

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1. Meeting:	Regeneration and Environment
2. Date:	13 December 2010
3. Title:	Flash Lane, Bramley – Proposed Traffic Calming Scheme – Ward 5, Hellaby Ward
4. Directorate:	Environment and Development Services

5. Summary

To report the results of the consultation process regarding the proposed traffic calming scheme on Flash Lane, Bramley, including receipt of 23 letters of objection and a petition containing 69 signatures also objecting to the proposed traffic calming scheme.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) The objections to the proposed traffic calming scheme are acceded to and the traffic calming scheme is not implemented;**
- (ii) An informal pedestrian crossing is implemented between Prospect Close and Wadsworth Road to include lowered kerbs and a short section of footway to link into the existing footway;**
- (iii) The objectors be informed of the outcome;**

7. Proposals and Details

In 2005 Ben Bailey Homes Limited received planning approval for the construction of a new housing development on Progress Drive off Flash Lane, Bramley. As part of this planning approval Ben Bailey Homes Limited entered into a section 106 agreement, which required them to contribute £10,000 towards the cost of a pedestrian crossing on Flash Lane between Prospect Close and Wadsworth Road near to the play area and community facilities. When considering the information submitted in support of the planning application Transportation Officers considered that a zebra crossing may be desirable and an estimate was made of the costs of introducing such a feature, though as always the detailed assessment and design had yet to be carried out and as such no specific reference is made within the Section 106 agreement to providing a zebra crossing. The £10,000 was consequently submitted by the developer and lodged with the Council in October 2006.

Investigations into the feasibility of providing a controlled pedestrian crossing (zebra, pelican etc) commenced in autumn 2007 based on information provided from a summary made of the Traffic Impact Assessment. This investigation entailed undertaking a speed survey, measuring carriageway widths and an assessment of the number of vehicles travelling along Flash Lane as well as pedestrians crossing Flash Lane between Prospect Close and Wadsworth Road. From the number of vehicles recorded, it was shown that there would need to be on average, 225 pedestrians crossing each hour over a 4 hour period in order for a controlled crossing to be considered in accordance with the Councils criteria for implementing a controlled pedestrian crossing. Observations on site clearly demonstrated that even during the peak hours when school children were heading to and from the nearby Wickersley Comprehensive School, the number of pedestrians crossing Flash Lane between Prospect Close and Wadsworth Road did not meet 225 and as such a controlled crossing could not be promoted. However, in view of the developer contribution that Rotherham MBC had received, it was thought that an alternative scheme should be considered which would assist pedestrians to cross Flash Lane not only between Prospect Close and Wadsworth Road but along its full length by reducing vehicle speeds which the surveys had demonstrated were above the existing 30mph speed limit.

This scheme consisted of a flat top road hump between Prospect Close and Wadsworth Road, providing level access across the road for mobility impaired pedestrians and those pedestrians with pushchairs, and a series of speed cushions to reduce vehicle speeds along Flash Lane. These proposals are shown on drawing 126/17/TT19.B, attached as Appendix A. As vertical traffic calming measures require a Statutory Consultation process to be undertaken, the emergency services, bus companies and Ward Members were initially consulted. The proposals were then publicly consulted upon by way of a letter drop to residents directly affected by the scheme and as a result of this consultation exercise, 23 letters of objection and a petition containing 69 signatures also objecting to the scheme were received. Below are the main comments raised within the objections.

- Speed cushions damage vehicles;
- The scheme does not include a zebra crossing as promised;
- Flash Lane is a route to the cemetery and traffic calming will result in an undignified final journey;
- Traffic calming is a waste of money and doesn't work;
- Vehicles are not speeding along Flash Lane

Clearly some of the objections were based on the premise that there was a legal obligation to provide a controlled pedestrian crossing point on Flash Lane as part of the section 106 agreement. However, there is clearly a message from some residents on Flash Lane and roads adjacent to Flash Lane that traffic calming is neither desired or is appropriate. In view of the large number of objections received and no letters of support it is recommended that these objections are acceded to and that the scheme to implement a full width road hump and the speed cushions are not implemented.

