

## Summary Sheet

### Strategic Director Approval Report

**Title:** Petition requesting road humps, 20mph speed limit and weight limit restriction at Nickerwood Drive, Aston

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

**Director Approving Submission of the Report:**

Bronwen Knight, Acting Assistant Director, Planning, Regeneration and Transport

**Report Author(s):** Nigel Davey, Engineer, Planning, Regeneration and Transport  
Ext: 22380

Email: [nigel.davey@rotherham.gov.uk](mailto:nigel.davey@rotherham.gov.uk)

**Ward(s) Affected:** Ward 6, Holderness.

**Executive Summary:** This report details the consideration of a petition requesting implementation of road humps, a reduction of the existing speed limit to 20mph and the introduction of a weight limit restriction on Nickerwood Drive, Aston.

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

- a. The petition is noted but is not implemented as requested; and,
- b. The lead petitioner is informed of the recommendation.

**List of Appendices Included:**

Appendix A, Extract of Petition

Appendix B, Approval Log

**Background Papers:** None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel:**  
No

**Council Approval Required:** No

**Exempt from the Press and Public:** No

## **1. Recommendations**

- 1.1 That the Strategic Director of Regeneration and Environment exercises his delegated powers and that:
  - a) The petition is noted but is not implemented as requested; and,
  - b) The lead petitioner is informed of the recommendation.

## **2. Background**

- 2.1 In September 2018, the Council received a petition regarding traffic control and speed along Nickerwood Drive (see Appendix A). The petition included a total of 41 signatures, with all those signing, giving Nickerwood Drive as their home address.
- 2.2 The covering letter which complemented the petition outlined that the lead petitioner requested “speed ramps, speed signs, weight sign for size of vehicle and speed limit only being 20 mph on built up area”.
- 2.3 Nickerwood Drive is currently a residential, unclassified road, subject to a 30mph speed limit. On street parking takes place, although a large percentage of properties have off street parking.
- 2.4 As a direct response to the petition, the Council commissioned a 7 day, 24 hour vehicle survey, in the most appropriate location, approximately half way along Nickerwood Drive where vehicle speeds would be considered to be at their highest. The results of the survey demonstrated that the average speed of vehicles on Nickerwood Drive was 23.4mph, whilst the 85 percentile (the speed at which 85 out of 100 drivers were travelling at or below) was 28.1mph.
- 2.5 The survey also determined vehicle types and during the monitored period, no heavy goods vehicles travelled along Nickerwood Drive.
- 2.6 Investigation of the personal injury collisions database shows that there have been no recorded injury collisions on Nickerwood Drive within the latest three year period available.

## **3. Key Issues**

- 3.1 Vehicles travelling at excessive speed on the public highway is an offence which can only be enforced by South Yorkshire Police. When a speed survey demonstrates that vehicles are above the posted speed limit, this information including the data from the speed survey is passed onto South Yorkshire Police for appropriate action to take place.
- 3.2 The petition has requested for traffic calming, a speed reduction and weight restriction to resolve a perceived issue of speeding traffic and risk to road users. This report investigates each of these issues.

### Traffic Calming

- 3.3 Generally, traffic calming is introduced where there is a history of reoccurring injury collisions and speed is one of the main contributing causation factors. Whenever there is a collision on the public highway and an injury is sustained,

the Council is notified by South Yorkshire Police via the injury collision database. This database then identifies frequent accident locations (hotspots) and funding is prioritised to provide an engineering solution to help prevent future occurrences.

- 3.4 In relation to Nickerwood Drive, as there are no recorded injury collisions on this stretch of highway, traffic calming is not appropriate in this instance. All traffic calming schemes must have specific objectives relating to reducing accident hotspots as evidenced through the injury collision database and subsequent investigation. It is essential that the need for a scheme is assessed against these aims to ensure that the Council prioritises its financial resource in the most suitable locations to reduce known accident hotspots.

#### Weight Restriction

- 3.5 In order to introduce a weight limit restriction, it must be demonstrated that the road under investigation suffers from either a history of injury collisions, where heavy goods vehicles are a main contributing factor and removing them from a route would improve the collision record. Alternatively, a restriction could be enacted if heavy goods vehicles are considered to be inappropriate for the type of road they are travelling on based upon factors such as road width, percentage of heavy goods vehicles using the route, suitable alternative routes etc. It should be noted that during the 7 day traffic survey, no heavy goods vehicles were recorded on Nickerwood Drive. On this basis the introduction of a weight limit restriction cannot be justified.

