

## Delegated Officer Decision

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### Summary Sheet

#### Report Title

TRO Consultation Update: Proposed implementation of a 20mph speed limit on various roads in the West Melton area, Rotherham.

#### 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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01709 254404 or [ian.shelton@rotherham.gov.uk](mailto:ian.shelton@rotherham.gov.uk)

#### Ward(s) Affected

Hoover

#### Report Summary

To provide an update on the consultation regarding the implementation of a 20mph speed limit on various roads in the West Melton area of Rotherham. 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 27<sup>th</sup> July 2023 and concluded on the 27<sup>th</sup> August 2023.

#### Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 122/21643/HT/04 and gives authority that:

1. The comments and objections received have been considered and the objections are not supported for the reasons contained in section 4.1.
2. The existing scheme is confirmed as shown on drawing numbered: 122/21643/HT/04 attached as Appendix 1 are implemented.
3. The Director of Legal Services is authorised to make the Order.

4. Residents are informed of the decision to implement the 20mph speed limit.

### **List of Appendices Included**

Appendix 1 Drawing No. 122/21643/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 19<sup>th</sup> December 2022, and delegated approval was given to enter Local Neighbourhood & Road Safety Schemes into the Capital Programme Transportation Capital Investment Programme (11<sup>th</sup> 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 West Melton area, Rotherham.

**TRO Consultation Update:** Proposed implementation of a 20mph speed limit on various roads in the West Melton area, Rotherham.

<b>1.</b>	<b>Background</b>																												
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 West Melton area. It proposes a 20mph speed limit on those roads indicated on the location plan Drawing Number: 122/21643/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.</p> <p><b><u>Information</u></b></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="347 1032 1321 1574"> <thead> <tr> <th><i>Location</i></th> <th><i>Mean Speed</i></th> <th><i>85%ile</i></th> <th><i>Traffic Volume (Daily average/both directions)</i></th> </tr> </thead> <tbody> <tr> <td><i>Albert Road</i></td> <td><i>19.7mph</i></td> <td><i>24.1mph</i></td> <td><i>810</i></td> </tr> <tr> <td><i>Brampton Road</i></td> <td><i>24.3mph</i></td> <td><i>29.3mph</i></td> <td><i>2,093</i></td> </tr> <tr> <td><i>Burns Way</i></td> <td><i>15.6mph</i></td> <td><i>20.0mph</i></td> <td><i>185</i></td> </tr> <tr> <td><i>Christchurch Road</i></td> <td><i>25.9mph</i></td> <td><i>30.9mph</i></td> <td><i>811</i></td> </tr> <tr> <td><i>Edward Road</i></td> <td><i>24.5mph</i></td> <td><i>29.7mph</i></td> <td><i>1,003</i></td> </tr> <tr> <td><i>Oak Lea Avenue</i></td> <td><i>22.1mph</i></td> <td><i>28.3mph</i></td> <td><i>1,410</i></td> </tr> </tbody> </table> <p>These results (mean speeds) 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><b>Benefits of 20 mph speed limits</b></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</p>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (Daily average/both directions)</i>	<i>Albert Road</i>	<i>19.7mph</i>	<i>24.1mph</i>	<i>810</i>	<i>Brampton Road</i>	<i>24.3mph</i>	<i>29.3mph</i>	<i>2,093</i>	<i>Burns Way</i>	<i>15.6mph</i>	<i>20.0mph</i>	<i>185</i>	<i>Christchurch Road</i>	<i>25.9mph</i>	<i>30.9mph</i>	<i>811</i>	<i>Edward Road</i>	<i>24.5mph</i>	<i>29.7mph</i>	<i>1,003</i>	<i>Oak Lea Avenue</i>	<i>22.1mph</i>	<i>28.3mph</i>	<i>1,410</i>
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	<p>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>
<b>2.</b>	<b>Key Issues</b>
2.1	<p>Consultation letters were sent to 1,251 addresses within the area, the consultation period that ran between 27<sup>th</sup> July and 27<sup>th</sup> August 2023. One comment and one objection were received, details of which are contained within <b>Section 4.1</b> and a copy of the resident consultation letter is included at <b>Appendix 2</b>.</p>
2.2	<p>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. Mean speeds are in line with those required for a 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>It should be borne in mind that the survey data at all sites was obtained at the section of each road where vehicular speeds were likely to be at their highest and not representative of the lower speeds observed over their entire length. It is anticipated that when the signing and road marking measures proposed are implemented, they will reduce speeds further.</p>
2.3	<p>Lower speeds are shown to either; lower the number of collisions or injury severity and, reduce the likelihood further of injury collisions occurring.</p>
<b>3.</b>	<b>Options considered and recommended proposal</b>
3.1	<p>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.</p>
3.2	<p>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.</p>
3.3	<p>Following investigations, the 20mph speed limit was considered to be viable and proportionate and therefore recommended.</p>
<b>4.</b>	<b>Consultation on proposal</b>
4.1	<p>Formal consultations commenced on the 27<sup>th</sup> July 2023, with a copy of the notice placed in the Advertiser and notices placed on street. Two responses were received from the 1,251 letters that were distributed. A summary of the responses received are included below:</p>

