bus lane will include cyclists and taxi's in order to relieve pressure off the remaining traffic lanes.

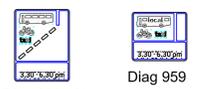
This bus lane will operate between the hours of 3:30pm to 6:30pm daily.



Highways and Planning

**NOTES**

1. Bus Lane width 4.5m
2. Minimum Carriageway lane width 3m
3. Mounting Height of signs 2.2m
5. Diag 1049 200mm wide
6. Lane lines to Diag 1004 4000mm x 2000mm x 100mm



Diag 958 with  
Diag 961 sub  
plate

Diag 959

REV	DETAILS	APPROVED BY	DATE APPROVED
<p><b>Highways and Planning</b> Service Director: Geoff Poole</p>		<p>Based upon the Ordnance Survey map with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorized reproduction is prohibited without the express written permission of the Controller of Her Majesty's Stationery Office.</p> <p><b>NORTH LINCOLNSHIRE COUNCIL 100013349 2008</b></p>	
<b>Scheme lining and Extents layout</b>			
<p>DRAWN BY <b>G. McBride</b></p>	<p>SCALE <b>1:200</b></p>	<p>CHECKED BY <b>O. Garman</b></p>	<p>DATE CHECKED <b>6 Jan 2009</b></p>
<p>PROJECT TITLE <b>Bus Priority Scheme</b></p>		<p>DRAWING NUMBER <b>TP0061/001</b></p>	<p>REV <b>2</b></p>
<p><small>The Ordnance Survey map data included within this publication is provided by North Lincolnshire Council under license from Ordnance Survey. It is not to be used for any other purpose without the express written permission of Ordnance Survey. All other data is the property of the author. The Ordnance Survey logo is a registered trademark of Ordnance Survey.</small></p>			