

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 01 March 2024

Report Title

Proposed revocation of 40mph speed limit and re-restriction Order – Sheffield Road between Bessemer Way and Ickles Roundabout

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Assistant Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning Regeneration and Transport

Report Author(s)

Nat Porter,

Interim Group Lead, Transport Planning Policy & Programmes

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Ward(s) Affected

Boston Castle

Report Summary

To report on response to statutory re-advertisement of a proposed 30mph speed limit Order on Sheffield Road.

Recommendations

1. The proposed speed limit Order is made as advertised.

List of Appendices Included

Appendix 1 – Advertised Traffic Orders

Appendix 2 – Initial Equalities Screening Assessment

Appendix 3 – Carbon Impact Assessment

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Proposed revocation of 40mph speed limit and re-restriction Order – Sheffield Road between Bessemer Way and Ickles Roundabout

1. Background

- 1.1 A reduction in the speed limit on Sheffield Road is proposed, from 40mph to 30mph. This is proposed to apply between the borough boundary and its junction with Old Sheffield Road.
- 1.2 The reduced speed limit is considered to be more appropriate in light of current speed limit guidance, having particularly regard to the proximity of pedestrian and cyclists to the carriageway (including for the effect of the cycleway scheme) and the presence of direct vehicular access. The reduced width of carriageway will also ensure speeds are effectively reduced, carriageway width reduction being generally more effective in reducing speeds than changing speed limits.
- 1.3 The proposed Order was advertised in December 2022, and no objections were received. Owing to an oversight, the Order was not made within the two-year limitation on advertisement – this has necessitated readvertisement of the Order.

2. Key Issues

- 2.1 No objections were received in respect of the proposed Traffic Orders.

3. Options considered and recommended proposal

- 3.1 As no objections were received to the formal advertisement, no alternative options have been considered.

4. Consultation on proposal

- 4.1 The proposal to make TROs were advertised in accordance with the procedure set out in the Local Authorities (Traffic Orders) (Procedure) Regulations 1996, on 1st February, 2024. Objections were invited with a deadline of 23rd February, 2024.
- 4.2 In addition, in advance of advertisement, Cabinet Member for Transport and Environment and Ward Members for Boston Castle were advised of the proposed Traffic Orders and raised no concerns about the speed limit proposal.
- 4.3 The Orders were originally advertised on 17th December, 2021, prior to which there was additional consultation.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Following approval of the proposed Orders, officers in the Transportation Infrastructure Service will write to Objectors informing them of the decision,

and the measures implemented and Orders sealed in time for completion of the cycleway scheme in spring 2024.

6. Financial and Procurement Advice and Implications

- 6.1 The works required will be funded from the existing capital budgets relating to this area.
- 6.2 If implemented, the works would be implemented by external contractors already in commission, which have been procured in compliance with the Public Contracts Regulations 2015 (as amended) and Council's Financial and Procurement Procedure Rules.

7. Legal Advice and Implications

- 7.1 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.
- 7.2 The appropriate statutory procedure including consultation had been followed as set out in the body of the report.

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 In respect of the proposed speed limit, lower vehicle speeds will slightly reduce the likelihood of, and reduce the impact of, road traffic collisions involving children, young people and vulnerable adults.
- 9.2 The wider cycleways scheme will also improve accessibility by foot and by bicycle, improving the access to services and opportunities for children, young people and vulnerable adults.

10. Equalities and Human Rights Advice and Implications

- 10.1 An Equalities Assessment has been completed for this report and is attached at Appendix 2. In summary, no impact as been found in respect of equality or diversity.

11. Implications for CO2 Emissions and Climate Change

- 11.1 A Carbon Impact Assessment has been completed for this report and is attached at Appendix 3. In summary, a (likely very small) increase in emissions is forecast as a consequence of the recommendation, associated with –

- Works to change signing and lining indicating (all measures); and,
- In reducing vehicle speeds, a less optimal vehicle speeds from a carbon perspective.

11.2 Whilst beyond the scope of this report, these impacts should be considered in the context of the small savings in emissions forecast as a consequence of modal shift away from cars as a consequence of the new cycleways.

12. Implications for Partners

12.1. As with any TRO, an additional burden is created on South Yorkshire Police in respect of enforcement. It is anticipated that the reduction in carriageway and lane widths throughout the proposed speed limit will ensure the proposed speed limit is self-enforcing.

13. Risks and Mitigation

13.1 Project risks are identified within scheme design, business case preparation and then at operational level during the construction process. These are managed using recognised risk register approaches and in accordance with the Council's contract procedure rules for the approval of any project or programme changes.

14. Accountable Officers

Matthew Reynolds, Head of Transportation Infrastructure Service
Nat Porter, Service Manager, Transport Planning & Policy

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)	Graham Saxton	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	Click here to enter a date.

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