As an alternative, it is proposed to install a informal pedestrian crossing consisting of pedestrian friendly lowered kerbs, associated tactile paving and a footway link to cross the grass verge and tie in with the existing footway as shown on drawing 126/17/TT142, attached as Appendix B. In view of the results of the speed survey, we also propose to include Flash Lane on our rota of locations where the vehicle activated flashing 30mph slow down sign can be placed on a temporary basis. There are already playground warning signs on Flash Lane on each approach to the play area.

8. Finance

It is estimated that the cost of the proposed traffic calming scheme is £45,000. This is funded by the £10,000 developer contribution and £35,000 from the Local Transport Plan Integrated Transport Programme 2010 / 2011.

The estimated cost of implementing the informal pedestrian crossing point, footway link and placing the vehicle activated sign periodically on Flash Lane is £10,000. This will be met by the developer contribution.

9. Risks and Uncertainties

Acceding to the objections will result in vehicle speeds along Flash Lane remaining at their present level. However, it is proposed to mitigate this with the periodic use of a vehicle activated sign indicating to those drivers travelling along Flash Lane in excess of the posted speed limit to slow down.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety Strategy, for improving road safety and managing traffic.

11. Background Papers and Consultation

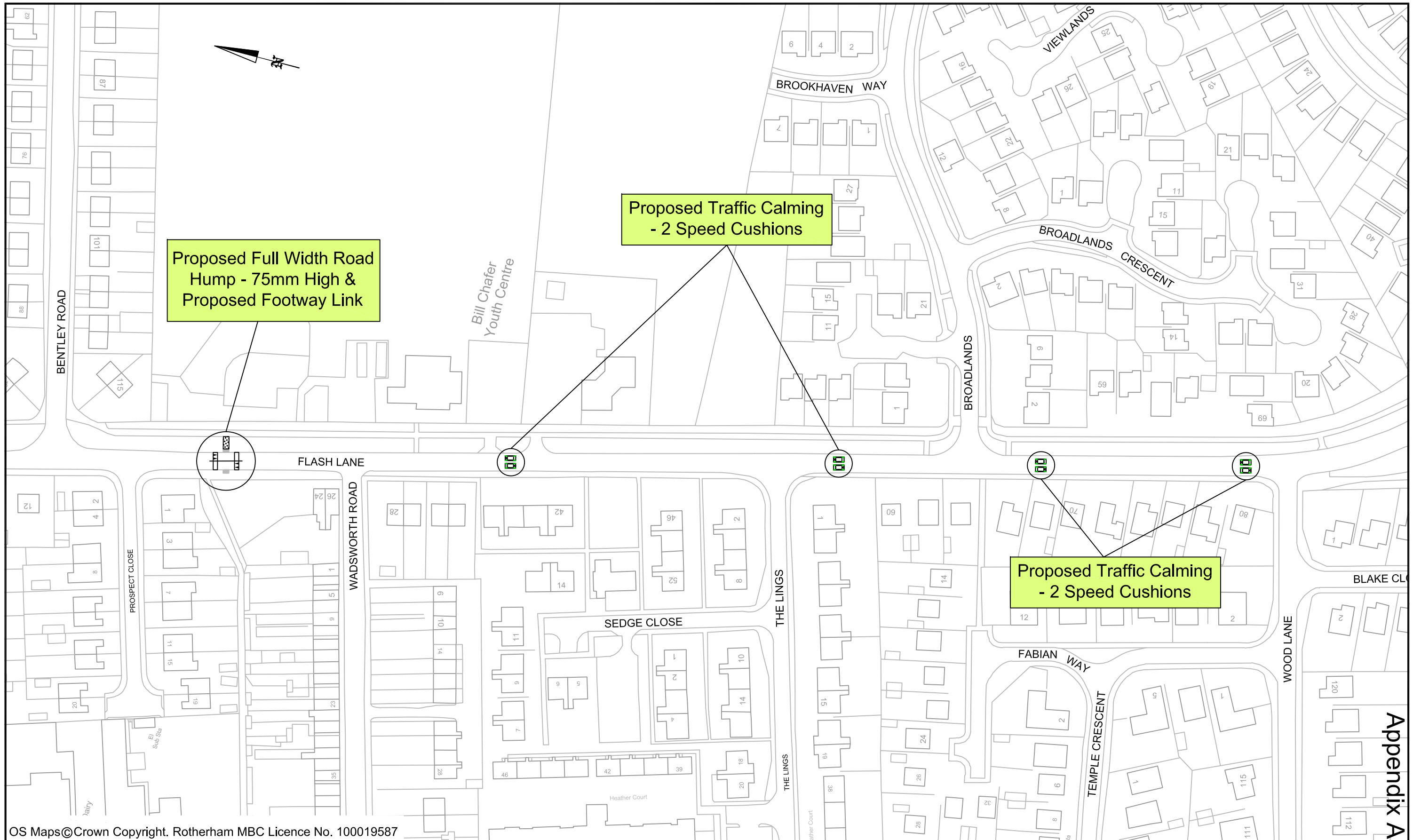
Consultation with the Emergency Services, Bus Companies, Ward Members and Bramley Parish Council were undertaken. No objections were received from the Emergency Services or Ward Members, however objections were received from Bramley Parish Council, Powells Bus Company and SYPTE. Powells Bus Company objected on the grounds that full width road humps and speed

