

Summary Sheet

Assistant Director Approval Report

Title: Petition – Requested change the zebra crossing on Victoria Street, Kilnhurst to a pelican crossing

Is this a Key Decision and has it been included on the Forward Plan? No

Director Approving Submission of the Report:

Simon Moss, Assistant Director, Planning, Regeneration and Transport

Report Author(s): Nigel Davey, Engineer, Planning, Regeneration and Transport
Ext: 22380
Email: nigel.davey@rotherham.gov.uk

Ward(s) Affected: Ward 14, Silverwood.

Executive Summary: To report the results of the investigation into the feasibility of changing the humped zebra crossing on Victoria Street, Kilnhurst to a signalised crossing facility following the submission of a Petition.

Recommendations: That the Strategic Director of Regeneration and Environment exercises his delegated powers and:

- a. The petition is noted but the request is not implemented ; and,
- b. One additional set of speed cushions is implemented on each approach to the existing zebra crossing (in addition to the existing speed cushions in place on the western approach) and the carriageway lining on both approaches to the crossing is renewed; and,
- c. A study of pedestrian and cycle movement through the village is undertaken to fully understand the needs of all vulnerable road users along this section of the B6090 and to promote active travel. The outcome of this study will be considered and any works required programmed into future funding bids see option 3 below for details); and,
- d. The lead petitioner is informed of the recommendation.

List of Appendices Included:

Appendix A, Extract of Petition
Appendix B, Approval log

Background Papers:

Minutes of Council – 23 January 2019
Minutes of the Overview and Scrutiny Management Board – 13 February 2019

Consideration by any other Council Committee, Scrutiny or Advisory Panel:
Council – 23 January 2019

Overview and Scrutiny Management Board - 13 February 2019

Council Approval Required: No

Exempt from the Press and Public: No

Title: Petition – Change the zebra crossing on Victoria Street, Kilnhurst to a pelican crossing

1. Recommendations

- 1.1 That the Strategic Director of Regeneration and Environment exercises his delegated powers and:
- a) The petition is noted but the request is not implemented ; and,
 - b) One set of speed cushions is implemented on each approach to the existing zebra crossing (in addition to the existing speed cushions on the western approach) and the carriageway lining on both approaches to the crossing is renewed; and,
 - c) A study of pedestrian and cycle movement through the village is undertaken to fully understand the needs of all vulnerable road users along this section of the B6090 and to promote active travel. The outcome of this study will be considered and any works required programmed into future funding bids see option 3 below for details); and,
 - d) The lead petitioner is informed of the recommendation.

2. Background

- 2.1 At the Council meeting held on 23 January 2019, a Petition (see appendix A) to request the change of the existing humped zebra crossing on Victoria Street, Kilnhurst to a pelican crossing was formally received. The petition contained 1,379 valid signatures under the Council's Petition Scheme and was accordingly referred to the Overview and Scrutiny Management Board for Review.
- 2.2 At the meeting of the Overview and Scrutiny Management Board on Wednesday 13th February, the petition was considered and it was resolved that the Strategic Director of Regeneration and Environment would investigate the feasibility of installing a pelican crossing on Victoria Street, Kilnhurst in line with the request made within the petition
- 2.3 Officers from the Transportation Infrastructure Service have subsequently undertaken the investigation into the request made within the petition.
- 2.4 The zebra crossing on Victoria Street, Kilnhurst is located in front of the Kilnhurst Resource Centre and has been in place for a considerable number of years. Approximately 15 years ago, a road safety scheme was introduced on Victoria Street which placed this crossing on a raised platform, providing a humped zebra crossing facility. To help control vehicle speeds on the approach, a set of speed cushions was installed to the west and a red patch with a 'slow' marking was provided on the east. There are also warning signs on Victoria Street, highlighting both the presence of a zebra crossing and the speed cushions and these have been confirmed to be fit for purpose.
- 2.5 The zebra crossing in its present location provides a pedestrian link between the residential areas, to the north and south of Victoria Street whilst also providing a direct pedestrian link to the Kilnhurst Resource Centre.
- 2.6 Investigation of the personal injury collisions database shows that within the last 3 years, there have been 4 recorded injury collisions on Victoria Street within 50m of the zebra crossing. One of the collisions involved a 6 year child pedestrian using the zebra crossing being struck by a vehicle heading towards Swinton. The remaining collisions were not related to pedestrians using the zebra crossing.

