

REPORT AUDIT TRAIL:- B6427 Grange Lane / Fish Pond Lane Maltby, Proposed 40mph speed limit**CONSULTATION**

*This is important as it shows that consultation has been undertaken in the preparation of the report and provides a quick reference point for specific comments, whilst the report will not be publishable if these areas have not been completed by the named persons below. **You must liaise with and receive sign off from the relevant Cabinet Member(s).***

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor Dominic Beck	Cabinet Member for Transport and Environment	19/05/22	22/05/22	n/a
<i>Simon Moss</i>	Assistant Chief Executive/ Assistant Strategic Director for Regeneration and Environment	Click here to enter a date.	Click here to enter a date.	
<i>Richard Young,</i> Finance	Finance and Customer Services	19/05/22	27/05/22	6
<i>Stuart Fletcher,</i> Legal Services	Legal Services	19/05/22	20/05/22	7
<i>John Crutchley,</i> Human Resources	Assistant Chief Executive's Office	19/05/22	20/05/22	8
<i>Steve Eling,</i> Equalities	Assistant Chief Executive's Office	19/05/22	30/05/22	10
<i>Rob Savage,</i> Change and Innovation	Assistant Chief Executive's Office	19/05/22	27/05/22	11

REPORT APPROVAL TRACKING

<p>Equalities Your report will not be authorised for submission to Cabinet by your Strategic Director if you have not undertaken and included an initial equalities screening. All equalities analysis documents should be included as appendices</p>	<p>Initial Screening completed and included with report</p>	YES	19/5/22
	<p>Full Assessment completed and included with report</p>	No	Insert date agreed
<p>Carbon Impact Assessments Carbon Impact Assessments are to be appended to the associated cabinet reports. Carbon Impact Assessments should be sent to climate@rotherham.gov.uk for feedback prior to your report being sent to your Strategic Director for approval.</p>	Carbon Impact Assessment completed and included with report.	YES	19/5/22
<p>Background information MANDATORY: Insert headings for a few main public documents you have used or referenced to write this report. This is a legal requirement. For Cabinet reports, <u>insert hyperlinks</u>. Do not list private documents.</p>	Department for Transport Circular roads 1/2013		
<p>Appendices If appendices are essential to the understanding of the report, list titles here. Equality Analysis documents should be listed as Appendix 1 for all reports. Ensure that appendices have proper titles.</p>	Appendix A Scheme extents drawing Appendix B Equalities Assessment Appendix C Carbon Impact Assessment		
<p>Cabinet Member Approval You should retain an email confirming the Cabinet Member approval for your records. Strategic Directors should not authorise reports unless Cabinet Members have given sign off</p>		Click here to enter a date.	
<p>Report Authorised by Strategic Director</p>		Click here to enter a date.	
<p>Report Authorised for publication by Chief Executive</p>	YES/NO (delete as appropriate)	Click here to enter a date.	

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 24 June 2022

Report Title

B6427 Grange Lane / Fish Pond Lane Maltby, Proposed 40mph speed limit

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)

Nigel Davey Engineer
01709 822380 or nigel.davey@rotherham.gov.uk

Ward(s) Affected

Maltby East

Report Summary

To seek approval to amend the existing national speed limit on Grange Lane / Fish Pond Lane, Maltby to 40mph

Recommendations

1. That the Assistant Director of Service authorises the Head of Legal services to make an order the effect of which will be to amend the consolidation order such that the existing derestricted speed limit on part of Grange Lane and Fish Pond Lane, Maltby be lowered to 40mph.

List of Appendices Included

Appendix A Drawing no TT126-46-TT107 showing extent of the proposed 40mph speed limit
Appendix B Equalities Assessment
Appendix C Carbon Impact Assessment

