

**Committee Name and Date of Committee Meeting**

Delegated Officer Decision – 25 November 2024

**Report Title**

Woodsetts LNRS 1 TRO Consultation Update: Proposed implementation of 20mph zones, traffic calming various roads in Woodsetts, including Woodsetts Lane speed limit reduction – 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**

Anston and Woodsetts

**Report Summary**

To provide an update on the consultation regarding the implementation of 20mph zones and traffic calming on various roads in Woodsetts

Formal hump notices and press advertisement took place from the 21st December 2023 and concluded on the 23rd Jan 2024, with no objections.

Formal speed limit traffic regulation order and press advertisement took place from the 16th May 2024 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 scheme as shown in the drawings at Appendix 4, are implemented.
2. Residents are informed of the decision to implement the road humps and 20mph zones.
3. 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: 126/18/TT1111A,126/46/TT112,126/46/TT113 and 126/18/TT787

### **Background Papers**

- Anston and Woodsetts Ward 032E 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

## **Woodsetts LNRS 1 TRO Consultation Update: Proposed implementation of 20mph zones, traffic calming various roads in Woodsetts, including Woodsetts Lane speed limit reduction – Local Neighbourhood Road Safety Scheme Fund**

### **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 covering the area of Woodsetts, in the Anston and Woodsetts ward, by the Local Councillors at the time.
- 1.2 As the government moves towards safer road systems, roads should be reimagined, and designs 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. 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 other road users.
- 1.3 In the previous three years no accidents been recorded by the police within the proposed 20mph scheme areas, 2 slights have been recorded along the main road through Woodsetts, where the traffic calming is proposed, one pedestrian was struck walking in the road and the other, a rear shunt as a vehicle turned into a side road, whilst there's been 1 slight accident on the derestricted section of Woodsetts Lane, that is proposed to be lowered to 40mph, the police recorded the reason as losing control of the vehicle at night due to being inexperienced.
- 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 Traffic data using the Agilysis tool and tube surveys has been used to establish speeds of vehicles using several roads in the scheme. 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>
<i>Woodsetts North 20mph</i>			
Hoades Ave	10.9	16.9	Agilysis data
Northfield Drive	8.6	21.1	Agilysis data

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>
<i>Woodsetts South 20mph</i>			
Lindrick Road	16.3	26.2	Agilysis data
Scholey Ave	8.9	20.6	Agilysis data
Grange Ave	17.4	27.4	Agilysis data

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>
<i>Woodsetts village, existing 30mph, proposed traffic calming</i>			
Dinnington Road	27.2	33.5	Agilysis data
Gildingwells Road	33.6	38.3	Agilysis data
Worksop Road	29.7	33.9	Agilysis data

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>
<i>Woodsetts Lane 60mph speed limit reduction to 40mph</i>			
Woodsetts Lane Near Woodsetts	36.2	41.1	Tube survey data
Woodsetts Lane central area	35.7	40.5	Tube survey data
Woodsetts Lane in Nottinghamshire	32.6	36.6	Tube survey data

- 1.6 With regards to the 20mph zones, the results show that the current mean speed of vehicles, which is the metric used for setting speed limits is below the proposed 20mph which is in line with the parameters for reviewing and amending speed limits as set out in the DfTs' Setting local speed limits guidance. Although some of the 85<sup>th</sup> percentile speeds are above the new 20mph limit, it is hoped that speeds will be brought down to the new 20mph speed limit with the implementation of new speed limit terminal features, 20mph repeater signs and road marking roundels. Once complete, the site will be monitored, to see if speeds are commensurate with the new limit.
- 1.7 With regards to the 30mph roads where additional traffic calming features are proposed, the results show that the current mean speed of vehicles is around the 30mph which is good, however the 85<sup>th</sup> percentile speeds are above the 30mph limit, therefore it is hoped that the implementation of new speed limit terminal gateway entry point and traffic calming features will assist in reducing speeds further, especially as vehicles enter into Woodsetts. Once complete, the site will be monitored, to see if speeds have reduced.
- 1.8 The de-restricted (60 mph) Woodsetts Lane between Woodsetts and Gateford roundabout, where it is proposed to lower the speed limit to 40mph, the results show that the current mean speed of vehicles is below 40mph and the 85<sup>th</sup> percentile speeds are around the proposed new 40mph limit, therefore it already shows vehicles are traveling around 20mph below the existing speed limit and we hope that the implementation of new speed limit terminal gateway entry point and traffic calming features will assist in maintaining these speed commensurate with the new limit of 40mph. Once complete, the site will be monitored, to see check on the speed of drivers.

