

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

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| 1. | <b>Meeting:</b>        | <b>Regeneration and Environment</b>                                  |
| 2. | <b>Date:</b>           | <b>7 March 2011</b>  |
| 3. | <b>Title:</b>          | <b>Rotherham Road, Laughton Common – Proposed road safety scheme</b> |
| 4. | <b>Programme Area:</b> | <b>Environment and Development Services</b>                          |

### 5. Summary

To report the results of consultations carried out on a proposed road safety scheme along Rotherham Road, Laughton Common which forms part of the Section 278 agreement with Persimmon Homes for the adjacent development.

### 6. Recommendations

**Cabinet Member resolves that:-**

- i) **Objections to the proposed road safety scheme be not acceded to and that they be informed of the decision;**
- ii) **Support for the scheme be reiterated and approval be granted for the works to be implemented.**

## **7. Proposals and Details**

As part of the section 278 works associated with the Persimmon Homes development at Laughton Common, there is a requirement on the developer to introduce traffic calming measures along a section of Rotherham Road. These traffic calming measures will be introduced in the form of two raised junction tables (road humps), one at the junction with Baker Street and the other at the junction with Paddington Close. In addition, it is also proposed to construct a mini-roundabout at the junction with Ascot Drive. The cost of these works will be funded by Persimmon Homes. A plan of the proposed scheme is attached as Appendix A.

During October 2010 consultations were carried out with approximately 270 residents of Laughton Common, by way of a letter, plan and reply form. In addition, statutory consultations were also carried out with the Emergency Services, Passenger Transport Executive, Parish Council and Local Ward Members

From the consultation with residents a total of 61 responses were received accounting for 23% of the letters delivered, of which 64% of residents were in agreement with the scheme. With regard to those residents who did not agree with the scheme a variety of reasons were given (a sample copy of these responses are attached as Appendix B) but generally relate to claims that road humps cause damage to vehicles, that the money could be better spent elsewhere or this scheme is not needed.

In terms of vertical traffic calming features (road humps) causing damage to vehicles, evidence from the Transport Research Laboratory (TRL Report TRL614) suggests that this isn't the case if they are driven / ridden at an appropriate speed.

With regard to funding, the cost of the scheme is being met by Persimmon Homes as part of the Section 278 agreement for the development which is specific to this location and could not be used elsewhere.

Regarding consultations with the Emergency Services, Passenger Transport Executive, Parish Council and Local Ward Members no objections were received.

## **8. Finance**

The estimated cost of these works is £50,000, which will be funded entirely by Persimmon Homes as part of the Section 278 agreement.

## **9. Risks and Uncertainties**

The estimated cost is dependent upon the need to divert Statutory Undertakers' apparatus; this is expected to be minimal. However, should the cost of the scheme exceed the estimate the developer will fund the full cost of the scheme.

## **10. Policy and Performance Agenda Implications**

The scheme is 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 and managing traffic. In addition, the proposal is in line with the Councils' main themes of Alive, Safe and Achieving; and also accords with the Equalities Policy.

## **11. Background Papers and Consultation**

Reference: South Yorkshire Local Transport Plan 2, 2006 to 2011.

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