

**Committee Name and Date of Committee Meeting**

Delegated Officer Decision – 07 July 2024

**Report Title**

TRO Consultation Update: Proposed implementation of 20 mph speed limit in Woodall and traffic calming on various roads in Harthill and Woodall, Wales. – Local Neighbourhood Road Safety Scheme Fund

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

No, but it has been included on the Forward Plan

**Strategic Director Approving Submission of the Report**

Simon Moss, Assistant Strategic Director of Regeneration and Environment

**Report Author(s)**

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**Ward(s) Affected**

Wales

**Report Summary**

To provide an update on the consultation regarding the implementation of a 20mph speed limit on Woodall Lane and Killamarsh Lane, Walseker Lane and Dowcar Lane and the traffic calming on Hard Lane, Thorpe Road, Woodall Lane and Killamarsh Lane.

Formal consultation and press advertisement took place from the 15th June 2023 and concluded on the 7th June 2024, with no objections.

**Recommendations**

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown in the drawing at Appendix 4 and gives authority that:

1. The comments received requesting additional works that are outside the funding and scope of the proposals are not taken forward.
2. The scheme as shown in the drawings at Appendix 4, are implemented.
3. Residents are informed of the decision to implement the road humps and 20mph speed limit as originally advertised.

4. The Director of Legal Services is authorised to make the Order.

#### **List of Appendices Included**

- Appendix 1 Part A Initial equality screening assessment
- Appendix 2 Carbon impact assessment
- Appendix 3 Residents Consultation Letters and notices
- Appendix 4 Drawing no: 126/17/TT557-1R1, 126/17/TT558-2R1, 126/17/TT557-3R1, 126/17/TT558-4R1, 126/17/TT557-5R1, 126/17/TT558-6R1, 126/17/TT557-7R1, 126/17/TT558-8R1

#### **Background Papers**

- Wales Ward 033E Project Mandate - Neighbourhood and Road Safety Scheme fund – Round 1
- RMBC Traffic Regulation Procedure updated 2018
- DfT Traffic Signs Regulations General Directions 2016
- DfT Circular Roads 1/2013, 'setting local speed limits'. Revised March 24
- Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) as amended.
- The Road Traffic Regulation Act 1984

#### **Consideration by any other Council Committee, Scrutiny or Advisory Panel**

Cabinet – 19 December 2022, Item 90 - 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)

#### **Council Approval Required**

No

#### **Exempt from the Press and Public**

No

**TRO Consultation Update: Proposed implementation of 20 mph speed limit in Woodall and traffic calming on various roads in Harthill and Woodall, Wales.**

## – Local Neighbourhood Road Safety Scheme Fund

### 1. Background

- 1.1 The scheme has been developed as part of the Local Neighbourhoods Road Safety (LNRS) project, based on submissions for road safety and traffic management improvements in the Wales ward and are based on requests from Local Ward Members and residents, covering the areas of Harthill and Woodall.
- 1.2 As the government moves towards safer road systems, roads should be reimagined, and design considerations need to be updated, so when road users make mistakes, they do not result in death or serious injury. Effective speed management is part of creating a safe road environment that is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds. Speed limits are an important source of information for road users, particularly as an indicator of the nature and risks posed on that road, both to themselves and to all other road users.
- 1.3 In the previous three years two injury collisions have been recorded by the police within the scheme area. One resulting in a slight injury from a ‘failure to stop police incident’, with the second leading to serious injuries for a horse rider.
- 1.4 As stated in the recently updated guidance from the DfT, Setting local speed limits. The research states: Speed limits should be set at the appropriate level for the road, ensuring better compliance and playing a vital role in improving the safety of all road users. As a general rule, the relationship between speed, likelihood of collision and severity of injury, drops by around 5% for every 1mph reduction in speed (Taylor, Lynam and Baruya, 2000). Therefore, it is particularly important to consider speed reduction schemes where intervention can tip the balance in favour of survival.
- 1.5 A series of traffic speed surveys were undertaken to establish speeds of vehicles using several roads in the zone. The results can be summarised as follows:

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>
Woodall Lane	33.4	39.5	Agilysis data
Killamarsh Lane	34.5	41.2	Agilysis data

These results show that the current speed of vehicles is above the existing 30 mph speed limit, however speeds will be brought down to the new 20 mph

speed limit with the implementation of the Woodall scheme which includes two new gateway features and two road humps. Once complete, the site will be monitored, so see if speeds are commensurate with the new limit.

