

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 16 December 2022

Report Title

Cumwell Lane, Hellaby Speed limit amendment

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

Hellaby and Maltby West

Report Summary

To seek approval to extend the existing 30mph speed limit on Cumwell Lane, Hellaby.

Recommendations

1. That the Head of Legal services makes the order for the implementation of the amendment to the consolidation order that allows for the extension of the existing 30mph speed limit on Cumwell Lane, Hellaby

List of Appendices Included

Appendix A Drawing no 100780/1/speed limit showing extent of the 30mph speed limit extension

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

Cumwell Lane, Hellaby Speed limit amendment

1. Background

- 1.1 As part of an approved planning application for a new industrial development off Cumwell Lane, Hellaby it was required that the existing 30mph speed limit on Cumwell Lane, be relocated, to an appropriate location where the change in speed limit will reflect the adjacent highway environment following construction of the industrial units.
- 1.2 The proposed change point; where the speed limit changes from 50mph to 30mph, will better reflect the start of the 'built up' area of Hellaby as vehicles approach from a semi rural area. It will ensure that the speed limits on Cumwell 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 Cumwell Lane is a local distributor road, linking the residential areas of Hellaby and Thurcroft.
- 2.2 As part of an approved planning application for a new industrial development off Cumwell Lane, it was identified that an amendment to the existing speed limits on part of Cumwell Lane would help to improve the road safety environment for all road users on this stretch of road.
- 2.3 Currently there is a change of speed limit; 30mph to 50mph located approximately 50m south of Bateman Road (see appendix A). The approved planning application will develop the land to the west of Cumwell Lane. This development will change the road side environment of this specific area of Cumwell Lane from semi rural to built up. An assessment was undertaken using the criteria for setting local speed limits, as issued by the Department for Transport, and an extension of the existing 30mph speed limit from it's present location to prior to the 'bends' was deemed appropriate.

3. Options considered and recommended proposal

- 3.1 Do nothing and keep the existing change in speed limits in their present location. This option is not being promoted as this would result in having a change in speed limit in an inappropriate location, which may lead to future requests amend to 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 extension to the existing 30mph speed limit on Cumwell Lane as shown on drawing No 100780/1/speed limit 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, Hellaby and Maltby West Ward Members, Hellaby Parish Council and the general public via notices on street and in the Rotherham Advertiser have been consulted. No objections were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The purpose of this report is to seek approval to implement the proposed 30mph speed limit extension. 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

- 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

- 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 Cumwell Lane, Hellaby. South Yorkshire Police, as enforcement agents of speed limits, have not raised any concerns about the proposed change to the termination point.

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 at the appropriate location, 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	25/11/22
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	14/11/22

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