

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Regeneration and Development</b>
2.	<b>Date:</b>	<b>Monday 22<sup>nd</sup> April 2013</b>
3.	<b>Title:</b>	<b>Carlisle Street Kilnhurst. Ward 16 Swinton Objection to proposed traffic calming scheme</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

### 5. Summary

To report the receipt of an objection to the proposed traffic calming scheme on Carlisle Street, Kilnhurst

### 6. Recommendations

**Cabinet Member resolves that:-**

- a) **The objection to the proposed traffic calming is not acceded to and the objector informed.**
- b) **The detailed design of the proposed traffic calming is undertaken and the scheme implemented.**

### 7. Proposals and Details

As part of the planning agreement between the Council and the developer of a nearby housing estate, there is a legal agreement in place requiring the developer to provide traffic calming measures on Carlisle Street to mitigate any possible speeding problems in the future once the development is complete. Proposals have been submitted by the developer to introduce speed cushions which have been shown to successfully reduce vehicle speeds to around 25-30 mph depending upon the spacing of the features. Officers from Streetpride have undertaken the necessary consultation in order to facilitate the introduction of these features in accordance with the Road Hump Regulations. Following the public notices being placed on Carlisle Street one objection to the proposed speed cushions has been received (Appendix A).

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The objection is based on the premise that speed cushions do not work and that a full width road hump would be a more suitable alternative as these will slow down all vehicles that have to travel over them. Whilst full width road humps do slow down all vehicles they are generally used on roads that will have very little heavy goods vehicle or no bus use. Speed cushions allow buses and larger vehicles such as HGVs to straddle the cushions and as such there is very little discomfort for passengers or outside noise created by the vehicles as they pass over them. It is intended that the proposed housing development will be served by a bus operator via Carlisle Street and as such a full width road hump would not be suitable.

The objector also requests that a feature similar to the priority working feature on Queen Street at Swinton be implemented, i.e. with a speed hump as part of the design. The proposed traffic calming features will include a priority working under the railway bridge but it is not deemed necessary to have these features elsewhere along Carlisle Street as the proposed speed cushions will have the desired effect of reducing vehicle speeds.

## **8. Finance**

The scheme is funded by the developer and as such there is no direct cost implication for the Council. However, if the scheme is not implemented at this moment in time and complaints are subsequently received about vehicle speeds from existing residents and those that may move there in the future any resulting traffic calming measures on Carlisle Street would have to rely on the Council's own funding sources. It is estimated that the scheme would cost in the region of £20,000.

## **9. Risks and Uncertainties**

None

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

The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated road safety and casualty reduction strategy for improving road safety.

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

Ward Members have been consulted as part of the consultations for the proposed traffic calming scheme. Whilst no objections to the traffic calming were received, concerns were received with regard to how soon the proposals would be implemented.

A copy of the objection is attached as Appendix A.

Location map attached as Appendix B

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