

**CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES**

<b>Venue:</b>	<b>Bailey House, Rawmarsh Road, Rotherham</b>	<b>Date:</b>	<b>Monday, 4 October 2004</b>
		<b>Time:</b>	<b>9.00 a.m.</b>

**S U P P L E M E N T A R Y   A G E N D A   I T E M**

Middle Lane Traffic Calming Scheme. (report attached) (Pages 1 - 5)

Schemes and Partnerships Manager to report.

- **to consider the options (i), (ii) and (iii) described in the report for progressing the traffic-calming scheme on Middle Lane.**

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Economic and Development Services</b>
<b>2.</b>	<b>Date:</b>	<b>4 October 2004</b>
<b>3.</b>	<b>Title:</b>	<b>Middle Lane, Clifton – Proposed Traffic Calming Scheme. Wards 2 and 12</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Economic and Development Services</b>

**5. Summary**

Outline approval for the traffic calming scheme on Middle Lane was given by Cabinet Member on 6 January 2003. The scheme was the subject of a further report to Cabinet Member on 9 August 2004 when the results of consultations were reported together with certain changes that have been made to the scheme arising from this consultation. Cabinet Member's decision to approve a modified scheme was called in following representations from Councillor Dodson and other Ward Members and was considered by the Performance and Scrutiny Overview Committee (PSOC) on 24 September 2004. This report sets out options for the way forward taking into account the recommendations made at PSOC.

**6. Recommendations**

**Cabinet Member is asked to consider the options (i), (ii) and (iii) described in this report for progressing the traffic-calming scheme on Middle Lane and indicate his preferred course of action.**

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## 7. Proposals and Details

Approximately two years ago a study of road safety and traffic-related problems was carried out in the Herringthorpe, Clifton and Broom Areas. A road safety 'concept plan' was produced for the area showing the problems and measures that could be used to overcome them. The problems were identified following consultations with residents and Ward Members, including attending the South Rotherham Town Area Assembly.

These remedial schemes were ranked in order of their contribution towards achieving the objectives of the Local Transport Plan and the related road safety, speed management, cycling and walking strategies. Specifically, the intention was to introduce measures to improve road safety and to assist vulnerable road users such as pedestrians and cyclists. In the ranked list of schemes that was produced, Middle Lane was placed first out of the sixteen schemes considered and was one of three schemes identified for further investigation, development and implementation within the available funding.

A scheme was subsequently developed for Middle Lane to overcome the problems identified. These included difficulties for pedestrians crossing the road, particularly outside the school, and the number of accidents occurring along the whole length of the road but above all at the junctions with Doncaster Road and Badsley Moor Lane. The proposed scheme incorporated: -

- Mini-roundabouts at the junctions with Doncaster Road and Badsley Moor Lane;
- A new zebra crossing outside the school;
- The conversion of the existing pelican crossing near to the junction with Badsley Moor Lane to a zebra crossing;
- Kerbline buildouts at the junction with side-roads to assist pedestrians to cross the road and improve visibility for drivers emerging from the side roads;
- Speed cushions and flat top road humps;

Following significant consultation with residents, Ward Members, the emergency services and bus companies over the proposals the main concerns raised included: -

- Converting the existing Pelican crossing at the junction with Badsley Moor Lane into a Zebra crossing will be a retrograde step;
- The introduction of a Zebra crossing outside the school will not be as safe or effective as a signalised crossing due to being located near the brow of a hill;
- The introduction of the two mini-roundabouts, as opposed to signalling the two junctions will increase the number of accidents not reduce them;
- The volume of traffic using Middle Lane is more of a problem than the speed of vehicles;
- Vertical traffic calming features will create rat runs on adjoining roads such as Lister Street and Gilberthorpe Street;

A recurring comment received from the consultation process relates to the existing layout at the signalised junction of Clifton Lane and Doncaster Road. Residents

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complained that the amount of traffic using Middle Lane has increased significantly since certain turning movements were banned at the junction a number of years ago. This concern has resulted in the receipt of a petition from Clifton Community Partnership. This matter was also raised by Ward Members. Receipt of the petition was reported to Cabinet Member on 9 August 2004 and will be the subject of a further report to Cabinet Member once investigations have been carried out and a recommended course of action has been determined. This report will also consider the requested closure of Walker Lane which was the subject of a petition reported Cabinet Member on 26 July 2004.

Following consideration of these comments all vertical traffic-calming features were omitted from the proposals but the other features of the scheme were retained.

With regard to the mini-roundabouts there is no evidence to suggest they would increase the number of accidents so they have been retained. One of the key findings of a report from the Transport Research Laboratory is that in general, the average severity of accidents at mini-roundabouts is much lower than at priority or signalised junctions. Pedestrian accidents also formed a low proportion of all accidents, the number being about half that at priority junctions or traffic signals.

