

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Planning, Highways and Street Scene Services</b>
2.	<b>Date:</b>	<b>Monday 1<sup>st</sup> September 2014</b>
3.	<b>Title:</b>	<b>Ferham Road, Ferham – Proposed traffic calming amendment Ward 13 Rotherham West</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

### 5. Summary

To report a proposal to amend the existing traffic calming features on Ferham Road, Ferham and report an objection received to those proposed amendments.

### 6. Recommendations

**It is recommended Cabinet Member resolve that:**

- i) The outline scheme proposals and objection be noted and**
- ii) The objection be not acceded to and the objector informed**
- iii) The detailed design for the proposal is undertaken and the scheme be implemented.**

### 7. Proposals and Details

As part of a proposal to replace the existing pre formed rubber speed cushions on Ferham Road that have now reached their maximum life expectancy and are in need of replacement, it is proposed to replace the existing speed cushions with concrete cushions. In addition, at two of the locations where speed cushions exist it is also proposed to introduce priority working i.e. vehicles having to give way to vehicles travelling in the opposite direction, though a single cushion will still be implemented at this point.

The existing scheme on Ferham Road was introduced approximately 16 years ago. The segmented rubber speed cushions that make up the traffic calming scheme on Ferham Road are now at the end of their life expectancy as many of the cushions have become worn and the segments of the cushion have deteriorated such that macadam has been used to replace those damaged segments. Over time, these cushions have appeared to have lost their effectiveness in reducing vehicle speeds as their visual and physical appearance has deteriorated. Replacing these cushions with concrete cushions will have the desired effect of providing a robust feature that will visually and physically deter

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many drivers from travelling over them at an inappropriate speed. It is also proposed to amend the features in two locations on Ferham Road to include a footway buildout to reduce the carriageway to one lane thus providing a priority working system. A single concrete cushions will also be provided at this location to ensure low vehicle speeds are maintained along Ferham Road. These proposed measures will improve the road safety environment for vulnerable road users in the area by providing an uncontrolled crossing point for pedestrians.

A letter has been sent to all affected frontages on Ferham Road informing them of the proposal to replace and amend the existing traffic calming measures with one objection being received. The objection was based on the buildout / priority working system creating severe traffic delays. The money spent on this scheme should be used to resurface the road and replace the cushions.

Whilst the priority working will result in vehicles travelling toward town having to give way towards vehicles travelling in the opposite direction, any delay will be minimal. This delay will also result in vehicles having to slow down for the priority working which also acts as an uncontrolled crossing point for pedestrians in the area who will only have to cross one lane of traffic as opposed to the existing two lanes. Alongside the proposed replacement and improvements to the traffic calming it is proposed that a scheme of carriageway resurfacing will be undertaken.

The locations of the features are shown on drawing number 126/99/35 attached as appendix A and the objection is shown as appendix B.

## **8. Finance**

The recommended scheme is expected to cost £150,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2014/2015. The carriageway maintenance element of the scheme will be funded from the Local Transport Plan Highways Maintenance Capital Programme.

## **9. Risks and Uncertainties**

Any objections to the scheme that are acceded to may result in design changes being required which could lead to a delay in implementation and an increase in scheme costs.

## **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 Safer Roads and Casualty Reduction strategy for improving road safety.

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

Statutory consultation with the emergency services and Ward members have been undertaken with no objections received. A letter to affected frontages on Ferham Road has also been distributed with one objection received, see appendix B.

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