	<p>Received from a resident of Burns Way:</p> <p><i>I wholeheartedly approve of the proposal to introduce a 20mph speed limit on Burns Way and the surrounding streets.</i></p> <p><i>However, safety could be improved further if pavement parking was addressed in the area. There are issues with the overhang of vehicles from driveways onto the pavement and some of the street parking isn't very considerate either.</i></p> <p><i>This makes it dangerous for mobility scooter and pushchair users, with little or no pavement available in places, often resulting in people having to move into the road to get by.</i></p> <p><i>The 20mph zone will be a waste of money if it's enforced as poorly as illegal parking is.</i></p> <p>The resident was thanked for their comments and advised of methods to report instances of footway obstruction.</p> <p>Objection received from a resident within the proposed 20mph zone:</p> <p><i>I would like to object to the plan to make Linden Road a 20mph zone, Linden Road is a small dead end street with only 12 terraces houses on one side it and a brick wall at the other, if you drive up forward you have to reverse out as it simply is too right to perform a 3 point turn, we have been turned down several times for resurfacing based on the fact the road is of such low usage and there would be no benefit in doing it, during these testing financial times where budgets are stretched I would save the money on putting up speed limit signs as it really is just about impossible to drive up the street at speed and a complete waste of tax payers money.</i></p> <p>This is an area wide proposal and the cost to include Linden Road in the 20mph zone is minimal. To leave the road at 30mph with all other surrounding roads reduced to 20mph would not appear sensible even though the existing speed is already very low here.</p>
4.2	Ward Councillors for Hooper were consulted, and Councillors Roche & Lelliott support the proposals.
4.3	South Yorkshire Police have been formally consulted and raised no objections.
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.	<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 drawing contained in <b>Appendix 1</b> ; and the TRO process will continue with the order subsequently being made and 20mph speed limit and associated signing and road markings implemented.

<b>6.</b>	<b>Financial and Procurement Advice and Implications</b>
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>
<b>7.</b>	<b>Legal Advice and Implications</b>
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>The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.</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>
<b>8.</b>	<b>Human Resources Advice and Implications</b>
8.1	<p>There are no direct human resources implications arising from this report.</p>
<b>9.</b>	<b>Implications for Children and Young People and Vulnerable Adults</b>
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>
<b>10.</b>	<b>Equalities and Human Rights Advice and Implications</b>
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</p>

	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 in order to develop schemes for assessment.
<b>12.</b>	<b>Implications for Partners</b>
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.
<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. 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>
	Andrew Lee, Group Lead, Local Traffic and Road Safety Schemes

Approvals obtained on behalf of Statutory Officers:-

	<b>Named Officer</b>	<b>Date</b>
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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