

## Delegated Officer Decision

---

### Summary Sheet

#### Report Title

Delegated Officer Decision - TRO Consultation Update: Proposed implementation of 20mph Speed Limit, Boston Castle Grove & Terrace.

#### Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

#### Officer Approving Submission of the Report

Simon Moss, Assistant Director, Regeneration and Environment

#### Report Author

Ian Shelton, Road Safety Engineer  
01709 254404 or [ian.shelton@rotherham.gov.uk](mailto:ian.shelton@rotherham.gov.uk)

#### Ward(s) Affected

Boston Castle

#### Report Summary

To provide an update on the consultation regarding the implementation of a 20mph limit at Boston Castle Grove & Terrace. The area proposed to be subject of a speed limit reduction was suggested as part of the Neighbourhood Safety Scheme fund. Formal consultation and press advertisement took place from the 14<sup>th</sup> of January 2022 and concluded on the 11<sup>th</sup> of February 2022.

#### Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on Drawing Number NSS/BOSTONCASTLE/2021/03 and gives authority that:

1. The notice to make the order is advertised; and
2. The proposals shown on drawing No: NSS/BOSTONCASTLE/2021/03 attached as Appendix 1 are implemented.

## **List of Appendices Included**

- Appendix 1 Drawing No. NSS/BOSTONCASTLE/2021/03
- Appendix 2 Resident Consultation Letter
- Appendix 3 Part A Initial Equality Screening Assessment
- Appendix 4 Carbon Impact Assessment

## **Background Papers**

The scheme was reported to Cabinet Members on 19<sup>th</sup> July 2021 as part of the Transportation Capital Investment Programme Report 2021/22 (Additional Scheme Approval).

## **Consideration by any other Council Committee, Scrutiny or Advisory Panel**

Cabinet – 19 July 2021

## **Council Approval Required**

No

## **Exempt from the Press and Public**

No

Delegated Officer Decision - TRO Consultation Update: Proposed implementation of 20mph Speed Limit, Boston Castle Grove & Terrace.

**Delegated** Officer Decision - TRO Consultation Update: Proposed implementation of 20mph Speed Limit, Boston Castle Grove & Terrace.

<b>1.</b>	<b>Background</b>								
1.1	<p>The scheme has been developed following a suggestion made to the Neighbourhood Road safety scheme fund to provide measures to address speeding.</p> <p>The roads subject to the proposed 20mph limit are indicated on the location plan Drawing Number: NSS/BOSTONCASTLE/2021/03.</p> <p>This would comprise of speed limit signing at the entry to the roads proposed to be subject to a 20mph speed limit, with repeater signs and bolt down type rubber road humps (Boston Castle Grove Only). At the entry points the 20mph terminal signing would be accompanied by red road surfaced patches and 20mph roundel road markings to emphasise the change of speed limit.</p> <p><u>Information</u></p> <p>A previous seven-day traffic speed surveys have been undertaken to establish speeds of vehicles using Boston Castle Grove. The survey results can be summarised as follows:</p> <table border="1" data-bbox="375 1108 1295 1337"> <thead> <tr> <th data-bbox="375 1108 571 1234"><i>Location</i></th> <th data-bbox="571 1108 767 1234"><i>Mean Speed</i></th> <th data-bbox="767 1108 963 1234"><i>85%ile</i></th> <th data-bbox="963 1108 1295 1234"><i>Traffic Volume</i> <i>(7x days/both directions)</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="375 1234 571 1337">Boston Castle Grove</td> <td data-bbox="571 1234 767 1337">18.4mph</td> <td data-bbox="767 1234 963 1337">23.9mph</td> <td data-bbox="963 1234 1295 1337">8,195</td> </tr> </tbody> </table> <p>These results are commensurate with the proposed speed limit of 20mph as set out in the Department for Transport document - Circular Road 01/2013 Setting of Local Speed Limits.</p> <p>In the previous three years no injury collisions have been recorded by the police within the scheme area.</p> <p><b>Benefits of 20 mph zones and speed limits</b></p>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume</i> <i>(7x days/both directions)</i>	Boston Castle Grove	18.4mph	23.9mph	8,195
<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume</i> <i>(7x days/both directions)</i>						
Boston Castle Grove	18.4mph	23.9mph	8,195						
1.2	<p>There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds, and where collisions do occur, there is a reduced risk of fatal and serious injury. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%, so driving at 20 mph compared to 30 mph is likely to reduce the frequency of collisions by 60%.</p>								

