

Nether Haugh Action Group

WEBSITE: sites.google.com/site/netherhaughactiongroup

EMAIL: netherhaughactiongroup@gmail.com



Wentworth North Area Assembly

Monday 12th November 2012

Presented by Mr Jamie Henderson and Mr Ernest Bradley

(for and on behalf of the Nether Haugh Action Group)

Introduction:

Nether Haugh is a hamlet of the parish of Wentworth, situated on the B6089 Stubbin Road and stretches from the junctions with Rig Lane to the south and Cortworth Lane to the North.

There are approximately 40 houses in the hamlet, which consist of private dwellings and also homes and businesses rented from the Fitzwilliam (Wentworth Estate).

There are over 100 residents ranging from the elderly to the very young.

The hamlet is situated on the main commuter road linking Rotherham Town Centre to Barnsley and as a result has significant traffic flow during peak hours. Although a 30mph speed limit is imposed throughout the hamlet, this is preceded on both sides by 60mph 'national' limits.

Nether Haugh is sandwiched by a public footpath to the North and public bridleway and footpath (Roman Ridge) to the South, as can be seen in the below image, and is therefore a popular destination for many organised groups, ramblers, dog walkers and families.

The hamlet is officially part of the Wentworth North Area, however is policed, by local agreement, by the Wentworth South SNT, as a result the hamlet does not benefit from any engagement with South Yorkshire Police unlike the neighbouring villages of Wentworth and Harley (also part of the Wentworth Parish).

In October 2012, due to continued serious concerns raised about the B6089 Stubbin Road, a community meeting was held and the Nether Haugh Action Group was formed.

The objectives of this group are:

- To minimise the risk to users of the B6089 'Stubbin Road'
- To maximise the safety of residents and pedestrians within Nether Haugh.
- To improve the quality of life of residents within the village of Nether Haugh
- To protect Nether Haugh's 'village' status and character.
- To work harmoniously so that the views of both individuals and the whole community are made known, listened to and taken into account before decisions are made which will affect the village.
- To liaise with key members of the planning departments of Rotherham Borough Council and with other local organisations including South Yorkshire Police.
- To pressure local government and public bodies where inaction is considered to hinder the objectives of the group using appropriate means including the media.
- To keep the community informed of actions and progress.

Problem Profile:

With due regard to the objectives, a two main problems have been identified by members of the community and submitted to the area assembly for resolution.

1 – Speed of Vehicular Traffic using the B6089 in Nether Haugh

There have previous attempts by residents of Nether Haugh to tackle the problem of vehicle speed in the village, the most recent being in 2007 (see below images).

WHY
For a number of years we have received concerns, from residents, about the speed of traffic through Nether Haugh, and the number of accidents taking place. As a consequence, investigations were carried out into vehicle speeds and accident numbers along Stubbin Road, which indicated that improvements could be made.

WHERE
The drawing on the inside of this leaflet shows details of the proposed works.

WHAT
To reduce vehicle speeds through Nether Haugh we are looking to introduce a number of traffic calming features along Stubbin Road in the form of raised imprint areas, an example of which is shown on the inside of this leaflet. The raised areas will be approximately 16mm high (3/4 inch) by 4 metres long, stretching across the width of the road, with a red block-work effect finish.

Due to Stubbin Road being of 'B' classification (B6089) the use of full height road humps is not considered a suitable option, due to the detrimental effect they would have on emergency service response times and potential increase in noise levels, particularly for residents living in close proximity to the carriageway. However, the proposed raised imprint areas should help to reinforce the 30mph speed limit.

In addition to these measures, arrangements have already been put in place for the installation of a Speed Display Sign near the junction with Cortworth Lane. This sign will be activated by vehicles entering Nether Haugh from Upper Haugh and will indicate to the motorist whether or not they are travelling within the speed limit. This sign is expected to be installed shortly.

An area of red central hatching will be introduced on the bend at the junction with Rig Lane to increase the distance between opposing vehicles to reduce the chances of head on collisions.

Works will also be undertaken to improve some of the signing and lining through the village.