The existing Pelican crossing near to the junction with Badsley Moor Lane is on the desire line for pedestrians but does not comply with current guidance with regard to its distance from the junction – this being less than the recommended 20 metres. The relocation of the Pelican crossing to comply with these guidelines would result in it being located much further away from Badsley Moor Lane due to the close proximity of the junction with Gilberthorpe Street. This would result in the crossing being away from the desire line and would also reduce the amount of on-street parking. Consequently, it was decided instead to replace the Pelican with a Zebra crossing at the existing location, Zebra crossings not being subject to the same constraints in terms of their distance from a junction. There is also evidence that, in the correct context, Zebras are at least as safe if not safer to use than a signalised pedestrian crossing. In the case of Zebras the pedestrian has right of way at all times and because no signals are involved, there is likely to be a higher awareness of traffic with an attendant reduced risk of conflict.

The Zebra, which was proposed outside Clifton Comprehensive school, would give the same benefits as noted above for the one near Badsley Moor Lane and is less likely to be misused than a signal controlled crossing may be due to unnecessary button pressing. With regard to the concerns raised about the Zebra being located too near the brow of a hill, visibility measurements have been carried out and the distances obtained show that the recommended minimum visibility distance is exceeded by a large margin.

The results of the consultation and the revised scheme were reported to Cabinet Member on 9 August 2004. The decision to proceed with the scheme was subsequently called in by Ward Councillors because of continuing concerns about the zebra crossings, mini-roundabouts and the current operation of the signal controlled junction of Clifton Lane and Doncaster Road. The Performance and

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Scrutiny Overview Committee considered the issues on 24 September 2004 and resolved as follows:-

“That the Cabinet Member for Economic and Development Services be requested to (a) reconsider the decision for the proposed Middle Lane Traffic Calming Scheme to facilitate looking at the area as a whole and taking into account statistics for the surrounding area which were currently in the process of being collected and (b) undertake such review in close liaison with the Ward Councillors.”

It is considered that there are three main options for the way forward as set out below: -

- i) Defer the scheme until it has been reconsidered in the context of traffic flows in the wider area and the concerns surrounding the Clifton Lane and Doncaster Road junction and Walker Lane have been investigated;
- ii) Install a Zebra crossing outside the school on a trial basis, monitor its performance for a period of 12 months and present a future report to Cabinet Member on the results of such monitoring with recommendations for any necessary further course of action . This action could involve replacing the Zebra with a Puffin crossing if necessary. Defer the remainder of the scheme until the actions in (i) have been carried out;
- iii) Implement the scheme in accordance with the decision made by Cabinet Member on 9 August with the proviso that the Zebra crossing outside the school is installed on a trial basis as detailed in (ii).

The advantages and disadvantages of each option are set out as follows; -

- i) **Advantage** Investigating traffic flows in relation to the current operation of the junction of Clifton Lane and Doncaster Road and the potential closure of Walker Lane may give a better understanding of the situation within the wider area before the Middle Lane works are implemented.  
**Disadvantage** Implementation of the scheme will be delayed meaning that the safety benefits will not be realised as soon. The scheme, as proposed, was not intended to reduce traffic volumes but designed to improve road safety by providing better facilities for pedestrians to cross the road and measures to reduce the number of accidents at junctions and along the road. In terms of considering the scheme in the wider context of the area this has already been examined within the sector study that was undertaken in the Herringthorpe, Clifton and Broom areas as noted previously. In addition, a separate investigation is currently underway into the junction of Clifton Lane and Doncaster Road, the potential closure of Walker Lane and traffic volumes/flows on surrounding roads. This investigation will be the subject of a report to Cabinet Member when the data has been analysed and interpreted.
  - ii) **Advantage** Installing the Zebra crossing outside the school on a trial basis will provide immediate benefits for pedestrians in terms of improving the
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safety and ease with which they can cross the road. Following suitable monitoring the Zebra could be converted to a Puffin crossing if found necessary. In relation to the other measures proposed the comments in (i) apply.

**Disadvantage** Implementation of the other measures contained in the scheme will be delayed meaning that the safety benefits will not be realised as soon. The other comments in (i) apply. It may be found necessary to change the Zebra to a Puffin crossing in the future.

iii) **Advantage** Implementing the scheme in accordance with the decision made on 9 August, with the exception of the conditions attached to the Zebra crossing, will provide immediate safety benefits for pedestrians and other road users. Following suitable monitoring the Zebra could be converted to a Puffin crossing if found necessary.

**Disadvantage** The opportunity for further liaison with Ward Councillors will be limited. Also, it may be found necessary to change the Zebra to a Puffin crossing in the future.

## **8. Finance**

The scheme is estimated to cost approximately £60,000. Funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2004/05.

## **9. Risks and Uncertainties**

Should the proposed traffic-calming scheme and zebra crossing not be implemented then pedestrians will continue to find it difficult to cross Middle Lane outside Clifton Comprehensive School and the number and severity of road accidents will not be reduced.

## **10. Policy and Performance Agenda Implications**

Any proposed traffic calming scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Rotherham Metropolitan Borough Council's Road Safety and Speed Management strategies, for improving road safety.

## **11. Background Papers and Consultation**

The Herringthorpe, Clifton and Broom Sector Concept plan received approval at the meeting of the Cabinet Member and advisors for Economic and Development Services on 6 January 2003 minute no 301 refers.

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