

REPORT AUDIT TRAIL**Proposed implementation of 20mph zone – B6066 Rotherham Road, Main Street and adjacent roads, Catcliffe, Rotherham****CONSULTATION**

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor John Williams	Cabinet Member for Transport, Jobs and the Local Economy	10/04/26	15/04/26	4.2
Andrew Bramidge	Regeneration and Environment	Click here to enter a date.	Click here to enter a date.	
Chloe Parker, Finance	Finance and Customer Services	10/04/26	23/04/26	6.1
Nick Fletcher, Legal Services	Legal Services	10/04/26	13/04/26	7.1 and 7.2
Rebecca Boyle, Human Resources	Corporate Services	15/04/26	15/04/26	8.1
Karen Middlebrook, Procurement	Corporate Services	13/04/26	13/04/26	6.2
Equalities	Assistant Chief Executive's Office	10/04/26	21/04/26	10.1
Anthony Ashton	South Yorkshire Police Traffic Liaison Officer	12/11/25	14/11/25	4.1

<u>REPORT APPROVAL TRACKING</u>			
Equalities	Initial Screening completed and included with report	YES	10/04/2026
	Full Assessment completed and included with report	YES	21/04/2026
Carbon Impact Assessments	Carbon Impact Assessment completed and included with report.	YES	21/04/2026
Background information	Rotherham Metropolitan Borough Council: Cabinet Paper 19 th December 2022 (Item 90) Agenda for Cabinet on Monday 19 December 2022, 10.00 a.m. - Rotherham Council; Delegated Decision Report to enter Local Neighbourhood & Road Safety schemes into the Transportation Capital Programme (11 th May 2023) Decision - Transport Capital Programme - entry of projects - Rotherham Council		
Appendices	Appendix 1 Drawing Number 126/46/TT117 Appendix 2 Initial Equality Screening Assessment Appendix 3 Part B Equality Analysis Appendix 4 Climate Impact Assessment CIA 631		
Cabinet Member Approval	YES	15/04/26	
Report Authorised by Strategic Director	YES/NO (delete as appropriate)	Click here to enter a date.	
Report Authorised for publication by Chief Executive	YES/NO (delete as appropriate)	Click here to enter a date.	

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 01 May 2026

Report Title

Proposed implementation of a 20mph zone – B6066 Rotherham Road, Main Street and adjacent roads, Catcliffe, Rotherham

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Service Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration & Transport

Report Author(s)

Simon Quarta

Engineer

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Ward(s) Affected

Rother Vale

Report Summary

To report on the outcome of consultations regarding the implementation of a 20mph zone – B6066 Rotherham Road, Main Street and adjacent roads, Catcliffe, Rotherham

Recommendations

That the Service Director for Planning, Regeneration and Transport exercises his delegated powers to approve, in principle, the proposals shown on drawing number 126/46/TT117, and authorises:

1. Implementation of the proposals shown on drawing number 126/47/TT117, attached as Appendix 1.
2. The Director of Legal Services to make the Traffic Regulation Order
3. Residents to be informed of the decision.

List of Appendices Included

- Appendix 1 Drawing Number 126/46/TT117
- Appendix 2 Initial Equality Screening Assessment
- Appendix 3 Part B Equality Analysis
- Appendix 4 Climate Impact Assessment CIA 631

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – [Click here to enter a date.](#)

Name of Committee – [Click here to enter a date.](#)

Council Approval Required

No

Exempt from the Press and Public

No

Report Title: Proposed implementation of 20mph zone – B6066 Rotherham Road, Main St and adjacent roads, Catcliffe, Rotherham
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1. Background

1.1 The scheme has been developed as part of the Local Neighbourhoods Road Safety (LNRS) programme, following submissions from local ward members in the Rother Vale Ward seeking road safety and traffic management improvements.

1.2 The proposal has been developed to reduce traffic speeds on B6066 Rotherham Road, Main Street and adjacent roads within Catcliffe, as shown on drawing number 126/46/TT117, attached as Appendix 1.

1.3 Benefits of 20 mph speed limits

There is well-established evidence that reducing vehicle speeds leads to fewer collisions and reduced injury severity. Lower speeds are associated with a decrease in collision frequency, and where collisions do occur, the risk of fatal or serious injury is significantly reduced. Research indicates that, on average, a reduction of 1 mph in traffic speed can reduce collision frequency by up to 5% (Taylor, Lynam and Baruya, 2000). As such, reducing speeds from 30 mph to 20 mph is expected to reduce the likelihood of collisions significantly and any collisions that do occur are expected to have a lower injury severity.

1.4 A traffic survey was undertaken on Main Street within the proposed 20mph zone to establish existing vehicle speeds. In addition, speed data has been reviewed using Agilysis, an online traffic data tool, for locations where formal on-street surveys were not undertaken. The combined information, summarised in the table below, indicates that mean and 85th percentile speeds across the area are generally close to, or below, 20mph. This demonstrates that the highway environment is suitable for the introduction of a 20mph speed limit and is consistent with the Department for Transport's guidance set out in Circular 01/2013, Setting Local Speed Limits:

<i>Location</i>	<i>Mean Speed</i>	<i>85%ile</i>	<i>Traffic Volume (7x day average/both directions)</i>
Main Street, Catcliffe	24.4	28.4	Automated traffic survey
Rotherham Road, Catcliffe	18.2	28.5	Agilysis speed compliance tool data
Old School Lane, Catcliffe	15.8	18.7	Agilysis speed compliance tool data
St. Mary's Drive, Catcliffe	15.8	19.8	Agilysis speed compliance tool data

Station Road Catcliffe	15.7	23.2	Agilysis speed compliance tool data
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2. Key Issues

- 2.1 Consultation letters were delivered to all properties affected by the proposals. The consultation ran between 2nd December 2025 and 2nd January 2026.
- 2.2 No representations were received during the consultation period.