## **2. Key Issues**

- 2.1 Worksop Road in Woodsetts cuts the village in two with amenities and houses on both sides of the road. The local parish council and residents have raised concerns around the speed of vehicles travelling through the village for many years and have carried out their own community speed watches, the data collated by the parish council shows that some cars do speed whilst traveling through the village.
- 2.2 Dinnington Road in Woodsetts, is a country lane that immediately enters the village, with cars traveling from the direction of Dinnington and Anston to use Woodsetts as a cut through to avoid Todwick roundabout and the A57.
- 2.3 Gildingwells Road in Woodsetts. Some cars that enter the village from the derestricted country lane, carry speed into the existing 30mph area making it hazardous for children and the elderly to cross the road, especially as there are houses and amenities on both sides of the road.

- 2.4 Lindrick Road in Woodsetts. This road is used frequently by people taking a short cut into the village from the A57 via Lindrick Commons private access road. Horses, walkers and cyclists use this route, which can create conflict due to the narrow footways at the top and no footways further down. Requests have been received for this road to be made 20 mph.

### **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 feedback from the initial community engagement, some residents' and local councillors had requested the implementation of a zebra crossing in the centre of Woodsetts as part of the proposed works. This option was considered, and a site visit with the local ward members was undertaken to discuss the various scheme options that were under development. Unfortunately, with the limited budget, the implementation of a zebra crossing would have been too expensive. The key issues with the site in relation to installing a zebra crossing, include the proximity of the existing bus stop to the crossroads junction, which means there is a lack of road space to facilitate a Zebra crossing and the controlled zone, which is the space prior to a crossing bound by zig zag white lines. As the requirements state, no markings can be inside them and cars can't cross the zig zags which would happen if the bus stop remained in its current position as a car passing a parked bus would mean the vehicle had to cross the centre line. Another issue with a bus stopping so close to the crossing would mean people trying to use the crossing would be masked, which could then lead to a pedestrian being struck on the crossing due to being unsighted by approaching vehicles. Further costs would also be required to move the kerb lines, as these would need to be built out and the junction mouths tightened up, to create the required space to place the crossing at the most appropriate distance from the junction.

It was agreed with the local ward councillors that the proposed scheme through the centre of Woodsetts with entry points, associated traffic calming and introduction of two 20mph zones is considered better value for money and will bring greater benefit to the whole village, by helping to bring vehicle speeds down at the village boundary and hopefully help to change drivers' mindsets, to then maintain an appropriate speed through Woodsetts.

Additionally due to the complication involved in introducing a 40 mph speed limit along Woodsetts Lane, due to the speed limit crossing into Nottinghamshire County Council and the associated cost, the proposed speed limit reduction to 40mph on Woodsetts Lane between Gateford Roundabout and Woodsetts, be put on hold until the works have been completed in Woodsetts village. This will give us a better understanding of the finances available to implement the proposed scheme as shown on the attached drawing, referenced 126/18/TT1111A.

### **3.3 Implement majority of works 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, these include:-

Dinnington Road, Worksop Road and Gildingwells Road – This scheme will add to the existing traffic calming measures in Woodsetts and improve two of the entry points into the village which are intended to overcome road safety concerns in the area, by reducing vehicle speeds and improve pedestrian crossing opportunities along Worksop Road, Dinnington Road and Gildingwells Road through Woodsetts, as shown on the attached drawing, 126/18/TT787

Woodsetts North and South Residential 20mph Zones – The speed limit reduction schemes are proposed for the urban areas of Woodsetts and includes Lindrick Road and the area around Woodsetts Primary school. This proposal is intended to address several road safety concerns raised in the area. The current proposals include the introduction of a 20mph speed limit to better reflect the speed at which it is safer to travel throughout this residential area, as shown on the attached drawings, referenced 126/46/TT113 and 126/46/TT112.

## **4 Consultation on proposal**

4.1 There were no formal objections to the proposals contained in this report and the subsequent recommended scheme. More details are provided below.

The initial engagement took place in September - October 2023, the letter as shown in Appendix 3, went to around 800 residents, 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 suitable and financially viable. The comments can be summarised as follows:-

- Additional traffic calming and the making of the whole of Woodsetts a 20mph zone.

- This isn't achievable due to the costs required to install additional traffic calming.
- Using alternative traffic calming measure such as lateral deflection features such as chicanes.
  - Unfortunately chicanes only work well if both flows are steady and balanced, as without opposing traffic vehicle will just pass the build out and sometimes speeds can increase due to vehicles rushing for the gap rather than stopping, when faced with opposing traffic.
- The implementation of a weight limit to restrict HGVs traveling through Woodsetts.
  - Due to the requirement of access for the surrounding businesses and the fact that Woodsetts is the recognised diversion route if there is a problem on the A57 which forms part of the strategic Highway Network this would not be supported by the police.
- A Zebra crossing in the centre was requested.
  - as explained previously in the document, it wasn't considered achievable with the funding available.
- Concerns around the size and style of the signs being too garish and why are we proposing such works.
  - The Signs will be developed in compliance with the Department for Transport's rules and regulations. Whilst the Introducing reduced speed limits will assist Rotherham achieve the governments' 'Target Zero' Road Safety goal.