## **2. Key Issues**

- 2.1 Following discussions with local ward members, initial proposals were drawn up and an informal consultation undertaken, following feedback from residents' further waiting restrictions have been proposed in Harthill but due to the timescales involved in carrying out further consultations on this aspect of the scheme, the Traffic Regulation Order consultation, update report, and associated works to implement the waiting restrictions will be separated out of this report and brought forward for delivery later in the year. The comments from residents on the original proposed schemes from June are associated with waiting restrictions comprise of; requests for additional waiting restrictions near Harthill Primary school on Winney Hill and between the Beehive Public House and All-Hallows Church and between Serlby Lane and the village shopping precinct along Union Street.
- 2.2 Due to the recent Northern Power grid improvements to Woodall services, residents have endured a lot of highway disruption. It is therefore a priority to ensure the delivery timescale for the works outlined in this report are efficient and cause minimal disruption. The delivery of the project will be done by the Council's Highways Delivery team and has been scheduled to coincide with their highway resurfacing works for the area. The delivery of all the works has been programmed to take place in late July and early August 2024, ensuring the school bus service will not be disrupted and other traffic will be less impacted as traffic volumes fall in the school summer holidays.

## **3. Options considered and recommended proposal**

### **3.1 Do nothing: Not recommended**

Doing nothing is not recommended as it would not align with the submission made by local ward members to the Local Neighbourhood and Road Safety Scheme fund, and would not align with the funders programme (SYMCA)

### **3.2 Implement all of the works initially requested: Not recommended**

Following the receipt of a submission to the Local Neighbourhood and Road Safety Schemes programme by Elected Members, via the Neighbourhood Co-ordinator, various options were discussed, including a pedestrian crossing on Winney Hill near Harthill Primary school, installation of traffic calming along the whole of Woodall Lane and two 20 mph zones in Harthill. Although these projects have merit, not all were developed due to the limited funds available within the LNRS programme.

### **3.3 Implement all of the works initially consulted on: Not recommended**

The initial scheme consulted on included waiting restrictions in the village of Harthill, however, several representations in relation to the extent of these restrictions were received which require additional engagement with residents, ward members and the Parish Council, consequently a decision have been made to run this element separately, to ensure the Civils element of the works can coincide with planned resurfacing works in the village, thus ensuring value for money and value engineering are put at the forefront of this scheme. Continued engagement on the waiting restrictions is ongoing and will be subject to a future Delegated Officer Decision report.

### **3.3 Implement majority of works initially consulted on: Recommended**

Following the initial engagement consultation, several comments, and requests to alter the proposals were received, the schemes were reviewed following this feedback and adjusted to include any appropriate measures where financially viable, this includes additional signing and lining measures along Woodall Lane, which will improve driver awareness of the existing 30mph speed limit and that vulnerable road users may be using Woodall Lane.

The proposed schemes cover both Harthill and Woodall villages and are shown in the drawings at Appendix 4.

The Harthill scheme includes improving two of the entry points into the village, with new gateway features, whilst adding additional traffic calming to the existing measures on Hard Lane and new humps on Thorpe Road, these measures should overcome several road safety concerns relating to the speed of vehicles as they enter the village. The proposed traffic calming also compliments existing traffic calming features and creates a stronger basis for the future implementation of a village wide 20mph later, once additional funding becomes available and other roads in the village have been addressed.