Background Papers

None.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public

No

B6427 Grange Lane / Fish Pond Lane Maltby, Proposed 40mph speed limit

1.	Background
1.1	As part of an approved planning application for a new housing development off the B6427 Grange Lane, Maltby, it was conditioned that the existing national speed limit on Grange Lane (which becomes Fish Pond Lane from it's junction with Stainton Lane), be reviewed and lowered to 40mph if appropriate.
1.2	The proposed change in speed limit from national speed limit to 40mph, will better reflect the existing speeds of vehicles along this section of the route and will reflect the proposed change in the adjacent road environment as a result of the new housing development. It will ensure that the speed limits on Grange Lane and Fish Pond Lane are in accordance with the guidance issued by Central Government in relation to the setting of speed limits through villages and in built up areas.
2.	Key Issues
2.1	The B6427 Grange Lane / Fish Pond Lane is a local distributor road, linking the residential area of Maltby to the south of Doncaster.
2.2	As part of an approved planning application for a new housing development off Grange Lane, it was identified that an amendment to the existing speed limit on Grange Lane (which changes road name at its junction with Stainton Lane to Fish Pond Lane) would have a positive impact on the road environment for all road users on this section of the road.
2.3	Currently there is a change of speed limit; 30mph to national speed limit located approximately 30m north of Holiwell Close Maltby, for vehicles heading north (see appendix A). The national speed limit then applies along this route until a change in speed limit down to 30mph comes into effect within the village of Braithwell, a distance of approximately 715m. This change in speed limit to 30mph, also coincides with the borough boundary between Rotherham and Doncaster. The approved planning application will develop the land to the east of Grange Lane between Holiwell Close and Stainton Lane. This development will change the road side environment of this section of Grange Lane. An assessment was undertaken using the criteria for setting local speed limits, as issued by the Department for Transport, and a proposed amendment from the national speed limit to 40mph speed limit was deemed appropriate.
3.	Options considered and recommended proposal
3.1	Do nothing and keep the existing speed limits as they are. This option is not being promoted as this would result in having an inappropriate speed limit, which may lead to future requests to amend the change in speed limit, the cost of which if implemented, would have to be borne by the Council.

3.2	It is proposed to implement an amendment to the existing national speed limit on Grange Lane / Fish Pond Lane as shown on drawing No TT126-46-TT107 in accordance with Department for Transport guidance.
4.	Consultation on proposal
4.1	All statutory consultees including South Yorkshire Police, South Yorkshire Fire and Rescue etc. the Cabinet Member for Transport and Environment, Maltby East Ward Members, Doncaster MBC, Maltby Town Council and the general public via notices on street and in the Rotherham Advertiser, have been consulted. One objection was received, but this was later withdrawn following discussions between officers and the objector, which resolved the objectors concerns which arose as a result of a misunderstanding by the objector, who believed that the speed limit on Grange Lane was being raised.
5.	Timetable and Accountability for Implementing this Decision
5.1	The purpose of this report is to seek approval to implement the proposed 40mph speed limit. Should approval be granted, the amendments to the speed limit consolidation order will be undertaken by the Councils Legal department.
5.2	The works to implement the changes to the speed limit on site will be undertaken by the developer through an agreement under section 278 of the Highways Act. The changes will be coordinated with the sealing of the order.
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 cost of the traffic regulation order and amendments to the signing and lining on site will be met by the developer
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	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.
7.2	The appropriate statutory procedure including consultation had been followed as set out in the body of the report.
8.	Human Resources Advice and Implications
8.1	There are no human resources implications arising from this report.
9.	Implications for Children and Young People and Vulnerable Adults

9.1	There are no specific implications for children, young people and vulnerable adults arising directly from this proposal. However, a suitable and appropriate speed limit will enhance the road safety environment for all vulnerable road users.
10.	Equalities and Human Rights Advice and Implications
10.1	An Equalities Assessment has been completed for this report and is attached at Appendix B.
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 C.
12.	Implications for Partners
12.1.	The proposal will improve the road safety environment for all road users along Grange Lane / Fish Pond Lane. South Yorkshire Police, as enforcement agents of speed limits, have not raised any concerns about the proposed change in speed limit.
13.	Risks and Mitigation
13.1	There is a risk that without amending the speed limit to better reflect the road environment, drivers will not reduce their speed, with the potential that inappropriate vehicle speeds may be observed with the potential for a collision to occur.
14.	Accountable Officers
	Nigel Davey, Engineer
	Andrew Moss, Interim Head of Transport 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)	Richard Young	27/05/22
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	20/05/22

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This report is published on the Council's [website](#).

