

## **Delegated Officer Decision**

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### **Summary Sheet**

#### **Report Title**

TRO Consultation Update: Proposed implementation of 20mph speed limit and road humps – various roads Harley. (Local Neighbourhood Road Safety Scheme Programme – 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

#### **Officer Approving Submission of the Report**

Simon Moss, Assistant Director, Regeneration and Environment

#### **Report Author**

Richard Mainprize, Road Safety Engineer  
01709 254489 or Richard.mainprize@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 at Harley, including road humps at Harley Road. 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 that took place from the 31<sup>st</sup> August 2023 concluding on the 28<sup>th</sup> September 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/03 and gives authority that:

1. The objection received is not supported.
2. The existing scheme is confirmed as shown on drawing numbered: 122/21643/HT/02, 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 road humps and 20mph speed limit as advertised.

## **List of Appendices Included**

Appendix 1 Drawing No. 122/21643/HT/02  
Appendix 2 Residents Formal 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 20mph speed limit and road humps – various roads Harley. (Local Neighbourhood Road Safety Scheme Programme – Tranche 1)

<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 fund to reduce the speed of traffic travelling through Harley. It proposes a 20mph speed limit on various roads and road humps along the residential section of Harley Road.</p> <p>The extents of the roads subject to the proposed 20mph limit and road humps are indicated on the location plan Drawing Number: 122/21643/HT/02.</p> <p>This would comprise of 20mph speed limit signing at entry to the zone with red surfacing gateway treatments together with 20mph roundel markings. Repeater speed limit signs will be used at the required locations not subject to vertical traffic calming measures.</p> <p><b><u>Information</u></b></p> <p>A speed survey was undertaken to establish speeds of vehicles using Harley Road. The results can be summarised as follows:</p> <table border="1" data-bbox="359 1070 1279 1294"> <thead> <tr> <th><i>Location</i></th> <th><i>Mean Speed</i></th> <th><i>85%ile</i></th> <th><i>Traffic Volume (7-day average/both directions)</i></th> </tr> </thead> <tbody> <tr> <td>Harley Road</td> <td>28.2mph</td> <td>34.2mph</td> <td>3,927</td> </tr> </tbody> </table> <p>The mean speed results at Harley Road are above those required, as a result traffic calming (road humps) are proposed to physically reduce speed to a level that is commensurate 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>During the three-year period between 1<sup>st</sup> January 2021 and 31<sup>st</sup> December 2023, representing the most up-to-date validated figures, there has been one reported personal injury collision within the scheme area caused by a motorist colliding with a parked vehicle, resulting in one slight injury.</p> <p><b>Benefits of 20 mph speed limits &amp; Road Humps</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 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</p>	<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7-day average/both directions)</i>	Harley Road	28.2mph	34.2mph	3,927
<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7-day average/both directions)</i>						
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	<p>is likely to reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity.</p> <p>It is anticipated that the installation of road humps here will significantly reduce overall speeds and therefore reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity. Typical collision reduction levels for the introduction of flat top road humps is reported at 66% over a range of similar schemes (TMS, Practical Road Safety Auditing 2001).</p>
<b>2.</b>	<b>Key Issues</b>
2.1	A formal consultation took place with 54 households in the area. This formal consultation took place from 31 <sup>st</sup> August and concluded on 28 <sup>th</sup> September 2023.
2.2	One objection was received to the proposed road humps following this consultation. Details of the objection are contained in <b>Section 4.1</b> .
2.3	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. Where speeds were higher than those required such as those at Harley Road then traffic calming in the form of road humps are proposed.
2.4	Lower speeds are shown to either; lower the number of collisions or injury severity and, reduce the likelihood further of injury collisions occurring.
<b>3.</b>	<b>Options considered and recommended proposal</b>
3.1	Following the receipt of a submission to the Local Neighbourhood and Road Safety Schemes programme by Elected Members, via the Neighbourhood Co-ordinator, to provide measures to reduce traffic speeds at Hooper.
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	Initially a signing only speed limit reduction was considered, however the recorded speeds are in excess of those required. This was discounted and road humps are now proposed through the residential section.
<b>4.</b>	<b>Consultation on proposal</b>
4.1	Formal consultations commenced on the 31 <sup>st</sup> August 2023, with a copy of the notice placed in the Advertiser and notices placed on street. Three responses were received, one of which was an objection to the proposal, received from a resident of Dike Hill which is included below:

Re Proposed implementation of 20mph speed limit & road humps at Harley (reference IS/122/21643/HT/02)

Dear Sir,

We have received your letter of 4<sup>th</sup> September on which we make the following comments:

1. The letter is dated 4<sup>th</sup> September but was only delivered on 15<sup>th</sup> September and requires a response to be received by 28<sup>th</sup> September (for comments on the speed limit). Based on the speed of your letter reaching the affected residents, only an immediate reply will be received by RMBC by the closure date for comments. We also note that the map/drawing for this proposal was produced in May 2023 so clearly the proposal has been in progress for 4 months already without any information being provided to the residents.
2. It seems strange that the proposals cover the small cul-de-sacs of Dike Hill and View Tree Close as well as Harley Road, whereas Occupation Road which also joins Harley Road, is not included. The latter is relatively straight for a long distance (and so is potentially more conducive to speeding). In contrast Dike Hill and View Tree Close are only used by their local residents and are relatively short so it would be difficult to achieve 30mph before reaching their respective junctions with Harley Road. We do not have a strong desire for Dike Hill to have a separate 30mph zone if Harley Road becomes a 20mph zone since this would require a 30mph sign to be installed at the bottom of Dike Hill.
3. The proposal includes road humps at 3 locations on Harley Road. Two dimensions of the hump are quoted (5m x 75mm high) but without a third dimension (width). The humps are described as flat-topped and tapered but no indication is provided on the width of the flat region or the angle of the taper. These are key factor factors which influence the "ride" of the vehicle, and the impact on the vehicle's suspension when the wheels hit the hump. For cars with a low suspension such as both our cars, it is possible that damage could be caused to the lower parts of the car (such as exhaust pipes and air dam).
4. For the above reasons we are totally opposed to the current proposal for speed humps although we have no objections to the 20mph speed limit on Harley Road.

### RMBC Comment

*Consultation letters were sent for bulk posting to residents on the 4<sup>th</sup> September and dated as such. In view of the delay mentioned an allowance for receipt of any responses has been made. The consultation drawing was prepared some time before the consultation commenced.*

*The inclusion of cul-de-sacs off Harley Road are for completeness, it would be incongruous to omit these side roads. Occupation Road is already subject to a 20mph speed limit.*

*The road hump width is slightly less than the full width of the carriageway with tapered edges to assist drainage. The road hump dimensions are within tolerance for those permitted and with a 1:15 ramp gradient. Unless a vehicle is driven over these at excessive speed there is little risk of grounding even with vehicles that have a low ground clearance.*

*It would not be possible to reduce the speed limit here without the traffic calming measures. This is because speeds are too high to comply with Department for Transport requirements on setting local speed limits and if the road humps are omitted then average speeds are likely to remain high. Additionally, the police would be likely to object to the speed limit change because this would lead to an increase in requests to them for enforcement action.*

	<p>Two further responses were received requesting information about the exact position of the humps, suggesting a speed camera and an additional road hump. These residents did not object to the proposal.</p> <p>In respect of the positioning of the humps the details have been provided to the resident. Permanent speed cameras are not possible because the criteria regarding their deployment on a permanent basis is not met. The resident has received a response directly. With regards to the request for an additional road hump, at the western entry point to the proposed 20mph speed limit, the scheme will be monitored on completion and assessed to ascertain the speed limit reduction achieved and to identify if any further measures are required.</p>
4.2	<p>Ward Councillors for Hooper prior to the recent Local Elections who promoted the scheme were initially consulted and supported the proposals. Given the recent Local Elections, all current Ward Members have been presented with details of the scheme and have also given their approval.</p>
4.3	<p>South Yorkshire Police have been formally consulted and do not object to the proposal.</p>
4.4	<p>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.</p> <p>Cabinet Member for Transport, Jobs and the Local Economy, Robert Taylor gave his support to the proposals via email on the 12<sup>th</sup> July 2024.</p>
5.	<p><b>Timetable and Accountability for Implementing this Decision</b></p>
5.1	<p>If the recommendations are endorsed, then the scheme will be continued as per the drawing contained in <b>Appendix 2</b>; and the TRO process will continue with the order subsequently being made and 20mph speed limit and traffic calming measures implemented.</p>
6.	<p><b>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)</b></p>
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) The estimated total cost for the project is £119,886 which 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</p>

	contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules and Public Contracts Regulations 2015 (as amended).
<b>7.</b>	<b>Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)</b>
7.1	The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders (TRO) to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area. As described in the body of the report, the relevant statutory procedures as set out in the Road Traffic Regulation Act 1984 and associated Regulations have been followed in respect of the making of this TRO. Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the TRO.
<b>8.</b>	<b>Human Resources Advice and Implications</b>
8.1	There are no direct human resources implications arising from the recommendations in this report.
<b>9.</b>	<b>Implications for Children and Young People and Vulnerable Adults</b>
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.
<b>10.</b>	<b>Equalities and Human Rights Advice and Implications</b>
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.
<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 further reduce speeds. 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>
	Richard Mainprize, Road Safety Engineer
	Andrew Lee, Service Manager, 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)	Karen Middlebrook on behalf of Judith Badger	10/10/2023
Head of Legal Services (Monitoring Officer)	Jayne Close on behalf of Bal Nahal	9/10/2023

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