The scheme for Woodall goes further by delivering two new gateway features and traffic calming to the main road through the village, whilst also introducing a 20mph speed limit for the whole village, this is achieved by the compact nature of Woodall village and that Walseker Lane and Dowcar Lane are already low traffic and speed cul-de-sac.

## **4. Consultation on proposal**

- 4.1 The initial engagement consultation took place in June 2023, letters from residents are attached as Appendix 3, following this, several comments, and requests to alter the proposals were received. The schemes were reviewed following this feedback and adjusted to include any appropriate measures where financially viable. The comments have been compiled and residents sent holding letters. In summary, these comprise of requests for additional waiting restrictions in Harthill, further works along Woodall Lane and making Harthill a 20 mph zone
- 4.2 Formal consultations with all statutory consultees, including South Yorkshire Police, South Yorkshire Fire and Rescue etc. Cabinet Member for Transport and Environment, Wales Ward members and the public have been undertaken, as part of this process we have had discussions with South Yorkshire Mayoral Combined Authorities' Bus Partnership team to keep them informed of the proposed works programme and to assist with bus scheduling. Additional note, following the change in Cabinet member, the new member has been provided the report and associated documents for information.
- 4.3 The formal consultations RMBC adheres to as the Highway Authority relates to the legal requirements as defined by The Road Traffic Regulation Act and RMBCs' traffic regulation procedure. The two formal consultations undertaken as part of the project relate to vertical traffic calming and the introduction of a 20mph speed limit.
- 4.4 The vertical traffic calming consultation for Harthill and Woodall, ended in November 2023 and no objections were received, the street notice is attached at Appendix 3.
- 4.5 The 20mph speed limit consultation in Woodall, started in February 2024. There was a delay placing the formal notice on street and in the Advertiser due to the recent election purdah requirements, however, this subsequently took place and concluded on the 7th June 2024, no comments have been received to date. The resident's letter is attached at Appendix 3

## **5. Timetable and Accountability for Implementing this Decision**

- 5.1 If the recommendations are endorsed, then the scheme will be progressed as per the drawings contained in Appendix 4; and the TRO process will continue with the making of the 20mph speed limit in Woodall, and the making of the road hump orders for Harthill and Woodall, along with the associated highway improvements works, being 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 The scheme costs will be met from the Council's Transport Capital Programme. This is already approved in the capital programme as part of the

LNRS schemes. The estimated total cost for the project is £180,000, however, given co-ordination of works with local resurfacing projects in the vicinity, an opportunity to value engineer this scheme further with the highway team is being taken to reduce the combined overhead costs and will be delivered within the available budget of £120,000.

- 6.2 There are no direct procurement implications associated with this recommendation, however, if the engagement of external contractors is required, compliance with the Council's Financial and Procurement Procedure Rules will be adhered to.

## **7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.
- 7.2 The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described.
- 7.3 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.

## **8. Human Resources Advice and Implications**

- 8.1 There are no direct Human Resources implications arising from the recommendations contained 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.

- 10.2 An Equalities Assessment has been completed for this report and is attached at Appendix 1.

## **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 2.
- 11.2 In summary, the following impacts are expected, with the scale and balance of emissions unknown until projects are further developed –

A one-off increase in emissions associated with development and construction of the projects.

Potential reductions in carbon impact due to reduced emergency services activity and more efficient traffic flows.

The increases associated development, construction, maintenance, and operation reflect the systemic nature of the carbon emissions problem; whilst the energy and construction systems are emitters of carbon, any additional activity utilising these systems can be expected to result in increases in emissions.

The changes are thought likely to be very small in the context of overall transport emissions in Rotherham, and very small in the context of the NZ2030 and NZ2040 targets, and remaining carbon budgets.

Mitigation will principally consist of implementing measures that reduce emergency service activity, replacement of damaged infrastructure caused by collisions and self-compliance of the intended speed limit

## **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 further intervention is required to address inappropriate parking migrating 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**

Richard Pardy Traffic and Road Safety Engineer



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)	Named officer	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.

*Report Author:*           ***Error! Reference source not found.***

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