

Summary Sheet

Report Title

TRO Consultation Update: Proposed implementation of 20mph speed limit and road humps at various roads, Greasbrough.

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

Greasbrough

Report Summary

To provide an update on the consultation regarding the implementation of a 20mph speed limit on various roads in Greasbrough, including road humps at Church Street and Coach Road. The area proposed to be subject of a speed limit reduction was suggested as part of the Local Neighbourhood and Road Safety Scheme programme. Formal consultation and press advertisement took place from the 15th June 2023 and concluded on the 14th July 2023.

Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 122/21637/HT/04 and gives authority that:

1. The comments and objections received have been considered and the objections are not supported for the reasons set out in section 4.2.
2. The existing scheme is confirmed as shown on drawing numbered: 122/21637/HT/04 attached as Appendix 1 are implemented.
3. The Assistant Director of Legal Services is authorised to make the Order.

4. Residents are informed of the decision to implement the road humps and 20mph speed limit as advertised.

List of Appendices Included

Appendix 1 Drawing No. 122/21637/HT/04
Appendix 2 Residents Consultation Letter
Appendix 3 Carbon Impact Assessment
Appendix 4 Part A Initial Equality Screening Assessment

Background Papers

The scheme was reported to Cabinet Members on 19th December 2022, and delegated approval was given to enter Local Neighbourhood & Road Safety Schemes into the Capital Programme Transportation Capital Investment Programme (31st March 2023)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 19 December 2022

Council Approval Required

No

Exempt from the Press and Public

No

Title: TRO Consultation Update: Proposed implementation of 20mph speed limit and road humps at various roads, Greasbrough.

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1.	Background																				
1.1	<p>The scheme has been developed following a suggestion made to the Local Neighbourhood and Road Safety Scheme fund to reduce the speed of traffic travelling through Greasbrough Village. It proposes a 20mph speed limit on various roads and road humps at Church Street and Coach Road (between Church Street and Fenton Road junctions).</p> <p>The extents of the roads subject to the proposed 20mph limit and road humps are indicated on the location plan Drawing Number: 122/21637/HT/04.</p> <p>This would comprise of 20mph speed limit signing at all entry points to the zone with red surfacing gateway treatments together with 20mph roundel markings. Repeater speed limit signs will be used at the required spacings through the area. Other minor improvements are proposed, including bollards to prevent footway overrun, splitter islands at two junctions, kerb realignment at the Main Street junction of Church Street, and 'Keep Clear' marking at the Rossiter Road junction.</p> <p><u>Information</u></p> <p>A series of traffic speed surveys was undertaken to establish speeds of vehicles using several roads in the zone. The results can be summarised as follows:</p> <table border="1" data-bbox="375 1290 1295 1704"> <thead> <tr> <th><i>Location</i></th> <th><i>Mean Speed</i></th> <th><i>85%ile</i></th> <th><i>Traffic Volume (7x day average/both directions)</i></th> </tr> </thead> <tbody> <tr> <td>Church Street</td> <td>31.1mph</td> <td>36.7mph</td> <td>7,213</td> </tr> <tr> <td>Coach Road</td> <td>26.7mph</td> <td>31.9mph</td> <td>1,063</td> </tr> <tr> <td>Green Street</td> <td>19.4mph</td> <td>24.5mph</td> <td>363</td> </tr> <tr> <td>Croft Street</td> <td>14.4mph</td> <td>16.6mph</td> <td>653</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>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>	Church Street	31.1mph	36.7mph	7,213	Coach Road	26.7mph	31.9mph	1,063	Green Street	19.4mph	24.5mph	363	Croft Street	14.4mph	16.6mph	653
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	<p>In the previous three years two injury collisions have been recorded by the police within the scheme area. Both resulted in slight injury, one occurred when a vehicle turned right in front of oncoming traffic at the Church Street junction with Coach Road, the other collision was a shunt at Church Street approaching the Main Street junction.</p> <p>Benefits of 20 mph 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 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 20 mph when compared to 30 mph is likely to reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity.</p>
2.	Key Issues
2.1	Several comments and objections to the proposed 20mph speed limit were received following consultation with 314 residents in the area. Details of these are included in Section 4.2
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. Where speeds were higher than those required such as Church Street and Coach Road then traffic calming in the form of road humps are proposed.
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 Local Neighbourhood and Road Safety Schemes programme by Elected Members, via the Neighbourhood Co-ordinator, to provide measures to reduce traffic speeds at Greasbrough.
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	Following investigations, the 20mph speed limit was considered to be viable and proportionate and therefore recommended.
4.	Consultation on proposal
4.1	Formal consultations commenced on the 15 th June 2023, with a copy of the notice placed in the Advertiser and notices placed on street. Twenty responses were received, four of which were objections to the proposals,

	from the 314 letters that were distributed. Details of these responses are summarised in Section 4.2
4.2	<p>Of the 16 responses generally supportive of the proposal several request additional measures such as:</p> <p>Additional signing. Addition of footway bollards to prevent footway over-run. Measures to address migration of traffic onto other side roads to avoid the proposed road humps at Church Street and Coach Road. Additional parking restrictions. Closure of Croft Street. Addition of splitter islands at Green Street and Croft Street junctions. 'H' Markings to prevent driveway obstruction. Request for permanent safety camera. Reposition the existing 30mph speed limit further away from Greasbrough towards Town Lane. Position road hump at the speed limit change. Green Street made one-way. Reposition road hump due to noise impact.</p> <p>Some measures (additional signing, splitter islands and 'H' markings) will be included in the proposal and to address some of the comments made. Others are either not possible or will be considered following introduction of the scheme and as part of the monitoring process.</p> <p>The four objections received can be summarised as follows (all were made by residents residing in the scheme area):</p>