	<p>This reduction in speeds and collisions particularly benefits children, where collisions can be reduced by up to two-thirds, and pedestrians who have a greater chance of survival in collisions at lower speeds. There is no evidence of migration of collisions and casualties to streets outside the zone.</p> <p>The majority of the 20 mph zones and speed limits that have been introduced in Rotherham were in response to an identified accident problem and include traffic calming to make the zone/speed limit self-enforcing. Before and after accident studies carried out on these schemes show that accidents have been reduced by up to 100 per cent.</p> <p>In addition to improvements in road safety 20 mph schemes also:-</p> <ul style="list-style-type: none"> <li>• Reduce social exclusion. The disproportionate threat of death and injury for pedestrians and cyclists is compounded by poverty and age. Poorer neighbourhoods disproportionately bear the brunt of road danger. Child pedestrians from poorer households are five times more likely to become road casualties than their better off counterparts.</li> <li>• Restore the balance between motor traffic and communities by reducing noise and severance and increasing social interaction.</li> <li>• Enable and encourage more walking and cycling which would help to cut congestion and reduce greenhouse gas emissions and fossil fuel dependence</li> <li>• Offer health benefits by enabling more walking and cycling, especially by children, which would arguably do more than any other single measure to defuse the health time bomb of obesity, diabetes and coronary heart disease caused by sedentary lifestyles.</li> </ul>
<b>2.</b>	<b>Key Issues</b>
2.1	No objections were received to the proposals.
2.2	To introduce a 20mph speed limit it is a requirement that mean speeds are already low, to reduce the likelihood of requests to the police for enforcement action.
2.3	Lower speeds are shown to either; lower the number of collisions or injury severity and, reduce the likelihood further of injury collisions occurring.
<b>3.</b>	<b>Options considered and recommended proposal</b>
3.1	Following the receipt of a submission to the Neighbourhood Road Safety Schemes Programme Fund by Elected Members, via the Neighbourhood Co-ordinator.

3.2	Traffic and speed surveys have been undertaken to assess the suitability of the submission made and to support the introduction of a 20mph speed limit.
3.3	Other physical traffic calming measures were considered and a series of three bolt down style road humps are intended to be installed on Boston Castle Grove.
3.4	Following investigations, a 20mph speed limit was considered to be viable and proportionate and therefore is a recommended treatment.
4.	<b>Consultation on proposal</b>
4.1	Formal consultations commenced on the 14 <sup>th</sup> of January 2022 with a copy of the notice placed in the Rotherham Advertiser, notices placed on street and 38 letters sent to residents, (a copy of this can be found at Appendix 2). The formal consultation concluded on the 11 <sup>th</sup> of February 2022.
4.2	No objections to the proposal were received.
4.3	Ward Councillors were consulted and were supportive of the proposal.
4.4	South Yorkshire Police have been formally consulted and are content with the proposal.
4.5	The usual statutory consultations have been undertaken including consultation with the local Ward Councillors and Cabinet Member following approval of the scheme. No adverse comments were received.
5.	<b>Timetable and Accountability for Implementing this Decision</b>
5.1	If the recommendations are endorsed, then the scheme will be continued as per the drawings contained in Appendix 1; and the TRO process will continue with the order subsequently being made and 20mph speed limit implemented. It is intended that the road humps would be installed following completion of nearby works at Boston Castle to construct a reservoir.
6.	<b>Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)</b>
6.1	It is proposed that the costs for drawing up relevant Orders, notices and consultation arrangements and the cost of providing the road markings and associated signing will be met from the Neighbourhood Road Safety Schemes Programme Fund. The estimated total cost for the project is £15,000.
7.	<b>Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)</b>

7.1	Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.
<b>8.</b>	<b>Human Resources Advice and Implications</b>
8.1	This scheme will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required.
<b>9.</b>	<b>Implications for Children and Young People and Vulnerable Adults</b>
9.1	Lower vehicle speeds should reduce the potential for collisions involving children, young people, and vulnerable adults by shortening overall braking and stopping distances by vehicles. This in turn will reduce the likelihood of reported personal injury collisions on the highway for people within these groups.
<b>10.</b>	<b>Equalities and Human Rights Advice and Implications</b>
10.1	Reducing speeds in neighbourhoods can improve road safety through a reduction in injury collisions but can also improve people's perception of safety, thus removing major barriers to people walking or cycling. Lower speed limits can improve a community's health and wellbeing through more active living, resulting in environmental improvements such as less air and noise pollution and safer, healthier neighbourhoods.
<b>11.</b>	<b>Implications for Ward Priorities</b>
11.1	This proposal has been developed through engagement with Ward Members to address local Ward Priorities. Elected Members were asked for proposals to develop schemes for assessment.
<b>12.</b>	<b>Implications for Partners</b>
12.1	None
<b>13.</b>	<b>Risks and Mitigation</b>
13.1.	There is a risk that following implementation that further intervention is required to reduce speeds further. Whilst unlikely because existing speeds are already low, this would form part of the normal road safety monitoring process and be subject to available funds should any additional work be identified as necessary.
<b>14.</b>	<b>Accountable Officers</b>
	Ian Shelton, Road Safety Engineer
	Andrew Moss, Interim Head of Planning and Transport

Approvals obtained on behalf of Statutory Officers:-

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	Sharon Kemp	<a href="#">Click here to enter a date.</a>
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	<a href="#">Click here to enter a date.</a>
Head of Legal Services (Monitoring Officer)	Bal Nahal	<a href="#">Click here to enter a date.</a>

*Report Author: Ian Shelton, Road Safety Engineer  
01709 254404 or [ian.shelton@rotherham.gov.uk](mailto:ian.shelton@rotherham.gov.uk)*