3. Options considered and recommended proposal

3.1 Do nothing (Not recommended)

Under this option, no changes would be made to the existing speed limits or traffic management arrangements. This option is not recommended, as it would fail to address the road safety concerns raised by local ward members and would not align with the objectives of the Local Neighbourhoods Road Safety programme or the funding provided through SYMCA.

3.2 Limited intervention (Not recommended)

This option would introduce a 20mph speed limit solely on B6066 Rotherham Road in the vicinity of Catcliffe Primary School. While this would provide some localised benefit, it is not recommended due to the short length of road involved. Implementing a limited section of reduced speed would be less effective, could lead to inconsistent driver behaviour, and would not provide the wider community safety benefits of a more comprehensive approach.

3.3 Implement proposed 20mph zone (Recommended)

This option proposes the implementation of a 20mph speed limit zone on B6066 Rotherham Road, Main Street and adjacent roads, as shown on drawing number 126/46/TT117 attached as Appendix 1. This option provides a consistent speed environment across the area, aligns with national guidance and existing traffic speeds, and delivers the most effective balance between safety, cost and deliverability. It best meets the objectives of the Local Neighbourhoods Road Safety programme and is therefore recommended.

3.4 Enhanced measures exceeding the proposal (Not recommended at this stage)

This option would involve implementing the proposed 20mph zone alongside additional physical traffic calming measures or enforcement initiatives, such as speed tables, build-outs or increased speed monitoring. While this could further reinforce lower speeds, it is not recommended at this stage due to the current low traffic speeds, increased cost, and potential impact on residents and access. Such measures could be considered in the future if post-implementation monitoring indicates they are necessary.

4. Consultation on proposal

- 4.1 South Yorkshire Police were formally consulted on the proposals and raised no objections.
- 4.2 Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy was consulted and raised no objections to the proposal.
- 4.3 Ward councillors for Rother Vale were consulted and raised no objections to the proposals.
- 4.4 Residents within the affected area, and Catcliffe Parish Councillors, were consulted as part of the consultation process. No representations were received.
- 4.5 All required statutory consultations have been undertaken in accordance with the relevant procedures, and no adverse comments were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are approved, the scheme will be progressed in accordance with the proposals shown on drawing number 126/46/TT117, attached as Appendix 1. The Traffic Regulation Order process will be completed, following which the Order will be made and the associated signage and road markings implemented in line with the approved programme.

6. Financial and Procurement Advice and Implications

- 6.1 The estimated cost of the scheme is £10,000. This funding has already been approved and is included within the 2026/27 Transport Capital Programme as part of the Local Neighbourhoods Road Safety Measures allocation, which the Rother Vale ward has a total approved budget of £93,000 for 2026/27.
- 6.2 There are no direct procurement implications associated with this recommendation, however, if implemented, the engagement of external contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules and relevant procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023) dependent on the route to market.

7. Legal Advice and Implications

- 7.1 The Road Traffic Regulation Act 1984 provides the Council with the legal powers to make and amend Traffic Regulation Orders in order to regulate traffic and improve road safety and local amenities. The proposed changes will be implemented through the making of an appropriate Traffic Regulation Order to give effect to the 20mph zone as described in this report.
- 7.2 Legal Services have prepared the statutory notices and if the proposal is supported for implementation will proceed with making the Traffic Regulation Order in accordance with the relevant legislative and procedural requirements.

8. Human Resources Advice and Implications

8.1 There are no direct human resources implications arising from this report.

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.

11. Implications for CO2 Emissions and Climate Change

11.1 The proposal involves the introduction of a 20mph speed limit on B6066 Rotherham Road, Main Street and adjacent roads within Catcliffe. Lower traffic speeds can contribute to smoother driving behaviour and reduced acceleration, which may result in marginal reductions in vehicle emissions over time. There may be minor, short-term increases in carbon emissions associated with the manufacture and installation of signage and road markings, as well as contractor travel during implementation.

11.2 These short-term emissions are expected to be minimal and limited in duration. Overall, the scheme is considered to have a negligible impact on transport-related carbon emissions at a borough-wide level and is not expected to have a material effect on the Council's NZ2030 or NZ2040 targets or remaining carbon budgets. The proposal is consistent with wider objectives to promote safer, more sustainable neighbourhoods and to support modal shift where possible.

12. Implications for Partners

12.1 The introduction of a 20mph speed limit is expected to reduce the likelihood and severity of road traffic collisions within the area. This may result in fewer incidents requiring attendance by emergency services and reduced demand on health services. Improved road safety and compliance with speed limits may also reduce the need for police involvement in traffic-related incidents, enabling partner organisations to deploy resources more effectively in support of other operational priorities.

13. Risks and Mitigation

- 13.1 There is a risk that, following implementation, vehicle speeds may remain higher than anticipated on certain roads, potentially indicating a need for further intervention. However, this risk is considered low, as existing measured traffic speeds within the area are already broadly consistent with a 20mph speed environment.
- 13.2 Post-implementation monitoring will be undertaken as part of the Council's ongoing review processes. Should monitoring identify any areas of concern, further measures may be considered, subject to available funding and prioritisation within the Local Neighbourhoods Road Safety programme.

14. Accountable Officers

Simon Quarta, Engineer, Local Schemes and Road Safety

Andrew Lee, Service Manager, Local Schemes and Road Safety

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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