

**Committee Name and Date of Committee Meeting**

Delegated Officer Decision – 21 July 2023

**Report Title**

New build housing development, off Grange Lane, Maltby, Proposed 20mph zone

**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**

Maltby East

**Report Summary**

To seek approval to implement a 20mph zone that includes those roads under construction as part of an approved planning application for a new housing estate off Grange Lane, Maltby.

**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 introduction of a 20mph speed limit (zone) on
  - Juniper Road, Maltby – Full length
  - Cypress Avenue, Maltby – Full length
  - Alder Drive, Maltby – Full length
  - Oaklea Road, Maltby – Full length
  - Guelder Rose Avenue, Maltby – Full length
  - Foxglove Way, Maltby – Full length
  - Lyme Court, Maltby – Full length

These being the roads that form part of the approved planning application of the new housing development currently under construction.

**List of Appendices Included**

Appendix A Drawing No JHY-1102-200(Phase-1) Rev H Site Layout

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

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<b>1.</b>	<b>Background</b>
1.1	Controlling vehicle speeds to 20mph or less is an important tool for improving road safety, particularly for vulnerable road users. Used carefully along with broader speed and traffic management tools, it is also an important tool for managing how traffic is distributed in the borough, enabling us to disincentivise use of less suitable routes as opposed to more suitable ones.
1.2	A 20mph zone can also lead to an increase in walking and cycling activities which can have a positive effect on the physical and mental wellbeing of those living with the 20mph zone.
1.3	As part of an approved planning application (Planning ref RB2016/1492) for a new housing development off Grange Lane, Maltby, (see appendices A), it was required that the new estate roads would form a 20mph zone.
1.4	The proposed 20mph zone will reflect the highway environment and will ensure that the speed limits on these roads 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.
<b>2.</b>	<b>Key Issues</b>
2.1	The approved planning application will develop the land to the east of Grange Lane, Maltby, with the new road layout of the development designed such, that vehicle speeds are commensurate with a 20mph speed limit, this also accords with current design guidance.
2.2	As part of the approved planning application, it was required that the new roads of the development would become a 20mph zone.
<b>3.</b>	<b>Options considered and recommended proposal</b>
3.1	Do nothing and keep the proposed new roads as the default speed limit i.e. 30mph. This option is not being promoted as this would not encourage residents to take up more active forms of travel, such as walking and / or cycling.
3.2	It is proposed to implement the 20mph zone shown on drawings Drawing No JHY-1102-200(Phase-1) Rev H Site Layout in accordance with Department for Transport guidance. It should be noted that the housing development is being constructed in 2 phases. Each phase will have its own specific traffic regulation order undertaken, in order to implement the proposed 20mph zone over the whole of the completed development.
<b>4.</b>	<b>Consultation on proposal</b>

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 and the general public via notices on street and in the Rotherham Advertiser have been consulted. No objections were received.
<b>5.</b>	<b>Timetable and Accountability for Implementing this Decision</b>
5.1	The purpose of this report is to seek approval to implement the proposed 20mph zone. 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 proposed 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.
<b>6.</b>	<b>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)</b>
6.1	The cost of the traffic regulation order and amendments to the signing and lining on site will be met by the developer.
<b>7.</b>	<b>Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)</b>
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.
<b>8.</b>	<b>Human Resources Advice and Implications</b>
8.1	There are no human resources implications arising from this report.
<b>9.</b>	<b>Implications for Children and Young People and Vulnerable Adults</b>
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.
<b>10.</b>	<b>Equalities and Human Rights Advice and Implications</b>
10.1	An Equalities Assessment has been completed for this report and is attached at Appendix B.

<b>11.</b>	<b>Implications for CO2 Emissions and Climate Change</b>
11.1	A Carbon Impact Assessment has been completed for this report and is attached at Appendix C.
<b>12.</b>	<b>Implications for Partners</b>
12.1.	The proposal will improve the road safety environment for all road users within the new estate. South Yorkshire Police, as enforcement agents of speed limits, have not raised any concerns about the proposed 20mph zone.
<b>13.</b>	<b>Risks and Mitigation</b>
13.1	There is a risk that without implementing the speed limit to better reflect the road environment, and to encourage residents to take up more active means of travel such as walking and cycling etc. then reliance on the private motor car will continue, with the health of the residents potentially suffering as a consequence.
<b>14.</b>	<b>Accountable Officers</b>
	Nigel Davey, Engineer
	Matthew Reynolds, Head of Transport Infrastructure Service

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)	Jon Baggaley	23/06/23
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	26/6/23

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