3. Key Issues

- 3.1 The Council's decision to install controlled crossings, pelican or zebra crossings follows an analytical process which is underpinned by national guidance determined by the Department for Transport.
- 3.2 This involves a 12 hour count of the number of vehicles and pedestrians using a specific section of the road with the 4 highest recorded hours multiplied together to reach a calculated figure. Factors are applied to this figure such as the speed of vehicles on the road, the number of unaccompanied 'child' pedestrians crossing the road, the width of the road, etc. This process allows for an enhanced assessment to take on board additional locational based factors. This criteria is applied to all requests for a controlled crossing within Rotherham.
- 3.3 Should a location meet the Council's criteria for a controlled crossing, then Local Transport Note 1/95 (The Assessment of Pedestrian Crossings) produced by the Department for Transport is used to identify the most appropriate type of crossing facility.
- 3.4 Once it is established what the most appropriate type of crossing should be, the location is entered onto a priority list with the highest scoring location ranked first. Each year with the funding that is available, the locations that score the highest on the list are investigated, with the view to implementing each crossing location, until those monies allocated for that financial year are spent.
- 3.5 With regard to the crossing on Victoria Street, the guidance suggests that signalised crossings, such as a pelican crossings, are installed on roads where speeds are higher i.e. zebra crossings should not be implemented where recorded speeds of vehicles are above 35mph or where there is a constant flow of pedestrians and the delay to traffic as a result of the large number of pedestrians, is not acceptable.
- 3.7 As a direct response to the petition, the Council commissioned a 7 day, 24 hour vehicle survey, in the most appropriate locations, on each approach to the zebra crossing. This survey was undertaken during the first week in February 2019 (during school term time). The results of the survey demonstrated that the average speed of vehicles on Victoria St (west of the zebra) was 24.4mph. To the east of the crossing the survey demonstrated that the average speed of vehicles on Victoria St was 24.2mph. The existing speed limit on Victoria Street is 30mph.
- 3.8 In addition, during the second week of July 2019, a 12 hour video survey was undertaken of the location (also during school term time), in order to observe how drivers and pedestrians used the crossing. The video survey did not reveal any issues relating to the manner in which pedestrians used the zebra crossing.

4. Options considered and recommended proposal

- 4.1 Following a full investigation of the issues raised by the petition, Officers have identified and considered three options.

Option One - the existing zebra crossing remains in its current format. This option has no direct cost implications, but would not address the concerns raised within the petition.

Option Two - conversion of the existing zebra crossing to a signalised (pelican) crossing facility. This is estimated to cost in the region of £85,000. Ward Members have indicated that they are willing to part fund this cost (£10,000) from their devolved budget.

However, as the traffic speeds at the location are not in excess of 35mph, nor are there significantly high pedestrian flows, in accordance with the guidance within Local Note 1/95 a zebra crossing is still considered to be the most appropriate form of crossing at this location. Should option two be progressed, the only funding source available would be from the Crossings budget. However, utilising this budget would mean that a crossing could not be provided at an alternative site meeting the Council's criteria, where currently no formalised crossing exists.

Option Three - provision of additional traffic calming features in the form of speed cushions to the east and west of the zebra crossing (in addition to the existing cushions in place to the west). Additionally, road markings in the vicinity of the crossing will be refreshed.

The intended results of further traffic calming on the approach to the zebra is to further reduce vehicle speeds on the approaches to the zebra crossing. The estimated cost for this work is £20,000,

Although the request to signalise the crossing cannot be implemented as it does not meet the requirements of the criteria based assessment it is recommended, as part of this option that, during the financial year 20/21, a wider study of pedestrian and cycle movements through the village is undertaken. This investigation may include observation surveys, origin and destination surveys, as well as questionnaires at various forums within the village, in order to better understand the needs and patterns of movement of vulnerable road users and to be able to promote and encourage active travel.

Outcomes from these surveys can then be included on a forward plan which can be addressed when funding is identified.

5. Consultation

- 5.1 Consultation with Ward Members and The Cabinet Member for Waste, Roads and Community Safety has been undertaken with regard to the petitioner's request. A response has been received from two of the Ward Members supporting the petition. The Cabinet Member for Waste, Roads and Community Safety has indicated her support for the petition.
- 5.2 In addition, following receipt of the petition, officers, at the request of the Cabinet Member for Waste, Roads and Community Safety have attended meetings with a small number of the petitioners, Ward Members and The Cabinet Member. At these meetings, it has been made clear by petitioners that they do not feel that inappropriate vehicle speeds are the issue in relation to their reason for submitting the petition. This observation is supported by the results of the speed survey. Consequently, options 1 and 3 were not supported by the petitioners.

6. Timetable and Accountability for Implementing this Decision

- 6.1 If the recommended proposal is approved, then the lead petitioner and Ward Members will be informed of the decision by officers.

7. Financial and Procurement Implications

7.1 The costs for the investigations and officer time is met from existing Regeneration and Environment approved revenue budget. The capital cost for the work is to be met from the Capital Programme Community Safety Concerns Fund.

8. Legal Implications

8.1 There are no direct legal implications arising from the recommendations within this report.

9. Human Resources Implications

9.1 None.

10. Implications for Children and Young People and Vulnerable Adults

10.1 None.

11. Equalities and Human Rights Implications

11.1 None.

12. Implications for Partners and Other Directorates

12.1 None.

13. Risks and Mitigation

13.1 The recommended proposal does not meet the expectation of the petitioners and Ward Members and will therefore attract adverse publicity, however in relation to all the information that is available, the existing humped zebra crossing is the most appropriate form of crossing for this location.

14. Accountable Officer(s)

Nigel Davey, Engineer, Transportation Infrastructure Service
Ext: 22380
Em: nigel.davey@rotherham.gov.uk

Andrew Moss, Head of Transportation Infrastructure Service,
Ext: 22825
Em: andrew.moss@rotherham.gov.uk

Approvals Obtained from:-

Strategic Director of Finance and Corporate Services:- Jonathan Baggely

Director of Legal Services:- Stuart Fletcher

Head of Procurement (if appropriate):- Not appropriate



Approved by..... (Assistant Director, Planning, Regeneration & Transport)

Date: 21.4.20

This report is published on the Council's website or can be found at:-

<http://modern.gov.rotherham.gov.uk/ieDocHome.aspx?Categories=>