#### 20 mph Speed Limit

- 3.6 20mph speed limits and 20mph zones are introduced based on a number of factors including the existing vehicle speeds, injury collision record and the road environment. Based on the current data Nickerwood Drive does not meet the criteria for the introduction of a 20mph speed limit. However the consideration of establishing additional 20mph zones within Rotherham is currently being investigated with a view to establishing a programme of works which will identify the suitability of their introduction. Officers will recommend to the responsible Cabinet Member that Nickerwood Drive and the surroundings roads are considered as part of any future programme.

#### 30mph Speed Limit

- 3.7 The Road Traffic Regulation Act 1984 states that in a built up area, with a system of street lighting, a 30mph speed limit applies unless there other speed limit repeater signs to the contrary. The only location where 30mph signs can be provided is at the change of speed limit, i.e. where the 30mph limit commences. No further 30mph speed limit signs are permitted as the presence of street lighting indicates the speed limit is 30mph. As a driver will already have passed a 30mph terminal sign before they reach Nickerwood Drive, (due to the surrounding roads also being subject to a 30mph speed limit) then no additional 30mph signs can be placed on Nickerwood Drive.

## **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:-

- 4.2 Option One is to forward the speed survey information directly to South Yorkshire Police in order that they respond to the allegation of speeding motorists with no further action from the Council.
- 4.3 Option Two is to provide a traffic calming scheme on Nickerwood Drive to reduce vehicle speeds. This is estimated to cost in the region of £75,000. However, as there are no recorded injury collisions on this road, this would be contrary to the Council's current method of allocating monies to traffic calming schemes and therefore would require third party funding. It is therefore unlikely that this option could be funded and subsequently delivered.
- 4.4 Option Three, and the recommended proposal, is to provide a vehicle activated sign mounted on a nearby lamp column for a temporary period of time. This sign is activated when vehicles approaching the sign exceed the speed limit and trigger a display that shows a '30mph slow down message'. The sign will be placed on Nickerwood Drive for a temporary period of time rather than permanently, as experience has shown, that over time, permanent vehicle activated signs can lose their effectiveness, as drivers become accustomed to the sign. It is also the intention to inform South Yorkshire Police of the results of the speed survey in order that they can take whatever action they feel is appropriate. There is no intention to provide any additional 30 signs or weight limit restriction signs on Nickerwood Drive.

## **5. Consultation**

- 5.1 Consultation with Ward Members and Cabinet Member has been undertaken with regard to whether they support the petition or not. A response has been received from one of the Ward members supporting the petition. No other responses have been received.

## **6. Timetable and Accountability for Implementing this Decision**

- 6.1 If the recommended proposal is approved, it is envisaged that the sign can be relocated to Nickerwood Drive within the next 6 months.

## **7. Financial and Procurement Implications**

- 7.1 The recommended proposal has a cost implication of approximately £100 for relocating the vehicle activated sign from its previous location. This cost will be funded from the Integrated Transport Block 2018/19 budget.

## **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 The recommended proposal aims to improve road safety for all users by bringing to the attention of any drivers travelling above the posted 30mph speed limit, that they are within a 30mph zone.

## **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 vehicle activated sign will be in place for a temporary period of a minimum 3 months. It may be that when the sign is moved to another location, residents perceptions of higher vehicle speeds may return. However, as South Yorkshire Police will have been informed of the current speeds on Nickerwood Drive, this will have given them the opportunity to implement their own speed enforcement initiative, if they feel that it is appropriate. In addition, Nickerwood Drive will be added to the list of roads where the vehicle activated sign will return to at a future date.

## **14. Accountable Officer(s)**

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

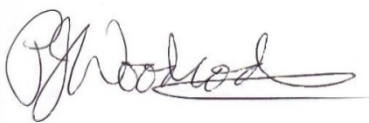
Ian Ashmore, Head of Transportation Infrastructure Service,  
Ext: 22825  
Em: ian.ashmore@rotherham.gov.uk

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..... (Strategic Director Regeneration and Environment)

Date 17.6.19

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