Comment	Response
<p>Objector believes that the situation with through traffic is made worse by introduction of the traffic lights at Potter Hill/Coach Road/Main Street junction. Flat top road humps are ineffective in reducing vehicle speed and that speed cameras would be more effective. Concerned about parking at the existing speed cushions causing congestion. Migration of traffic to Green Street is a concern and that Green Street is not proposed to have road humps included.</p>	<p>Resident requests signing and road markings that are not authorised by Department for Transport. No plans to introduce additional parking restrictions or signing through the scheme area. It is intended to monitor the scheme post installation and review effectiveness and if further measures are required at a future date. Traffic speeds at Green Street are already commensurate with a 20mph speed limit without additional traffic calming measures with 85% of traffic travelling at or below 24.5mph.</p>
<p>Objector states the proposal 'boards on craziness' and refers to similarities with the previous nearby works in the Greasbrough area. Also states that the proposal is a complete waste of public funds.</p>	<p>The objection is nonspecific. It is intended that post implementation monitoring will take place to assess the effectiveness of this scheme.</p>
<p>Objector states:</p> <ol style="list-style-type: none"> 1. The existing 30mph limit is not complied with by many drivers, so why would they take any notice of the new 20mph limit? 2. Speed humps are almost universally loathed by drivers and have been shown to cause damage to suspension and steering components as well as to tyres unless speed is reduced to well below 20mph. 3. Cyclists and motorcyclists may lose control as their front wheel hits the 75mm high tapered edge of the speed hump. 4. Emergency vehicles would be impeded by speed humps, thus increasing response times. 5. Speed humps are often not installed or maintained correctly (e.g. St. Anne's Road where speeds any greater than 10mph will cause damage to vehicles). <p>Additional comments made on the general state of road markings throughout the Borough and suggests cheaper to install vehicle speed activated signing.</p>	<p>All the proposed features are as per Department for Transport guidance and within the tolerances prescribed. Emergency services have been consulted on the scheme and raised no objections. Mobile vehicle activated signing was previously deployed at Church Street and had limited benefit in this instance.</p>
<p>Objector States:</p>	<p>One-way systems are not proposed as part of this scheme. The signing and road markings for the speed restriction will</p>

	<p>1. Unwanted; A previous RMBC survey of Greasbrough residents showed that there was poor support for implementing one-way traffic flow on New Street, Mill Street and Chapel Street. These streets have an old picturesque appearance, and the implementation of speed restriction signs and speed bumps would significantly degrade their appearance. Again, what possible reason would someone at RMBC have, to go against resident's wishes and turn their streets into modern clutter, if not for favouring some crony contracting firm?</p> <p>2. Unnecessary; Installing speed bumps on any of the aforementioned streets is not necessary. These three streets are narrow enough to discourage speeding.</p> <p>3. Safety; In winter, speed bumps would present a risk of poor traction and vehicles slipping sideways when there is snow on the ground. This is already a hazard on Mill Street, which has a camber sloping southwards. Installation of speed bumps would increase the risk of skidding into parked cars when driving along.</p> <p>4. Funding; Any available funding for unnecessary work would be better spent on correcting poor water drainage on the aforementioned streets. This would actually benefit the residents rather than just the appointed contractor.</p>	<p>consist of entry gateways of red surfaced patches with a 20mph speed roundel and small repeater speed limit signs affixed to existing lamp columns at the legally required spacings. No road humps are proposed on the streets mentioned.</p> <p>Funding is through the Local Neighbourhood Road safety Scheme Fund and proposal is that submitted by Ward members to complete. Issues relating to drainage would be dealt with separately.</p>
4.3	Ward Councillors for Greasbrough were consulted and support the proposals.	
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.	Timetable and Accountability for Implementing this Decision	
5.1	If the recommendations are endorsed, then the scheme will be continued as per the drawing contained in Appendix 1 ; and the TRO process will continue	

	with the order subsequently being made and 20mph speed limit and associated improvements implemented.
6.	Financial and Procurement Advice and Implications
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 Transport Capital Programme (reported to Cabinet on the 24th April 2023, item 157 refers) The estimated total cost for the project is £120,000 which is within the available budget.
6.2	There are no direct procurement implications associated with this recommendation, however, if implemented, the engagement of external contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules.
7.	Legal Advice and Implications
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 in 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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