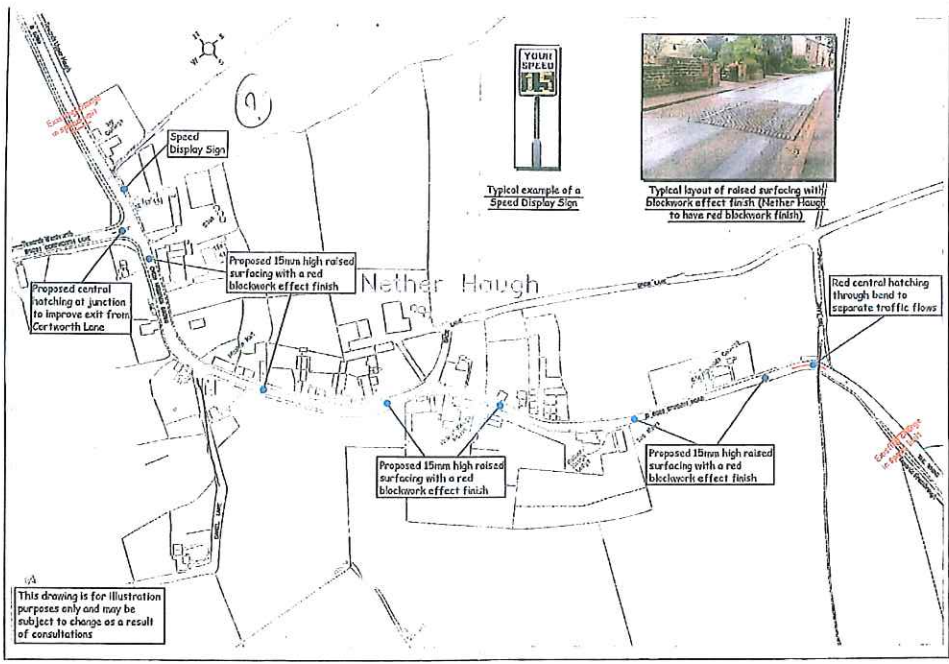
WHEN
Should no objections be received to these proposals it is anticipated that works will be carried out before the end of March 2008.

Your views are Important
As this scheme will affect you, we would like to know what you think about it. If you have any concerns or wish to discuss the proposals further please do not hesitate to contact us before the end of September 2007 using the details shown on the front of this leaflet. After this time arrangements will be put in place for the works to be implemented.

Freedom of Information Act
Information regarding comments and objections may be made available at Council meetings and other forums, or as a response to requests under the Freedom of Information Act. We cannot guarantee the confidentiality of your personal details.



Transportation Unit
Planning and Transportation Service
Bailey House
Ravenhill Road
Rotherham S60 1TD
Tel: 01709 822380
Email: transportation@rotherham.gov.uk



These campaigns and the work that has been implemented have had little impact on the speed that some vehicles use the road, and the number of accidents on the road are increasing in seriousness.

The following are photographs taken of collisions and damage that have occurred during the previous 18 months:





There is no doubt that inappropriate speed is the most serious road safety problems on Britain's roads, and causes death and injury to thousands of people each year.

Unfortunately, the danger caused by speeding drivers has not yet been accepted by the public in the same way as the danger caused by drink-drivers.

Figures obtained from The Royal Society for the Prevention of Accidents, dated January 2011 show that inappropriate speed contributes to around;

- 14% of all injury collisions,
- 15% of crashes resulting in a serious injury, and
- 24% of collisions which result in a death.

Higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop. It removes the driver's safety margin and turns near misses into crashes.

Around two-thirds of crashes in which people are killed or injured occur on roads with a speed limit of 30 mph or less.

At 30 mph vehicles are travelling at 44 feet (about 3 car lengths) each second. One blink and the driver may fail to see the early warning brake lights; a short glance away and the movement of a child behind a parked car will be missed. Even in good conditions, the difference in stopping distance between 30 mph and 35 mph is an extra 21 feet, more than 2 car lengths.

If average speeds reduced by 1 mph, the accident rate would fall by approximately 5%. This varies slightly according to road type, so that a 1 mph reduction in average speed would reduce accident frequency by about:

- 6% on urban main roads and residential roads with low average speeds
- 4% on medium speed urban roads and lower speed rural main roads
- 3% on the higher speed urban roads and rural single carriageway main roads.

