

REPORT AUDIT TRAIL**REPORT TITLE – DELEGATED OFFICER DECISION REPORT - TRO (TRAFFIC REGULATION ORDER) CONSULTATION UPDATE: PROPOSED IMPLEMENTATION OF 20MPH SPEED LIMIT – VARIOUS ROADS LAWRENCE DRIVE AREA, SWINTON. (LOCAL NEIGHBOURHOOD ROAD SAFETY SCHEME PROGRAMME)****CONSULTATION**

*This is important as it shows that consultation has been undertaken in the preparation of the report and provides a quick reference point for specific comments, whilst the report will not be publishable if these areas have not been completed by the named persons below. **You must liaise with and receive sign off from the relevant Cabinet Member(s).***

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor Dominic Beck	Cabinet Member for Transport & Environment	02/08/23	11/08/23	4.4
<i>Name of Strategic Director</i>	Assistant Chief Executive/ Strategic Director for (relevant directorate)	Click here to enter a date.	Click here to enter a date.	
<i>Jayne Close,</i> Finance	Finance and Customer Services	02/08/23	02/08/23	6.1
<i>Stuart Fletcher,</i> Legal Services	Finance and Customer Services	02/08/23	02/08/23	7.1
<i>John Crutchley,</i> Human Resources	Assistant Chief Executive's Office	02/08/23	02/08/23	8.1
<i>Karen Middlebrook,</i> Procurement	Finance and Customer Services	02/08/23	08/08/23	6.2
<i>Steve Eling,</i> Equalities	Assistant Chief Executive's Office	02/08/23	03/08/23	10.1
Anthony Ashton	South Yorkshire Police Traffic Liaison Officer	18/10/22	19/10/22	4.3

<u>REPORT APPROVAL TRACKING</u>			
Equalities Your report will not be authorised for submission to Cabinet by your Strategic Director if you have not undertaken and included an initial equalities screening. All equalities analysis documents should be included as appendices	Initial Screening completed and included with report	YES	27/07/2023
	Full Assessment completed and included with report	No	Insert date agreed
Background information MANDATORY: Insert headings for a few main public documents you have used or referenced to write this report. This is a legal requirement. For Cabinet reports, <u>insert hyperlinks</u> . Do not list private documents.	Rotherham Metropolitan Borough Council: Cabinet Paper 19 th December 2022 (Item 90) Agenda for Cabinet on Monday 19 December 2022, 10.00 a.m. - Rotherham Council : Delegated Decision Report to enter Local Neighbourhood & Road Safety schemes into the Transportation Capital Programme (11 th May 2023) Decision - Transport Capital Programme - entry of projects - Rotherham Council		
Appendices If appendices are essential to the understanding of the report, list titles here. Equality Analysis documents should be listed as Appendix 1 for all reports. Ensure that appendices have proper titles.	Appendix 1 Drawing No. 122/21650/HT/07 Appendix 2 Residents Consultation Letter Appendix 3 Carbon Impact Assessment Appendix 4 Part A Initial Equality Screening Assessment		
Cabinet Member Approval You should retain an email confirming the Cabinet Member approval for your records. Strategic Directors should not authorise reports unless Cabinet Members have given sign off	YES	11/08/23	
Report Authorised by Strategic Director	YES/NO (delete as appropriate)	Click here to enter a date.	
Report Authorised for publication by Chief Executive	YES/NO (delete as appropriate)	Click here to enter a date.	

Delegated Officer Decision

Summary Sheet

Report Title

TRO Consultation Update: Proposed implementation of a 20mph speed limit on various roads in the Lawrence Drive area, Swinton.

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

Ward(s) Affected

Kilnhurst & Swinton East

Report Summary

To provide an update on the consultation regarding the implementation of a 20mph speed limit on various roads in the Lawrence Drive area of Swinton. 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 29th June 2023 and concluded on the 27th July 2023.

Recommendations

That the Assistant Director of Planning, Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 122/21650/HT/07 and gives authority that:

1. In the absence of any objections that the proposals shown on drawing numbered: 122/21650/HT/07 attached as Appendix 1 are implemented.
2. The Director of Legal Services is authorised to make the Order.

List of Appendices Included

- Appendix 1 Drawing No. 122/21650/HT/07
- 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 (11th May 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 a 20mph speed limit on various roads in the Lawrence Drive area, Swinton.

TRO Consultation Update: Proposed implementation of a 20mph speed limit on various roads in the Lawrence Drive area, Swinton.

1.	Background												
1.1	<p>The scheme has been developed following a suggestion made to the Local Neighbourhood and Road Safety Scheme programme to reduce the speed of traffic travelling along various roads in the Lawrence Drive area of Swinton. It proposes a 20mph speed limit on those roads indicated on the location plan Drawing Number: 122/21650/HT/07.</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.</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="349 1032 1321 1323"> <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>Calladine Way</td> <td>13.6mph</td> <td>17.2mph</td> <td>562</td> </tr> <tr> <td>Lawrence Drive</td> <td>20.1mph</td> <td>27.0mph</td> <td>2,319</td> </tr> </tbody> </table> <p>These results are in line 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>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>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>	Calladine Way	13.6mph	17.2mph	562	Lawrence Drive	20.1mph	27.0mph	2,319
<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>										
Calladine Way	13.6mph	17.2mph	562										
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2.	Key Issues
2.1	Consultation letters were sent to 278 addresses within the area. No comments or objections were received following the consultation period that ran between 29 th June and 27 th July 2023. A copy of the resident consultation letter is included at Appendix 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.
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, to provide measures to reduce traffic speeds in this area.
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 29 th June 2023, with a copy of the notice placed in the Advertiser and notices placed on street. No responses were received from the 278 letters that were distributed.
4.2	Ward Councillors for Kilnhurst and Swinton East were consulted and support the proposals.
4.3	South Yorkshire Police have been formally consulted and are content with the proposal.
4.4	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 (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)
6.1	<p>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).</p> <p>The estimated total cost for the project is £30,000 and is within the available budget.</p>
6.2	<p>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.</p>
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	<p>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.</p> <p>Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.</p>
8.	Human Resources Advice and Implications
8.1	<p>There are no direct human resources implications arising from this report.</p>
9.	Implications for Children and Young People and Vulnerable Adults
9.1	<p>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.</p>
10.	Equalities and Human Rights Advice and Implications
10.1	<p>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.</p>

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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