

Select report type
Name of Committee

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 22 July 2024

Report Title

Proposed 20mph speed limit, Maltby Model Village (Local Neighbourhood Road Safety Scheme – Tranche 1)

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 Director, Planning, Regeneration and Transport

Report Author(s)

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Ward(s) Affected

Borough-Wide or Name of Ward
Maltby East

Report Summary

To seek approval to implement a 20mph speed limit in the Maltby Model Village including road humps on Morrell Street as shown on drawing no 126/46/TT110 attached as Appendix 1.

Recommendations

That the Assistant Director of Planning, Regeneration and Transport exercises their delegated powers and approves in principle the proposals shown on drawing number 126/46/TT110 and gives authority that:

1. That the proposals shown on drawing numbered: 126/46/TT110 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 126/46/TT110
Appendix 2 Equalities Screening
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 20mph seed limit, Maltby Model Village (Local Neighbourhood Road Safety Scheme – Tranche 1)

1. Background

- 1.1 The scheme has been developed as part of the Local Neighbourhoods Road Safety (LNRS) programme. It was, based on submissions for road safety and traffic management improvements in the Maltby East Ward, by the Local Councillors at the time.
- 1.2 The developed proposal aims to reduce the speed of traffic travelling along various roads in the Maltby Model Village area. It proposes a 20mph speed limit on those roads, as indicated on the drawing No 126/46/TT110 attached as appendix 1.
- 1.3 **Benefits of 20 mph speed limits**

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.

- 1.4 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:

| <i>Location</i> | <i>Mean Speed</i> | <i>85%ile</i> | <i>Traffic Volume (7x day average/both directions)</i> |
|-----------------|-------------------|---------------|--|
| Morrell Street | 28.0mph | 34.2 | Agilysis data |
| King Avenue | 15.9 | 23.9 | Agilysis data |
| Firth Crescent | 19.5 | 25.1 | Agilysis data |
| Earl Avenue | 10.6 | 18.3 | Agilysis data |
| Queen Avenue | 11.5 | 15.6 | Agilysis data |

With the exception of Morrell Street, 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.

- 1.5 In the previous three years no injury collisions have been recorded by the police within the scheme area.

2. Key Issues

- 2.1 Only one comment was received disagreeing with the proposal, citing it was a waste of money.
- 2.2 The mean speed of vehicles using Morrell Street exceeds the criteria for implementing a 20mph speed limit, using traffic signs only, so in line with the Council's 20mph Policy, traffic calming measures are to be included within the proposed scheme.

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).

The proposal also complements the existing 20mph streets to the west of Morrell Street and ensures a consistent speed limit within the area.

- 3.2 It is proposed to implement a 20mph zone including traffic calming features on Morrell Street as shown on drawing No 126/46/TT110 attached as Appendix 1.

4. Consultation on proposal

- 4.1 The South Yorkshire Police were consulted and were consulted and were comfortable with the proposal.
- 4.2 The Cabinet member for Transport and Environment has been consulted and supported the decision.
- 4.3 Previous Maltby East Councillors submitted this scheme as part of the Local Neighbourhood Road safety programme, therefore promoted the scheme for implementation. The new Maltby East Councillor have been consulted and support this proposal.
- 4.4 Residents and Maltby Town Council were consulted. 6 responses were received of with only 1 not supporting the proposal. The comments/objections included: -
- 1 respondent felt it was a waste of money.
 - 2 respondents were concerned that vehicles using nearby Millindale exceeded the 20mph in force there.
 - Analysis of the speed data for Millindale shows a mean speed of 16.6mph.
 - 2 respondents felt road humps should be installed on all the roads.

- Traffic speeds within the proposed 20mph zone are commensurate with a 20mph speed limit using signing only, apart from Morrell Street, where traffic calming measures are included. as set out in the Department for Transport document - Circular Road 01/2013 Setting of Local Speed Limits

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are endorsed the proposed 20mph zone as shown on drawing No 126/46/TT110 attached as Appendix 1 will be implemented in due course.

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 estimated cost for the project is £65,000. This project is already approved and in the 2024/25 capital programme as part of the Local Neighbourhood Road Safety Measures which has a total budget of £107k
- 6.2 There are no direct procurement implications associated with this recommendation.

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. 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.
- 7.3 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.

8. Human Resources Advice and Implications

- 8.1 This scheme will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required

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 2.

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.

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. Whilst unlikely because existing speeds are already low, 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

Simon Quarta, Engineer

Matthew Reynolds, Head of Transportation Infrastructure Service

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

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