

**Environment & Development Services**

Riverside House | Main Street | Rotherham | S60 1AE



*Role 28 response*

My Reference                      Your Reference                      Please ask for



Ms N J Mundy  
Senior Coroner  
South Yorkshire (East District)  
Coroner's Court and Office  
5 Union Street  
Off St Sepulchre Gate West  
DONCASTER DN1 3AE

30 April 2014

Dear Ms Mundy

**Gavin Anthony Roberts, deceased**

I refer to your letter dated 18 March 2014 and the attached report regarding the inquest into the death of Gavin Anthony Roberts.

We have noted your concerns about the speed limit and warning signs currently in place on the section of Rollings Lane where the fatal collision took place. As a result we have carried out an investigation that has involved looking at the number and circumstances of collisions that have taken place, the speed of traffic, the suitability of the current speed limit and the adequacy of existing warning signs.

In terms of collisions our database, which contains details of injury collisions supplied by South Yorkshire Police, shows there have been 7 collisions in the last 5 years (2009 to 2013 inclusive) involving injury on the section of Rollings Lane where the national speed limit currently applies. Two of the collisions resulted in a fatal and a serious injury being sustained with the other five involving slight injuries. Four of the seven collisions involved a vehicle losing control on the bend near the bridge when travelling towards Thrybergh, with one of these being the fatal collision involving Gavin Anthony Roberts. The other 3 collisions at this location resulted in slight injuries being sustained. All of the drivers involved in these 4 collisions were 25 years of age or younger.

Speed surveys have been carried out on 2 sections of Rollings Lane, location A - 110 metres east of the bridge where the national speed limit applies and location B - 440 metres east of the bridge where the speed limit is 40 mph. At location A the 85<sup>th</sup> percentile speed (the speed at which 85 per cent of motorists travel at or below and which is used when setting speed limits) was found to be 44mph towards Thrybergh and 46mph towards Ravenfield both of which are within the speed limit. Measurements taken at location B show speeds to be 49mph in each direction which are in excess of the posted speed limit.

In order to reduce the number of collisions taking place and to ensure the speed limit is more appropriate to the characteristics, environment and measured speeds on the road, it is proposed to amend the speed limit to 50 mph, subject to cgifS| the necessary approvals and agreements, as shown on the attached plan.

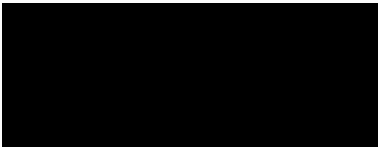
This will involve reducing the speed limit where the national speed limit currently applies and raising a short section of the existing 40 mph limit so that the 40 mph limit commences on the Thrybergh side of the car repair garage.

In addition, it is planned to improve the warning of the bend near the railway bridge when travelling towards Thrybergh by providing a new bend warning sign, reflective verge marker posts around the bend and repainting an existing 'SLOW' marking. These proposals are also shown on the attached drawing.

An order will be issued to our contractor to implement the signing improvements in the next two weeks. Changing the speed limit will take longer to achieve due to the need to prepare legal orders and carry out consultations with interested parties and could take up to 9 months.

If you require further information or clarification of any issue please do not hesitate to contact me.

Yours sincerely



**Senior Engineer, Transportation & Highway Projects**  
Streetpride Service

Enclosure

