

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 27 January 2025

Report Title

Maltby Model Village 20mph zone – Proposed Road humps on Morell Street (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

Assistant Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration and Transport

Report Author(s)

Simon Quarta, Engineer

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Ward(s) Affected

Borough-Wide or Name of Ward

Maltby East

Report Summary

To seek approval to implement revised road humps on Morrell Street as shown on drawing no 126/17/TT571 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 126/17/TT571 and gives authority that:

1. That the proposals shown on drawing numbered: 126/17/TT571 attached as Appendix 1 are implemented.
2. Residents are informed of the decision.

List of Appendices Included

Appendix 1 Drawing No 126/17/TT571
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

Report Title

Maltby Model Village 20mph zone – Proposed Road humps on Morell Street (Local Neighbourhood Road Safety Scheme – Tranche 1)

1. Background

- 1.1 As part of Local Neighbourhoods Road Safety (LNRS) programme, the Assistant Director of Planning, Regeneration and Transport, previously approved a report outlining proposals to implement a 20mph zone in the Maltby Model Village. This included traffic calming measure on Morrell Street.
- 1.2 During the scheme detailed design process, the proposed traffic calming measures on Morrell Street were reviewed and it was considered that the proposed speed cushions might not fully the needs of certain road user groups such as cyclists.
- 1.3 In view of this it is now proposed to install 3m long flat top road humps, with 1 in 15 gradient ramps 75mm high, to be located at 3 existing pedestrian refuge areas, as shown on the drawing No 126/17/TT571 attached as Appendix 1
- 1.4 These revised proposals were advertised by letter as well as statutory notice in the Rotherham Advertiser.

2. Key Issues

- 2.1 No objections were received about proposal
- 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 install revised road humps on Morrell Street as shown on drawing No 126/17/TT571 attached as Appendix 1, in conjunction with the Maltby Model Village 20mph zone.

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 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.

5. Timetable and Accountability for Implementing this Decision

5.1 If the recommendations are endorsed the proposed road humps as shown on drawing No 126/17/TT571 attached as Appendix 1 will be implemented as part of the proposed 20mph zone 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

Nat Porter, Interim 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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