

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 02 April 2024

Report Title

Report receipt of objections to proposed traffic calming scheme (speed cushions) –
Kilnhurst Road, Rawmarsh

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Simon Moss, Assistant Strategic Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Rotherham East

Report Summary

The purpose of this report is to consider an unwithdrawn objection to a proposal to introduce 2no single speed cushions on Kilnhurst Road (outside Rawmarsh Sandhill Primary School), Rawmarsh. The key recommendation of the report is to not accede to the objections and continue with the proposed scheme to implement the proposed speed cushions.

Recommendations

That the Assistant Strategic Director of Regeneration and Environment exercises his delegated powers with regard to the proposal shown on drawing No 20127-RLL-20-XX-DR-C-600 attached as Appendix A, and gives approval to:-

- Not accede to the objections submitted.
- Respond to the objector making them aware that it is intended to implement the speed cushions as advertised and consulted upon.

List of Appendices Included

Appendix A Kilnhurst Road – S278 General Arrangement
Appendix B Equalities Assessment
Appendix C Carbon Impact Assessment

Background Papers

None.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public

No

Report receipt of objections to proposed traffic calming scheme (speed cushions) – Kilnhurst Road, Rawmarsh

1.	Background
1.1	<p>Following approval of a planning application for a new residential development on land to the north of Kilnhurst Road, opposite Sandhill Primary School, Rawmarsh, (application No RB2021/1159, approved September 2023), it was required that a scheme to reduce vehicle speeds and improve pedestrian accessibility, be provided, along the proposed development frontage. As part of a package of measures that include, lengths of no waiting at any time restrictions (both sides of Kilnhurst Road), an extension to the existing 30mph speed limit, a new 2m wide footway along the frontage of the proposed residential development and 2no footway buildouts to reduce the crossing width of Kilnhurst Road for pedestrians, whilst also acting as a priority working system, there are also 2no single speed cushions proposed that would be sited adjacent to the proposed footway buildouts to reduce vehicle speeds further. See Appendix A.</p>
2.	Key Issues
2.1	<p>The approved planning application will develop the land to the north of Kilnhurst Road opposite Sandhill Primary School. This area of land was previously undeveloped land. Sandhill Primary School is situated to the south of Kilnhurst Road, and in effect is the start of the built-up area of this section of Kilnhurst Road. As part of the approved planning application, it was agreed that highway improvements along this site frontage would be undertaken under a s278 legal agreement.</p>
2.2	<p>As part of the approved development, a scheme to reduce vehicle speeds and improve pedestrian accessibility in this area is being promoted. A new 2m wide footway along the development frontage is being provided which will provide a continuous footway along the northern side of Kilnhurst Road, from the point where the existing footway terminates (near No260 Kilnhurst Road), to the existing public right of way to the east of Sandhill Primary school. In addition, 2no footway buildouts are being provided to reduce the crossing distance of Kilnhurst Road for pedestrians, and to create a priority working system on the road in front of the school (i.e. vehicles will have to give way to oncoming vehicles who have priority, which depends upon the traffic signs and markings provided). These features will allow pedestrians who live on the northern side of Kilnhurst Road, and who may wish to access the school, to use the northern footway, and be able to cross Kilnhurst Road, directly outside the school, as shown on Appendix A.</p> <p>In addition, a single speed cushion is proposed, that would be sited adjacent to the buildout, which would have the effect of reducing vehicle speeds further.</p>
2.3	<p>The provision of the speed cushions is governed by the Road Hump Regulations 1996 and requires that a road hump notice be advertised on site, and also that emergency services and bus companies are consulted,</p>

