

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 25 November 2024

Report Title

Proposed 40mph speed limit, Meadowhall Road (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

Rotherham West

Report Summary

To report on the outcome of consultations regarding the implementation of a 40mph speed limit on Meadowhall Road.

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/TT114 and gives authority that:

1.1 That the Head of Legal Services makes an order to amend the existing National Speed limit (60mph) to 40mph on Meadowhall Road, as shown on drawing No 126/46/TT114 attached as Appendix 1.

1.2 Residents are informed of the decision.

List of Appendices Included

Appendix 1 Drawing No 126/46/TT114
Appendix 2 Equalities Screening

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 40mph speed limit, Meadowhall Road (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 Rotherham West Ward, by the Local Councillors at the time.
- 1.2 Meadowhall Road runs parallel to the A6109 Meadowbank Road and provides an alternative route to junction 34 (north bound entry) of the M1 motorway. The existing speed limit is the 60mph National Speed Limit.
- 1.3 Seven day speed surveys were undertaken at 2 locations on Meadowhall Road as indicated on drawing No 126/46/TT114.

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>
ATC1	41.2mph	47mph
ATC2	38.3mph	43.8

- 1.4 These results are in line with the proposed speed limit of 40mph as set out in the Department for Transport document - Circular Road 01/2013 Setting of Local Speed Limits.

2. Key Issues

- 2.1 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 40 mph when compared to 60 mph is likely to reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity.

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 Create a 50mph 'buffer zone': Not recommended.

Provision of a 50mph “buffer zone” between the motorway roundabout and the start of the 40mph speed limit was considered, however Department for Transport guidance on the setting of speed limits, recommends that that a speed limit should extend for a minimum distance of 600m. There is insufficient road length available to include both a 50mph and 40mph speed limits on this part of Meadowhall Road.

3.3 Reduce existing National Speed Limit to 40mph: Recommended.

It is proposed amend the existing National Speed limit (60mph) to 40mph on Meadowhall Road, as shown on drawing No 126/46/TT114 attached as Appendix 1.

4. Consultation on proposal

4.1 The South Yorkshire Police were consulted and were comfortable with the proposal.

4.2 The Cabinet member for Transport and Environment has been consulted.

4.3 Previous Rotherham West Councillors submitted this scheme as part of the Local Neighbourhood Road safety programme, therefore promoted the scheme for implementation.

4.4 Residents of Meadowhall Road were consulted and no objections to the proposal were received.

5. Timetable and Accountability for Implementing this Decision

5.1 If the recommendations are endorsed the proposed traffic calming features as shown on drawing No 126/46/TT114 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 £3500. 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 There are no direct Human Resources implications arising from the recommendations outlined 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 Initial Equalities Screening 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. 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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