cushions are not bus friendly. SYPTE objected on the grounds that the full width road hump was not a bus friendly road hump and that they did not wish to see speed cushions located at bus stops. Bramley Parish Council objected on the grounds that a “proper pedestrian crossing” should be provided as part of the scheme and the road humps would not provide a dignified procession to the nearby Cemetery.

In addition 23 letters of objection were received and a petition with 69 signatures objecting to the proposal, attached as Appendix D. No letters of support were received. Of the letters received and the signatures on the petition 11 were received from residents of premises that front onto Flash Lane, all the other objectors lived locally, many of which were side roads off Flash Lane.

Appendix A	Drawing No. 126/17/TT19.B
Appendix B	Drawing No. 126/17/TT142
Appendix C	First signature page of petition

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Appendix A

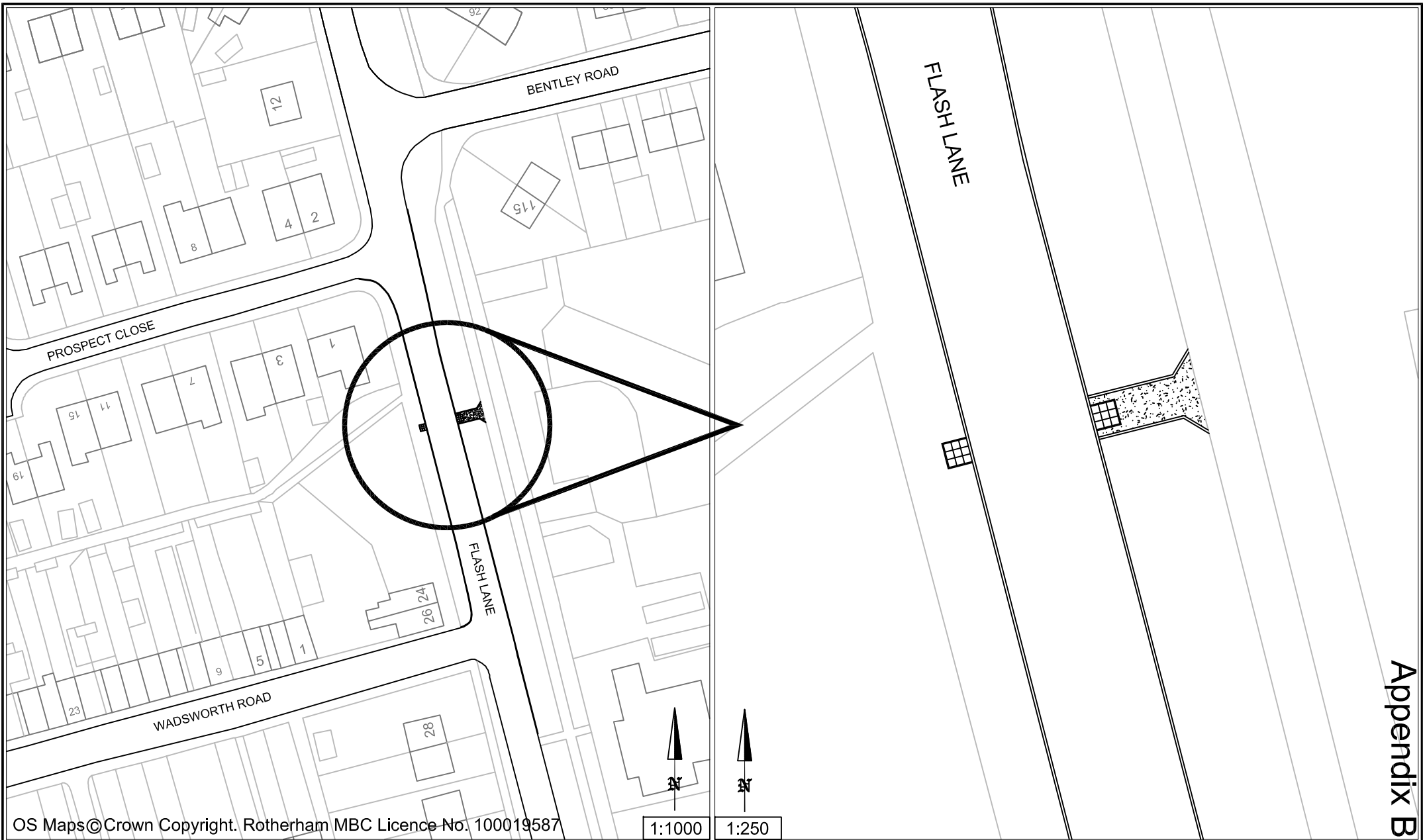


Rotherham Metropolitan Borough Council
 Environment & Development Services
 Bailey House, Rawmarsh Road,
 Rotherham S60 1TD

Client:

Rev.	Description


Title Flash Lane, Bramley Proposed Traffic Calming and Crossing Point			
Dwg. No.	126/17/TT19.B	Rev.	
Drawn	PH	Date	Oct 2010
		Scales (if A3)	1:1250
		Chd. by	SS



Appendix B

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1:1000 1:250

 <p>Rotherham Metropolitan Borough Council</p> <p>Environment & Development Services</p> <p><small>Strategic Director: Karl Battersby Bsc (Hons) MTPL MRTPI</small></p>	<p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>	Client:		Title Flash Lane, Bramley Proposed Dropped Kerbs With Tactile Flags	
