

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Cabinet Member for Regeneration and Environment - Delegted Powers Meeting</b>
2.	<b>Date:</b>	<b>6<sup>th</sup> September 2010</b>
3.	<b>Title:</b>	<b>Petition regarding the request for traffic calming measures on Westfield Road, Brampton Bierlow.</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

### 5. Summary

To report the receipt of a 17 signature petition and 1 associated piece of correspondence regarding traffic speed/noise on Westfield Road, Brampton.

### 6. Recommendations

**Cabinet Member resolve that:-**

- a) **The petition to request that traffic calming measures be introduced on Westfield Road not be acceded to.**
- b) **The lead petitioner be informed of the decision and the reasons why**
- c) **Ward Members are informed accordingly.**

## 7. Proposals and Details

Residents of Cooper Close, Brampton Bierlow have raised concerns about traffic speed and noise on Westfield Road, Brampton Bierlow, submitting a 17 signature petition regarding this issue (a copy of this petition is attached as appendix A). Westfield Road is an unclassified minor road with a 7.5 tonne weight restriction running along its length. It is bordered on one side by a relatively new housing development (which includes Cooper Close) and on the other side by 'Brownfield sites' (a plan indicating Cooper Close and Westfield Road is attached as appendix B).

Residents feel that Westfield Road is heavily used by traffic and that a high proportion of vehicles are exceeding the existing speed limit, this therefore leads to a significant amount of noise which they believe is affecting their quality of life. Residents therefore feel that the introduction of traffic calming measures would slow traffic down and correspondingly alleviate the problem of noise. They also feel that this is compounded by a large number of HGVs using the road in contravention of the 7.5 tonne weight restriction.

Further investigation shows that an Automatic Traffic Counter (ATC) was installed on Westfield Road during May 2009 in order to survey both volume and speed of traffic in this location (a copy of the survey results is attached as appendix C). The survey was carried out over a 7 day period (14/05/09 to 20/05/09) and did not show any significantly high speeds or abnormally high traffic counts which would suggest a reduction in the current speed limit.

This site also fails on the criteria relating to the provision of traffic calming measures, such as speed humps, whereby a site needs to have at least three fatal or serious injury collisions in a three year period. The South Yorkshire Accident Database shows that on this section of road there have been no injury accidents in the previous three years (2007 to 2010). Therefore this location does not meet the criteria for the installation of traffic calming features. In any event traffic calming is generally only appropriate when used on a road with a speed limit of 30mph or less and Westfield Road is subject to the national speed limit which is 60mph for a single carriageway road, therefore traffic calming could not be implemented without a significant drop in the existing speed limit.

With regard to noise; residents have to acknowledge that living adjacent to a road which is a link between the areas of Wentworth/Wath/Hoyland, may lead to them experiencing some of the adverse impacts associated with traffic whether this is from peak traffic periods or single vehicles at quieter times. It should also be noted that a common concern relating to traffic calming measures, particularly speed hump schemes, is one of noise. Traffic calming measures of various types have not been shown to increase vehicle noise levels but they do change how people perceive vehicle noise as the deceleration and acceleration of vehicles when negotiating the measures can make vehicle noise more apparent.

**8. Finance**

If no action is taken there are no financial implications associated with this report.

**9. Risks and Uncertainties**

None

**10. Policy and Performance Agenda Implications**

Any proposed scheme would need to be in line with objectives set out in the South Yorkshire Local Transport Plan, and the associated road safety and casualty reduction strategy for improving road safety. In this instance it is not felt that any scheme contributes significantly to justify investment.

**11. Background Papers and Consultation**

Ward Members have been consulted; Councillor Brian Steele has responded and broadly supports the Council's views on this matter.

A copy of the petition is attached as Appendix A.

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