

Delegated Officer Decision

Summary Sheet

Report Title

Delegated Officer Decision - TRO Consultation Update: Proposed implementation of 20mph Speed Limit, Various Roads, Whiston.

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

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Ward(s) Affected

Sitwell

Report Summary

To provide an update on the consultation relating to the implementation of a 20mph speed limit along various roads in Whiston. 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 14th of January 2022 and concluded on the 11th 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/SITWELL/2021/02 and gives authority that:

1. The notice to make the order is advertised; and
2. The proposals shown on drawing No: NSS/SITWELL/2021/02 attached as Appendix 1 are implemented.

List of Appendices Included

- Appendix 1 Drawing No. NSS/SITWELL/2021/02
- 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 19th 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

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1.	Background												
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/SITWELL/2021/02.</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 20mph roundel road markings at the required spacings throughout. At the entry points the 20mph speed limit, terminal signing will 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>Two seven-day traffic speed surveys have been undertaken to establish speeds of vehicles using: Turner Lane and The Green, both surveys were undertaken between 15th and 21st October 2020. The survey results can be summarised as follows:</p> <table border="1" data-bbox="375 1182 1295 1435"> <thead> <tr> <th><i>Location</i></th> <th><i>Mean Speed</i></th> <th><i>85%ile</i></th> <th><i>Traffic Volume</i> <i>(7x days/both directions)</i></th> </tr> </thead> <tbody> <tr> <td>Turner Lane</td> <td>19.4mph</td> <td>24.1mph</td> <td>2,325</td> </tr> <tr> <td>The Green</td> <td>19.6mph</td> <td>24.3mph</td> <td>2,194</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>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume</i> <i>(7x days/both directions)</i>	Turner Lane	19.4mph	24.1mph	2,325	The Green	19.6mph	24.3mph	2,194
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Turner Lane	19.4mph	24.1mph	2,325										
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1.2	<p>Benefits of 20 mph zones and speed limits</p> <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</p>												

	<p>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"> • 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. • Restore the balance between motor traffic and communities by reducing noise and severance and increasing social interaction. • Enable and encourage more walking and cycling which would help to cut congestion and reduce greenhouse gas emissions and fossil fuel dependence • 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.
2.	Key Issues
2.1	No objections to the proposal were received, however, one resident has indicated that they do not support the proposals. (Details are indicated in item 4.4 of this report).
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.
3.	Options considered and recommended proposal

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 but would be prohibitively expensive and in light of the speed survey data results are potentially not required in this case.			
3.4	Following investigations, a 20mph speed limit was considered to be viable and proportionate and therefore a recommended treatment.			
4.	Consultation on proposal			
4.1	Formal consultations commenced on the 14 th of January 2022 with a copy of the notice placed in the Rotherham Advertiser, notices placed on street and 118 letters sent to residents, (a copy of this can be found at Appendix 2). The formal consultation concluded on the 11 th of February 2022.			
4.2	No objections to the proposal were received, however, one resident has indicated that they do not support the proposals. (Details are indicated in item 4.4 of this report).			
4.3	Ward Councillors were consulted and were supportive of the proposal. Councillor Griffin expressed a wish to see High Street included and will be conferring with other Ward Members to submit this as a suggestion to a future round of the Neighbourhoods Safety Scheme Fund. Councillor Fisher suggested a specific location for signing and road markings within the scheme area and these will be included at detailed design.			
4.4	Whiston Parish Council have been consulted and one Parish Councillor responded as follows:			
	No.	Date	Comment Received	Comment
	1	14/02/2022	<i>Having lived in Whiston village for more than forty years I am at a loss to understand the reasoning and purpose behind this proposed order. All the roads in question carry an extremely low volume of traffic, none of them are main roads and Sorrell Sykes Close and Well Lane are both cul de sac that are so short you probably couldn't accelerate to 20 mph before reaching the end of them. Has a traffic survey been carried out?</i>	The response to this included answer to the questions raised regarding the background to the scheme and rationale. It also included that High Street was to be considered for inclusion in a future round of the Neighbourhoods

		<p><i>How can a proposed limit be enforced or policed?</i></p> <p><i>I am concerned that the centre of this historic village is to be blighted with large red areas painted on the junctions and an ugly proliferation of road signs.</i></p> <p><i>The centre of Whiston village is not an accident black spot and many of the regular road users here are the residents.</i></p> <p><i>I feel that the proposal is a pointless waste of resources, is not necessary and that attention would be far better spent dealing with the 'pinch point' area on High Street by the Methodist Church where the majority of motorists are not aware that Highway Code instruction to give way to approaching traffic coming uphill.</i></p> <p><i>As a resident and Parish Councillor in Whiston I do not support the proposed 20mph speed limit in Whiston village.</i></p>	<p>Safety Scheme Programme.</p> <p>(Note: The Parish Councillor doesn't reside in the area proposed to be made 20mph)</p>
4.5	South Yorkshire Police have been formally consulted and are content with the proposal.		
4.6	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.		
4.7	One resident responded and requested that High Street was included in the scheme. This was also raised by Councillor Griffin (see 4.3) and will be considered for submission to a future round of the Neighbourhoods Road Safety Scheme Programme.		
5.	Timetable and Accountability for Implementing this Decision		
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.		
6.	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)		
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.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
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. The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.
8.	Human Resources Advice and Implications
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.
9.	Implications for Children and Young People and Vulnerable Adults
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.
10.	Equalities and Human Rights Advice and Implications
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.
11.	Implications for Ward Priorities
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.
12.	Implications for Partners
12.1	None
13.	Risks and Mitigation

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.
14.	Accountable Officers
	Ian Shelton, Road Safety Engineer
	Andrew Moss, Interim Head of Planning and Transport

Approvals obtained on behalf of Statutory Officers:-

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

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