		Dwg. No. 126/17/TT142		Scales (if A4) Various	
		Drawn PH	Date Nov 2010	Chd. by ND	

Objections to the proposed traffic calming and crossing point on Flash Lane, Bramley. 8 cushions + 1 full width Hump

We the undersigned object strongly to the above proposals for Flash Lane for a number of reasons, the main one being that there has been no thought given to the fact that this a route to the cemetery and would be totally insensitive to mourners. There is no proper pedestrian crossing other than a Hump which is an unidentified 'crossing point' lower down Flash Lane and not located near enough to the youth centre and children's play area and including the recreational facilities i.e. MUGA. Also no facility for crossing the road safely adjacent to, The Lings and Heather Court sheltered housing complexes close to the bus stops.

Print Name and Address	Signature	Further Comments you might like to add
JOAN FOXTON 5. THE LINGS	J Foxton	R.M. BC were not allowed to have you Put humps on main street Bramley because of humps ^{humps} and mourners at St Frances church
David & Susan Robbins 9 The Lings	D. Robbins S. Robbins.	So the cemetery doesn't seem to matter!!! A proper crossing and a camera is what is needed.
D. Allen 15. The Lings	D. Allen.	The police use their cameras at the end of The Lings quiet often Just think of all the revenue!!!
D Walker 13 The Lings	D Walker	So please think again.
Jim Stevenson J M STEVENSON 36 HEATHER CT THE LINGS	Jim Stevenson	
H. STEVENSON 36 HEATHER COURT THE LINGS H. Stevenson	H. Stevenson	
P. A. Flinders 35 Heather Court The Lings Bramley	P.A. Flinders	
G. Flinders 35 Heather Court The Lings Bramley	G. Flinders	
E. Mencastr 34 Heather Court Bramley	E. Mencastr	