	providing information regarding the location and dimension of the road hump (in this case speed cushion).
2.4	<p>The proposed road hump notice was advertised from 17th November 2023 to 15th December 2023 in the Rotherham Advertiser, on street, in the form of notices attached to existing lighting columns, as well as letters being delivered to affected frontages, and statutory consultees (emergency services, bus companies etc). One response objecting to the proposal was received from Stagecoach, the bus company operating bus services on this particular road. The objection was submitted as follows:</p> <ul style="list-style-type: none"> • Speed cushions cause discomfort to bus users and our drivers and can damage vehicles. Surely vertical deflections represent outdated thinking – our preferred option is to use chicanes, etc without the need for cushions.
2.5	<p>In addressing the objection received, the Councils response is as follows,</p> <ul style="list-style-type: none"> • Speed cushions are manufactured to a width (1600mm) and height (65mm), such that large wheel based vehicles can straddle them with minimal discomfort, whilst still ensuring that smaller wheel based vehicles, that have to pass over them, do so, either by straddling them with all four wheels, or by driving over them, on one side of their vehicle, however, both options require the driver to slow down accordingly. • Generally, discomfort suffered by bus users as they travel over speed cushions, is as a result of the bus driver not being able to align the bus correctly with the speed cushion. This may be as a result of stationary vehicles on a street. In this instance, the proposed speed cushions are proposed adjacent to a footway buildout, which will also be ‘reinforced’ by the introduction of a no waiting at any restriction, which will remove the potential for stationary vehicles to affect the ‘approach’ of a bus to the speed cushion. As such, the driver of the bus should be able to align the bus, such that the speed cushion is ‘straddled’ with minimal discomfort for the driver and passengers.
3.	Options considered and recommended proposal
3.1	<p>One option considered was that Kilnhurst Road would be left in its present state i.e. without speed reduction measures, footway buildouts, or any waiting restrictions being introduced. However, due to the requirement to improve the road safety environment in this area, as part of the proposed residential development, then this option was not considered a viable option.</p>
3.2	<p>Another option was omitting the speed cushions from the proposed scheme. However, as the scheme includes the provision of a priority working system for drivers by using the footway buildouts to provide give ways, then this may result in drivers speeding up, as they approach the give way, in order to ‘beat’ the vehicle heading toward them. The provision of a speed cushion should therefore reduce this possibility.</p>

3.3	It is proposed to implement the proposed highway improvements as shown on drawing No 20127-RLL-20-XX-DR-C-600
4.	Consultation on proposal
4.1	All statutory consultees including South Yorkshire Police, South Yorkshire Fire and Rescue etc. bus companies, the Cabinet Member for Transport and Environment, Rawmarsh East Ward Members and the general public via notices on street and in the Rotherham Advertiser, have been consulted. One objection was received from Stagecoach who are the bus operator in this area, as highlighted previously within this report.
5.	Timetable and Accountability for Implementing this Decision
5.1	The purpose of this report is to seek approval to implement the proposed 'speed cushions'. Should approval be granted, the works to implement the proposed speed cushions on site, will be undertaken by the developer through an agreement under section 278 of the Highways Act.
6.	Financial and Procurement Advice and Implications
6.1	The cost of the proposed scheme will be met by the developer.
7.	Legal Advice and Implications
7.1	A section 278 agreement (or s278), is a section of the Highway Act 1980, that allows developers to enter into a legal agreement with the Council to make permanent alterations or improvements to a public highway, as part of planning approval.
7.2	The appropriate statutory procedure including consultation of the road hump notice had been followed as set out in the body of the report.
8.	Human Resources Advice and Implications
8.1	There are no human resources implications arising from this report.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	There are no specific implications for children, young people and vulnerable adults arising directly from this proposal.
10.	Equalities and Human Rights Advice and Implications
10.1	An Equalities Assessment has been completed for this report and is attached at Appendix B.
11.	Implications for CO2 Emissions and Climate Change

11.1	A Carbon Impact Assessment has been completed for this report and is attached at Appendix C.
12.	Implications for Partners
12.1.	Failure to implement the road humps may result in drivers not reducing their vehicle speed, to an appropriate level, as they travel along this section of Kilnhurst Road, with the potential for a collision to increase.
13.	Risks and Mitigation
13.1	Failure to implement the road humps may result in drivers not reducing their speed, to an appropriate level as they travel along this section of Kilnhurst Road, with the potential for a collision to increase. The proposed road hump scheme addresses this.
14.	Accountable Officers
	Nigel Davey, Engineer
	Matthew Reynolds Head of Transport Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Jon Baggaley	31/01/24
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	22/02/24

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