

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	12th January 2015
3.	Title:	Report results of investigation into Petition regarding speed and volume of traffic along A631 Maltby
4.	Directorate:	Economic and Development Services

5. Summary

To report the results of an investigation into a petition signed by 66 people regarding increasing traffic volumes and speed on the A631 through Maltby.

6. Recommendations

It is recommended that Cabinet Member resolves that:

- i) The result of the investigation into the speed of vehicles through Maltby be noted**
- ii) No alterations to the existing speed limits are proposed;**
- iii) The lead petitioner and Maltby Parish Council be informed of the outcome of the investigation.**

7. Proposals and Details

A petition with 66 signatures and an associated supporting letter from Maltby Parish Council was received by the Council and its receipt reported to Cabinet Member on 1st December Minute No 71 refers. The Transportation Unit received a copy of this petition titled 'Petition against the increasing traffic and the speed at which they drive on the roads through Maltby i.e. Tickhill Road, High Street, Rotherham Road etc. Tickhill wants to go back to 30'. Speed limits on local roads are set in accordance with the Department for Transport Circular Roads 1/2013, Setting Local Speed Limits.

This guidance states that 'roads suitable for a 40mph speed limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. They should have good width and layout: have parking and waiting restrictions in operation and buildings set back from the road. These roads should wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places.

The A631 from the M18 Motorway is subject to a 40mph speed limit through Hellaby until close to the junction with Harvest Close. This section of road is bordered primarily by industrial / retail land with minimal road junctions or residential frontage and as such the 40mph speed limit on this section of road is in accordance with the Department for Transport guidance.

From Harvest Close the speed limit defaults to 30mph until the speed limit changes back to 40mph near to Strauss Crescent on the east side of Maltby. The road subject to the 30mph speed limit, passes through areas with direct residential frontages and retail activity in the centre of Maltby, where there is on street parking and substantial pedestrian movements across the road.

Upon reaching the 40mph speed limit near to Strauss Crescent the speed limit extends for approximately ½ mile until it reaches the Lumley Arms public house where it changes to the national speed limit.

The road environment in this 40mph speed limit is again in accordance with the Department for Transport guidance on 40mph speed limits. The residential properties in the area are set back from the road and there are pedestrian refuges present to assist pedestrians to cross the A631.

A speed survey has been undertaken within the 40mph speed limit near to Lumley Crescent to ascertain the average speed of vehicles. The result of the survey showed the average speed recorded is 35mph toward Maltby and 37mph toward Tickhill. This demonstrates that drivers are currently travelling at a speed commensurate with the posted speed limit i.e. 40mph. In order to promote a lower speed limit, that has the support of South Yorkshire Police the average speed of vehicles (used when investigating a potential new speed limit) would have to be below 35mph.

Another factor when considering introducing a lower speed limit is to improve the road safety collision record of the road. An investigation of the injury accident data

base for the last three year period available shows that within the 40mph speed limit on the A631 Tickhill Road, there has been only 1 slight injury accident recorded and this was during a period of snow falling when one vehicle slid into another. This accident record is therefore unlikely to be effectively improved by a lower speed limit.

With regard to the allegation of increasing vehicle speeds, further speed surveys have been undertaken on Tickhill Road near to Hamilton Road and on Rotherham Road near to Dunstan Road within the 30mph speed limit. The 85%ile (the speed at which 85 out of 100 drivers are travelling at and used when considering any speed enforcement) was recorded at 31mph (both directions) on Tickhill Road and 32mph and 33mph on Rotherham Road. This would suggest that there is good compliance with the speed limit in these areas.

The A631 Rotherham Road, between Blythe Road and Addison Road is currently subject to mobile safety camera enforcement by South Yorkshire Safety Cameras (SYSC). We have been informed by them that enforcement has been undertaken on this route at least once a week for the last 6 months. South Yorkshire Safety Cameras has been informed of the petition regarding residents' concerns of increasing vehicles speeds and have indicated that the enforcement of the speed limit in this area does not result in many offences being captured, again, suggesting that there is good compliance with the speed limit.

With regard to the volume of traffic, the A631 is a primary route for vehicles travelling to and from the east of the borough, toward the M18 and Rotherham. Available traffic data shows that since 2006, traffic levels along the A631 fell until reaching a low point in 2012. In the last two years recorded data, traffic levels have shown a slight increase but are still significantly below those levels recorded in 2006.

8. Finance

There are no costs associated with this recommendation.

9. Risks and Uncertainties

The recommendation may result in further requests for measures to be introduced within the 40mph limit to reduce the speed of vehicles to an appropriate level to enable the implementation of a 30mph speed limit. These measures would most likely have to be physical measures such as road humps which are both costly to implement and may result in objections being received to their introduction.

10. Policy and Performance Agenda Implications

The proposals are in accordance with the road safety objectives of the Sheffield City Region Transport Strategy and the associated South Yorkshire Road Safety and Casualty Reduction Strategy.

11. Background Papers and Consultation

Department for Transport Circular 1/2013 – Setting Local Speed Limits

Contact Name : *Nigel Davey, Engineer, Ext. 22380,*
nigeldavey@rotherham.gov.uk