

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Dinnington Road / Gildingwells Road, Woodsetts – Proposed raised junction table
4.	Programme Area:	Environment and Development Services

5. Summary

To report the receipt of objections/concerns in relation to the proposed raised junction table at the crossroads of Dinnington Road and Gildingwells Road, Woodsetts.

6. Recommendations

Cabinet Member resolves that:-

- i) Objections to the proposed raised junction table be not acceded to;**
- ii) Support for the scheme be reiterated and approval be granted for the works to be implemented.**

7. Proposals and Details

During the last 3 years a total of 5 reported Personal Injury Accidents have occurred at the junction of Dinnington Road and Gildingwells Road, Woodsetts, which in part has led to calls from the Parish Council for measures to be introduced which reduce the danger to road users. As a consequence, a number of traffic calming schemes for the area were produced and presented to the Parish Council in June of this year. From the schemes presented, Woodsetts Parish Council opted for a raised junction table at the crossroads.

The proposed scheme will involve the creation of a 75mm high road hump with 1.2 metre long ramps at the junction of Dinnington Road/Worksop Road/Lindrick Road and Gildingwells Road, intended to reduce vehicle speeds on all approaches to the crossroads, which should improve safety for pedestrians when crossing in the area.

Consultations on the proposals have been undertaken, involving the Emergency Services, Passenger Transport Executive, Local Ward Members, and residents / businesses close to the junction. From this consultation two objections were received (one written, one verbal), together with three general comments/concerns, one of which was received from the South Yorkshire Passenger Transport Executive on behalf of Stagecoach East Midlands. These are attached as Appendix A.

The general concerns raised in the correspondence received either relate to the lack of additional traffic calming measures for the rest of the village, or the severity of the proposed junction table. Our response to the issues raised is as follows: With regard to the lack of additional traffic calming features for the rest of the village the scheme is primarily aimed at addressing concerns at the crossroads. In terms of the severity of the proposed junction table, the ramp gradients comply with the Road Hump Regulations and are in accordance with guidelines produced by the Passenger Transport Executive for road humps on bus routes. Considering that the junction table is an isolated feature and the frequency of the bus service is approximately hourly the scheme is expected to have a minimal impact on the bus service both in terms of potential discomfort to passengers and journey time penalties.

Bearing in mind the response to the consultation and the objectives of the scheme we recommend that the raised junction table is implemented.

8. Finance

The scheme is estimated to cost £69,450 with funding for the works coming from the Local Transport Plan Integrated Transport Programme for 2010/11.

9. Risks and Uncertainties

The estimated cost is dependent upon the need to divert Statutory Undertakers' apparatus; this is expected to be minimal.

The installation of a single traffic calming feature may not completely reduce the number of reported Personal Injury Accidents taking place at this location.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, and the associated Road Safety and Casualty Reduction Strategy, for improving road safety and managing traffic. In addition, the proposal is in line with the Councils' main themes of Alive, Safe and Achieving; and also accords with the Equalities Policy.

11. Background Papers and Consultation

Reference: South Yorkshire Local Transport Plan 2, 2006 to 2011.

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APPENDIX A

EMAIL CORRESPONDENCE RECEIVED FROM A RESIDENT OF WOODSETTS

From: Mr w
Sent: 14 September 2010 15:48
To: Transportation
Subject: Woodsetts Traffic Calming Proposals

Hurrah, about time!

Just as, if not more, important is the Dinnington end of the village where we have an Old People's Complex, a Doctor's Surgery and Bus Stop on both sides of the road.

Very few, if any, drivers either coming into, or leaving, the village on this road reduce speed and are a serious danger to all the residents attempting to access any of the facilities mentioned above

In this context, it requires a hump the full width of the road to have any real effect

-----*Follow up Message*-----

From: [Burton, Josephine](#)
Subject: Woodsetts traffic calming

Thank you for sending me the correspondence between yourself and RMBC. I am aware of the problem of some cars speeding through the village and it has been discussed at length at several meetings, including the Parish Council. As you can imagine there are as many different solutions to the issue as there are people at those meetings, but the priority was felt to be around the crossroads particularly for children crossing the road at that point. Many people in Woodsetts, however, are not happy with the prospect of speed humps, and taking everything into consideration, it was decided that the raised platform at the crossroads would be the preferred option. I know it does not please everyone but I think we need to see how it works.

The Council hopes that it will be possible to do this in the next twelve months. The financial situation is by no means predictable, but this decision remains in the plan at this stage
I am sure it will make a difference.

Thank you
Jo Burton
Cllr AnstonWoodsetts

-----*Follow up Message*-----

Thank you for your email.

In an ideal world, considerate drivers would slow down to 30MPH at the signs either end of the Village.

But, this is not an ideal world and, otherwise considerate, people become inconsiderate when seated behind the wheel of a car.

In this context, there will be no real traffic calming when drivers speed into the Village, slow down at the central hump then speed up again on their way out.

The central hump will slow traffic for the infant school children when they cross at this point, possibly four (4) times a day, but what of all the elderly, infirm, older school children, shoppers and bus passengers who have to cross the road, at all times of the day, at either end of the Village?

The proposed scheme, of a central hump only, does not serve the needs of the majority of the villagers, which should be the objective of our elected Councillors surely?

Yours
Mr W