If an individual drives more than 10 - 15% above the average speed of the traffic around them, they are much more likely to be involved in an accident.

The accidents that have been witnessed on the B6089 at Nether Haugh have generally been vehicle/vehicle or vehicle /street furniture however the Nether Haugh Action Group are equally as concerned for the safety of pedestrians and residents.

In addition to the terrible human cost of road accidents, they also impose a massive financial burden on the country, including lost production, health-care, social benefits and in personal pain, grief and suffering. Reported road accidents are estimated to cost the country around £15 billion per year. If unreported accidents are taken into account, the cost rises to around £32 billion

The following figures are taken from "A valuation of road accidents and casualties in Great Britain in 2010" in "Reported Road Casualties Great Britain 2010", Department for Transport, 2011 .

Average Value of Prevention per Casualty and per Accident:

	Cost Per Casualty	Cost Per Accident
Fatal	£1,585,510	£1,790,200
Serious	£178,160	£205,060
Slight	£13,740	£21,370
All (Average)	£47,740	£68,320
Damage Only	N/A	£1,880

The Department for Transport 2009 Speed Survey showed that on 30 mph roads, 46% of car drivers exceed 30 mph and 16% exceed 35 mph.

The most recent analysis of the role of vehicle speed in pedestrian fatalities in Great Britain found that 85% of pedestrians killed when struck by cars died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph, remarkably however, this is reduced to 5% at speeds below 20 mph.

The Nether Haugh Action Group have recognised that there are several contributory factors which affect the speed that people use the B6089 through the village.

These are:

- **National Speed limits in the immediate proximity to the village**
- **Very limited 'cushion' between National Speed limit and 30mph**
- **A 30mph speed limit that is not adhered to or enforced**
- **Minimal/Inefficient traffic calming/road safety measures**

The Group recognise that local safety schemes can provide excellent value for money in places with existing accident problems, such as on the B6089 at Nether Haugh.

By focusing on sites and areas with poor accident records, Rotherham Council and South Yorkshire Police can concentrate their efforts on an area where it is known that people are actually being injured, rather than on perceived risks.

In December 2011, Nigel Davey (reference ND/126/WN) completed a speed survey throughout Nether Haugh at the request of Mrs K Needham. In a letter dated 3rd January 2012, the correspondence is closed, after referring to the 85th percentiles being 33mph and 34mph in each direction, with the phrase *'In view of these speeds, South Yorkshire Police would not be willing to undertake any speed enforcement as the criteria for undertaking speed enforcement is not met'*.

On Wednesday 14th December 2011 a total of 7457 vehicles used the 'South Site'. Of these only 54% (4074) abided by the legislated 30mph speed limit. 45% (3345) of vehicles exceed the speed limit in the bracket 31-45mph. 38 vehicles were exceeding 46mph, and unbelievably 5 vehicles were exceeding 61mph. The statistics are similar at both the Middle and North Site.

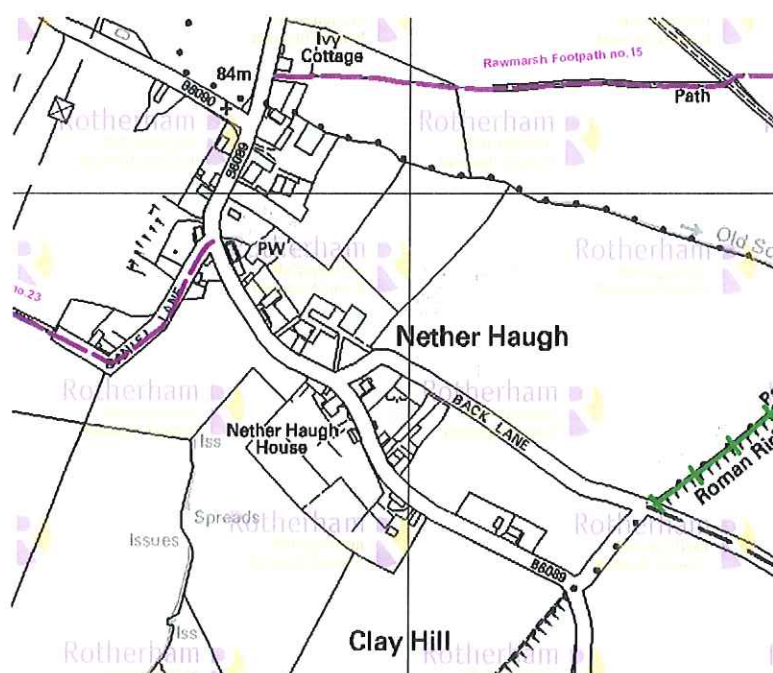
These statistics, accompanied with the very poor accident record of the B6089 at Nether Haugh, clearly demonstrate that there is an urgent need to implement immediate action to reduce vehicular speed on this stretch of road.

