

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 7th April 2014
3.	Title:	Proposed Traffic Calming Scheme on Doe Quarry Lane, Dinnington (Ward 4 Dinnington)
4.	Directorate:	Economic and Development Services

5. Summary

To report the results of the consultation process regarding the proposed traffic calming scheme on Doe Quarry Lane at Dinnington.

6. Recommendations

It is recommended that Cabinet Member resolves that:

- i) **the objections to the proposed traffic calming scheme be not acceded to, and the objectors including the lead petitioner be informed of the decision;**
 - ii) **the proposed traffic calming scheme is approved and that the scheme is implemented.**
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7. Proposals and Details

Each year the Council undertakes an annual assessment of locations within the Borough which have a history of reported Personal Injury Accidents. Doe Quarry Lane, together with the junction of Lordens Hill, was identified as a location requiring further investigation as a consequence of the number of collisions taking place; these had resulted in 1 seriously injured casualty and 18 casualties with slight injuries during the three year period between 1st August 2010 and 31st July 2013 (representing the most up-to-date data held at the time). The Local Safety Scheme programme for 2013/14 including this location was reported to Cabinet Member on the 2nd September last year, minute number G41 refers.

From these investigations a scheme was devised which proposed the introduction of vertical traffic calming measures along the road in the form of speed cushions and flat top road humps, see drawing number 126/17/TT245.rev1 attached as Appendix B. As vertical traffic calming measures require a Statutory Consultation process to be undertaken, the emergency services, bus companies, Ward Members and Dinnington Town Council were initially consulted.

In order to obtain the views of residents, each household in the area was also consulted. This consultation, which had an end date of 20th December 2013, gave each household an opportunity to state whether they were in agreement with the proposal to install a traffic calming scheme or not. 31 responses to the consultation were received out of 125 households canvassed, a 24.4% return rate. Of these 23 residents (74% of those who returned their form) were in favour of a scheme, 8 letters of objection were also received.

Since the above consultation the associated road hump notice has been advertised on site and in the press.

A 70-signature petition requesting the introduction of speed cameras on Doe Quarry Lane, Dinnington to target motorists exceeding the 30mph speed limit, was received on 17th January 2014 attached to our consultation reply form. Out of the 70 names on the petition only 32 have indicated that they are a resident of Doe Quarry Lane with the remainder being from other locations within the borough. A copy of the petitioners request and the first page of the petition are attached as Appendix A.

The petitioner and a number of the other objectors have stated on the comments form that their preference for reducing traffic speeds along Doe Quarry Lane would be speed cameras, as they would be cheaper to install and maintain than vertical traffic calming measures, and would raise revenue for more enforcement or to contribute towards other maintenance issues.

Although speed (safety) cameras can help to reduce the number of personal injury collisions taking place and help to curb the speed of motorists there are strict criteria which need to be met prior to their implementation. These criteria relate to the number of reported Personal Injury Accidents within a specific distance, the number of motorists exceeding the speed limit and the 85th percentile speed of vehicles along the road. When applied to Doe Quarry Lane, the criterion for installing a camera is not met.

In addition, the evidence from sites where speed (safety) cameras have been installed suggests that they have a relatively localised effect on vehicle speeds. This means that in the case of Doe Quarry Lane the provision of a safety camera will not be as effective at reducing speeds and collisions as the proposed traffic calming which will target the whole length of the road.

Other issues raised by the objectors include the potential for an increase in road noise caused by the introduction of vertical traffic calming features and the additional wear and tear caused to vehicles through having to negotiate such features. However, trials undertaken by the Department for Transport indicate that where vehicles travel over roads humps at an appropriate speed they should not suffer damage and, although it is difficult to predict accurately, it is not expected that the traffic calming schemes would cause any significant increase in existing (traffic) noise levels as the majority of vehicles using the road are cars, as opposed to commercial vehicles.

8. Finance

Funding for the proposed traffic calming scheme will come from two sources, the first being a contribution of £12,000 from the developer of the housing estate on the former Dinnington Community Primary School and the remainder (estimated at £88,000) from the LTP Integrated Transport Programme for 2014/15.

9. Risks and Uncertainties

The proposed traffic calming scheme may not completely eliminate the number of reported Personal Injury Accidents taking place, however, results from other similar schemes indicate that a reduction of around 65% can be expected.

10. Policy and Performance Agenda Implications

This scheme is in line with the objectives set out in the Sheffield City Region Transport Strategy, and the associated road safety and casualty reduction strategy for improving road safety.

11. Background Papers and Consultation

Consultation with the Emergency Services, Bus Companies, Ward Members and Dinnington Town Council were undertaken. No objections were received from the Emergency Services, Ward Members or Dinnington Town Council, however a number of issues were raised by Stagecoach, TM Travel and Mass Brightbus regarding the siting and type of traffic calming measures proposed and as a result changes were made to the scheme to overcome their concerns, prior to consulting with residents.

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