Additionally, contact was made with Nottinghamshire County Council (NCC) to discuss the possibility of reducing the speed limit on Woodsetts Lane.

- 4.2 Following a review of the existing speed limit on Woodsetts Lane between Gateford Roundabout and Woodsetts, including recorded speed survey data which shows that a reduction in the speed limit from 60 mph to 40mph would be within the current mean speeds of vehicles already using the route, therefore the proposal aligns with the DfT's guidance that states speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance. It should also be noted that since proposing the Woodsetts Lane scheme, we have had support from both residents the Parish council and local councillors, who feel the proposed lower speed limit would improve the routes safety for those who currently have to travel along it and use non-motorised transport methods such as walking, cycling or horse riding.

Initially (NCC) were reluctant to allow the change of speed limit on their section of Woodsetts Lane. Additional information was provided, including more speed and accident data as well as providing further information on the schemes that are being rolled out under the Council's Local Neighbourhood Road Safety Schemes, which comes from the governments City Regional Sustainable Transport Settlement (CRSTS). A key priority of this funding focuses on providing an inclusive transport network through the uptake of active travel. Other goals and benefits that the project aligns with are the delivery of the government's strategic ambitions, such as those stated in the Inclusive Transport Strategy policy paper and the governments Transport Decarbonisation Plan, which states, modal shift plans are strongly required to encourage people to switch from cars to active travel and public transport. Working towards these goals also complies with the Equality Act 2010, section 149 Public Sector Equality Duty, ensuring we consider the potential impact on individuals with protected characteristics.

On the 2/10/24 NCC contacted RMBC and confirmed their acceptance to lower the speed limit, they appreciated our explanation and felt the information provided helped to inform their decision to agree to the change as they feel it will provide a consistent message to all road users and confirms that existing driver speeds of 40mph are the most appropriate for the character of this road whilst helping to reduce the likelihood of accidents along the whole route, especially around the Owday Lane junction. Additional measures include the installation of improved warning signs and road markings along the whole route as shown on the attached drawing, 126/18/TT1111A.

- 4.3 The formal consultations RMBC adheres too as the Highway Authority relate 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 the 20mph zones.
- 4.4 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.
- 4.5 The vertical traffic calming consultation for Woodsetts, Road Hump Notice consultation was carried out from the 21st December 2023 and concluded on the 23rd Jan 2024, with no objections. The construction of road humps is intended to address concerns in the community in respect of the operation of the highway network, whilst also contributing to strategic objectives, of improving road safety and reducing vehicle speeds through Woodsetts. Initially Stagecoach did object to the

proposed speed humps, however after providing further information by the Department for Transport (DfT) that outlined the design of the proposed humps should not cause discomfort if traversed at the appropriate speed and therefore vehicles will not suffer damage, was accepted.

However, Stagecoach's concerns were taken on board and our original traffic calming proposals have been amended in line with the Transport for London bus friendly traffic calming guidance, with extended 6m long flat top speed table humps and are to be spaced approximately 200m to 350m apart. They were grateful for setting out a detailed response and felt this was a satisfactory compromise so withdrew their objection.

Therefore no objections are actively lodged against the proposed traffic calming. The street notice is attached at Appendix 3.

- 4.6 Proposed implementation of 20mph speed limit zone – Woodsetts Village, Rotherham formal speed limit consultation 16/5/24 – 7/6/24. This scheme is a result of correspondence and submissions received by residents and local ward members, to address matters in the area as part of the Local Neighbourhood Road Safety Scheme. The proposals reflect that the area is residential in nature and is to make drivers aware of the most appropriate speed for the nature of the roads. These changes will better reflect the most appropriate speed limit for the road and improve the safety of road users, Lower vehicular speeds generally assist and encourage walking and cycling. 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 Zones and the road hump orders for Woodsetts, along with the associated highway improvements works, being implemented when the depot have available time.

## **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 £119,174.02, however, there may be an opportunity to value engineer this scheme further with the possible co-ordination of works with local resurfacing projects in the vicinity, this may help to reduce the combined overhead costs and for it to 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. The relevant Traffic Regulation Order (TRO) will be amended as set out in the body of the report to reflect the proposals described.
- 7.2 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.

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

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

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