Several recommendations have been forthcoming from within the community to the Action Group and consultation with RMBC and partner agencies is requested to develop a prompt and effective strategy to reduce vehicular speed through Nether Haugh.

2 – Safety of Residents and Pedestrians

Nether Haugh is sandwiched by a public footpath to the North and public bridleway and footpath (Roman Ridge) to the South, as can be seen in the below image, and is therefore a popular destination for many organised groups, ramblers, dog walkers and families.

There are around 40 houses in the village and a farm, with over 100 residents living on Stubbin Road, Back Lane, Cortworth Lane and Daniel Lane



There are several young families and elderly residents in the village who are prevented access and egress from the area due to a lack of any and/or suitable pavements at the south side of the village.

It should not be underestimated how members of our community do genuinely feel in fear of their personal safety when they leave the house on mobility scooters, with pushchairs, on

bicycles and even on foot. The road is around 5.00 meters wide and carries heavy goods vehicles and buses, which often mount walkways and intimidate pedestrians by their size, manner of driving and often speed.

Nether Haugh is serviced by one bus, the 227, for which there are two bus stops on either side of the road positioned at the start (south side) and in the middle of the village.

This image shows the bus stop on the out of town carriageway at the junction with Rig Lane.



Members of the community have all identified with the action group that under no circumstances will the use this bus stop due to the lack of any footpath, the proximity to the carriageway and the speed and flow of traffic using this road.

This image, from the other side of the road was taken when a vehicle travelling at inappropriate speed left the carriageway and collided with the bus stand on the other side of the road. This bus stop has been replaced, at significant cost, however the lamppost is currently not there due to another traffic collision. Thankfully no-one was standing at the bus stop at that time.



Additionally, there are no suitable locations within the village to safely cross the road and the aforementioned groups of people often, literally, take their lives into their own hands attempting to cross this busy road.

During the same study already referred to by Nigel Davey in December 2012, between 4pm and 5pm on Tuesday 13th December 2011, 979 vehicles used the northbound carriageway of the 'Middle Site'. This equates to one vehicle every 3.7 seconds. It is clear therefore that it would be impossible to cross this road during those hours and serious consideration must be made to providing the village with a suitable crossing facility.

Further Issues

The Nether Haugh Action Group have also recognised a number of other issues which are having a significant impact on the desired objectives of the community.

We are exploring all avenues to resolve these issues however at this juncture we believe that these can be resolved without the need for third party intervention. These further issues include:

- Damage to road signage
- Overgrown hedgerows impeding line of sight for traffic and pedestrians
- Un-sheathed heavy goods vehicles losing loads on the road
- Fuel spillages from haulage and public transport

Conclusion

The residents of Nether Haugh have formed an Action Group to tackle issues affecting this small, semi-rural community which sits on the main Rotherham to Barnsley B6089 single carriageway.

The significant issues faced by the community are deemed to be vehicular speed from traffic flow, inadequate crossing facilities and a lack of safe walkways/pavements.

Verification and photographic evidence of the issues affecting resident and pedestrians in Nether Haugh contained within this report. This, in addition to the evidence gathering exercises have been completed within the last twelve months, provide the basis for consideration by Rotherham Council, South Yorkshire Police and other partnership agencies for immediate action to be taken to address the concerns of this community.