

Delegated Officer Decision

Summary Sheet

Report Title

TRO Consultation Update: Proposed implementation of 40mph Speed Limit – Ravenfield Lane, Ravenfield.

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

Bramley & Ravenfield

Report Summary

To provide an update on the consultation regarding the implementation of a 40mph speed limit at Ravenfield Lane. 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 29th April 2022 and concluded on the 27th May 2022.

Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on Drawing Numbers NSS/RAVENFIELD/2022/01 (sheet 1 to 3) and gives authority that:

1. In the absence of any objections that the proposals shown on drawings numbered: NSS/RAVENFIELD/2022/01 (sheets 1 to 3) attached as Appendix 1 are implemented.

List of Appendices Included

- Appendix 1 Drawing No. NSS/RAVENFIELD/2022/01 (sheets 1 to 3)
- Appendix 2 Carbon Impact Assessment
- Appendix 3 Part A Initial Equality Screening 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

Title: TRO Consultation Update: Proposed implementation of 40mph Speed Limit – Ravenfield Lane, Ravenfield.

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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 reduce the speed of traffic on Ravenfield Lane and proposes a 40mph speed limit and additional road markings and signage.</p> <p>The section of road subject to the proposed 40mph limit is indicated on the location plan Drawing Number: NSS/RAVENFIELD/2022/01 (sheets 1 to 3)</p> <p>This would comprise of 40mph speed limit signing between the Thrybergh Lane and Doncaster Road junctions (currently derestricted) with repeater signs, roundel road markings at the required spacings throughout. At the Thrybergh Lane entry point the 40mph terminal signing would be accompanied by red carriageway surfacing. The scheme also includes enhanced warning signs and upgrades to the existing road markings.</p> <p>Initially a 50mph speed limit was proposed and advertised as such during January 2022. However, an opportunity has now arisen to implement the requested 40mph speed limit without the immediate need for extensive road marking & road stud position alterations required for a 40mph limit. Department for Transport, Traffic Signs Manual Chapter 3, Regulatory Signs, (2019) allows for such instances and states the following:</p> <p><i>‘....there is no mandatory requirement to use the different sizes of longitudinal road markings in accordance with the prevailing speed limit. This removes any doubt about the legality of existing markings should they need to be changed as a result of imposing a new speed limit (e.g. old limit 50 mph, new limit 40 mph). Care should be taken to ensure that the appropriate longitudinal road marking modules are eventually used; any changes to the markings should normally be made when convenient, e.g. during road maintenance.....’</i></p> <p>Therefore, a 40mph speed limit is now promoted, with the intention that when future resurfacing of Ravenfield Lane occurs then the road markings and stud positioning can be amended at that time.</p> <p><u>Information</u></p> <p>A seven-day traffic speed surveys was undertaken to establish speeds of vehicles using Ravenfield Lane during October 2020. The survey was undertaken just south of the Hall Mews junction. The results can be summarised as follows:</p>

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x days/both directions)</i>
Ravenfield Lane	41.2mph	47mph	41,490

Whilst the survey was undertaken with significantly lower traffic levels due to the Covid 19 situation at the time of the survey, and despite higher speeds generally noted nationally, these results are commensurate with the proposed speed limit of 40mph as set out in the Department for Transport document - Circular Road 01/2013 Setting of Local Speed Limits.

In the previous three years no injury collisions have been recorded by the police within the scheme area however there is evidence of vehicle debris from several collisions throughout the length. Residents also report several collisions occurring here, it is assumed these are damage only occurrences which are not required to be reported to the police.

Benefits of 40 mph speed limits

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 generally for every 1 mph reduction in average speed, collision frequency reduces by as much as 5% (Taylor, Lynam and Baruya, 2000). So, driving at 40 mph when compared to 60 mph is likely to reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity.

2.	Key Issues
2.1	No objections to the proposed 40mph speed limit were received.
2.2	To introduce a 40mph 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, to provide measures to reduce traffic speeds at Ravenfield Lane.

3.2	Traffic and speed surveys have been undertaken to assess the suitability of the submission made and to support the introduction of a 40mph 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. It is considered that the proposed measures will suffice in properly informing drivers of hazards that may be encountered on the route.
3.4	Following investigations, the submission for a 40mph speed limit was considered to be viable and proportionate and therefore recommended.
4.	Consultation on proposal
4.1	Formal consultations commenced on the 29 th April 2022, with a copy of the notice placed in the Advertiser and notices placed on street. No responses were received.
4.2	Ward Councillors for Bramley & Ravenfield were consulted and Councillor Mills responded, giving his support.
4.3	Ravenfield Parish Council have been consulted and welcomed the speed limit reduction proposal.
4.6	South Yorkshire Police have been formally consulted and are content with the proposal.
4.7	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.	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 40mph speed limit and associated improvements 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 intended 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 Council's Small Scheme Intervention Fund (Referenced as Minor Works within the Transport Capital Programme report to Cabinet on the 24th April 2023, item 13), subject to Cabinet Member approval. Projects approved within the Small Scheme Intervention programme will then be reported to Cabinet for approval. The estimated total cost for the project is £15,000.

6.2	There are no direct procurement implications within this report. Any subsequent services or works required on the highway to implement the revised speed limit will be procured in line with the Councils Financial and Procurement Rules.
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	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. Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.
8.	Human Resources Advice and Implications
8.1	There are no direct human resources implications arising from the recommendations within this report.
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 in order to develop schemes for assessment.
12.	Implications for Partners
12.1	A reduction in the number of road traffic collisions will reduce pressure on the Emergency Service and Health Services, together with reducing the trauma on responders attending serious road traffic collisions.

13.	Risks and Mitigation
13.1.	There is a risk that following implementation that further intervention is required to reduce speeds further. 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 Lee, Group Lead, Local Traffic and Road Safety Schemes

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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