

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 28 August 2024

Report Title

Proposed traffic calming, Bradgate Lane, Kimberworth (Local Neighbourhood Road Safety Scheme – Tranche 1)

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 Director, Planning, Regeneration and Transport

Report Author(s)

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Ward(s) Affected

Borough-Wide or Name of Ward
Rotherham West

Report Summary

To report on the outcome of consultations regarding the implementation of traffic calming (road humps) at Bradgate Lane, Kimberworth.

Recommendations

That the Assistant Director of Planning, Regeneration and Transport exercises their delegated powers and approves in principle the proposals shown on drawing number 126//17/TT560 and gives authority that:

- 1.1 That the objections are not supported.
- 1.2 That the proposals shown on drawing numbered 126/17/TT540 attached as Appendix 1 are implemented.
- 1.3 Residents are informed of the decision.

List of Appendices Included

Appendix 1 Drawing No 126/17/TT540

Appendix 2 Equalities Screening
Appendix 3 Carbon Impact Assessment

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel
None

Council Approval Required

No

Exempt from the Press and Public

No

Proposed traffic calming, Bradgate Lane (Local Neighbourhood Road Safety Scheme – Tranche 1)

1. Background

- 1.1 The scheme has been developed as part of the Local Neighbourhoods Road Safety (LNRS) programme. It was, based on submissions for road safety and traffic management improvements in the Rotherham West Ward, by the Local Councillors at the time.
- 1.2 Bradgate Lane connects Wortley Road to Kimberworth Road and has a 20mph speed limit, following its inclusion in the Bradgate area 20mph Zone implemented in November 2021. Subsequently a number of concerns have been raised that vehicle travelling on Bradgate Lane, are not complying with the 20mph speed limit.
- 1.3 Information obtained from speed surveys shows a mean speed of 25.3mph and an 85th percentile speed of 34.7mph.
- 1.4 The proposal as indicated on the drawing No 126/17/TT540 attached as appendix 1 will assist compliance with the existing 20mph speed limit.

2. Key Issues

- 2.1 The speed data shows that vehicles are travelling in excess of the existing 20mph speed limit, and traffic calming measures are required to achieve compliance with this speed limit.

3. Options considered and recommended proposal

- 3.1 Do nothing: not recommended.

Doing nothing is not recommended as it would not align with the submission made by local ward members to the Local Neighbourhood and Road Safety Scheme fund and would not align with the funders programme (SYMCA).

- 3.2 It is proposed to implement the traffic calming features on Bradgate Lane as shown on drawing No 126/17/TT540 attached as Appendix 1 are implemented.

4. Consultation on proposal

- 4.1 The South Yorkshire Police were consulted and were comfortable with the proposal.
- 4.2 The Cabinet member for Transport and Environment has been consulted.
- 4.3 Previous Rotherham West Councillors submitted this scheme as part of the Local Neighbourhood Road safety programme, therefore promoted the scheme for implementation.

4.4 Residents of Bradgate Lane were consulted. 8 responses were received of which: -

- 6 responses supported the proposals.
- 2 responses objected to the proposals.

A number of comments were included in the responses which are summarised as follows: -

- 2 respondents raised concerns about the location of the hump near 10/12 Bradgate Lane, and that it should be moved closer to the Working Men's Club or closer to Wortley Road.
 - There was no suitable location near the Working Men's Club due to vehicle accesses.
 - The presence of statutory undertakers apparatus, inspection chambers and vehicle access crossings prevented the hump being located closer to Wortley. In view of this the hump should remain in its current position outside 10/12 Wortley Road.
- 2 responses raised concerns about a hump located near 45/47 Bradgate Lane.
 - This hump has been relocated to adjacent to the Bradgate Park entrance, to reduce vehicle speeds near an existing informal pedestrian crossing at the park entrance.
- The presence of road humps may reduce property values.
 - There is no evidence property values are affected by the introduction of road humps.
- By putting obstacles in the road, vehicles maybe damaged to which we the residents would be liable.
 - Road humps are part of the public highway and are the responsibility of the Rotherham Borough Council acting as Highway Authority.
- Its not clear how far the speed humps will come across the road and parallel parking across the speed humps may feel awkward.
 - The speed humps must extend into the parking layby, drivers may be tempted to use the parking area to avoid the speed hump.
 - The speed humps are only 75mm high and can be parked over. There are no legal restrictions to prevent vehicles parking over humps.
- Road humps are not the answer, speed cameras should be used.
 - Bradgate Lane would not meet the criteria for speed cameras.
- We haven't experienced numerous vehicles speeding daily and it maybe that someone has exaggerated the problem.

- Speed data shows that the 20mph speed limit is regularly exceeded.
- Bradgate lane has parking laybys and the speed humps should not extend into these.
 - The speed humps must extend into the parking layby or drivers may be tempted to use the parking area to avoid the speed hump.
- Bradgate Lane suffers from non-residential parking due to visitors to the Working men's Club, Bradgate Park, Kimberworth School and Childrens' Home staff. The addition of road humps will only exacerbate this.
 - Road humps can be parked over. Levels of none-residential parking will be monitored if further concerns area raised by residents.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are endorsed the proposed traffic calming features as shown on drawing No 126/17/TT540 attached as Appendix 1 will be implemented in due course.

6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)

- 6.1 The estimated cost for the project is £85,000. This project is already approved and in the 2024/25 capital programme as part of the Local Neighbourhood Road Safety Measures which has a total budget of £107k

- 6.2 There are no direct procurement implications associated with this recommendation.

7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)

- 7.1 The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.

- 7.2 The Highways (Road Humps) Regulations 1996, allows the Council to install road humps in the public highway.

8. Human Resources Advice and Implications

- 8.1 This scheme will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required

9. Implications for Children and Young People and Vulnerable Adults

9.1 Lower vehicle speeds should reduce the potential for collisions involving children, young people, and vulnerable adults by shortening overall braking and stopping distances by vehicles. This in turn will reduce the likelihood of reported personal injury collisions on the highway for people within these groups.

10. Equalities and Human Rights Advice and Implications

10.1 Reducing speeds in neighbourhoods can improve road safety through a reduction in injury collisions but can also improve people's perception of safety, thus removing major barriers to people walking or cycling. Lower speed limits can improve a community's health and wellbeing through more active living, resulting in environmental improvements such as less air and noise pollution and safer, healthier neighbourhoods.

10.2 An Equalities Assessment has been completed for this report and is attached at Appendix 2.

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 3.

12. Implications for Partners

12.1. A reduction in the number of road traffic collisions will reduce pressure on the Emergency Service and Health Services, together with reducing the trauma on responders attending serious road traffic collisions.

13. Risks and Mitigation

13.1 There is a risk some vehicles may use alternative routes to avoid the traffic calming features on Bradgate Lane. However, traffic levels on the surrounding highway network would form part of the normal traffic and road safety monitoring process and be subject to available funds should any additional work be identified as necessary.

14. Accountable Officers

Simon Quarta, Engineer

Matthew Reynolds, Head of Transportation 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)	Named officer	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.

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