

REPORT AUDIT TRAIL**Proposed implementation of 30mph speed limit including traffic calming (Road Humps) – Sheffield Road Fence****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	23/07/26	27/07/26	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	23/07/26	27/07/26	6.1
Nick Fletcher, Legal Services	Legal Services	23/07/26	27/07/26	7.1 and 7.2
Rebecca Boyle, Human Resources	Corporate Services	23/07/26		8.1
Karen Middlebrook, Procurement	Corporate Services	23/07/26	27/07/26	6.2
Equalities	Assistant Chief Executive's Office	23/07/26		10.1
Anthony Ashton	South Yorkshire Police Traffic Liaison Officer	16/04/26	21/04/26	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 19th December 2022 (Item 90) Agenda for Cabinet on Monday 19 December 2022, 10.00 a.m. - Rotherham Council; Rotherham Metropolitan Borough Council: Cabinet Paper 18th March 2024 (Item 167) REPORT TEMPLATE FOR CABINET & COMMISSIONER		
Appendices	Appendix 1 Drawing Number 126/46/TT120 Appendix 2 Initial Equality Screening Assessment Appendix 3 Part B Equality Analysis Appendix 4 Climate Impact Assessment CIA xxx		
Cabinet Member Approval	YES	27/07/26	
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.	

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 17 August 2026

Report Title

Proposed implementation of 30mph speed limit including traffic calming (Road Humps) – Sheffield Road, Fence

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, Service Director, Planning, Regeneration & Transport

Report Author(s)

Simon Quarta

Engineer

01709 254491 simon.quarta@rotherham.gov.uk

Ward(s) Affected

Aughton and Swallownest

Report Summary

To report on the outcome of consultations about reducing the existing 40mph speed limit to 30mph, including provision of traffic calming measures (road humps), on part of Sheffield Road, Fence

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/TT120, and authorises:

1. Implementation of the proposals shown on drawing number 126/46/TT120, attached as Appendix 1.
2. The Director of Legal Services to make the necessary Traffic Regulation Order
3. Residents to be informed of the decision.

List of Appendices Included

Appendix 1 Drawing Number 126/46/TT120
Appendix 2 Initial Equality Screening Assessment
Appendix 3 Part B Equality Analysis
Appendix 4 Climate Impact Assessment CIA

Background Papers

Rotherham Metropolitan Borough Council:
Cabinet Paper 19th December 2022 (Item 90) [Agenda for Cabinet on Monday 19 December 2022, 10.00 a.m. - Rotherham Council;](#)

Rotherham Metropolitan Borough Council:
Cabinet Paper 18th March 2024 (Item 167)
[REPORT TEMPLATE FOR CABINET & COMMISSIONER](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 19 December 2022
Cabinet – 18 March 2024

Council Approval Required

No

Exempt from the Press and Public

No

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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 Aughton and Swallownest Ward seeking road safety and traffic management improvements.
- 1.2 Sheffield Road, Fence is semi-rural in nature, with agricultural land on the north side and a mixture of semi-detached and detached houses, including Aston Fence Junior School on the south side. This scheme is located at its north-western end, near the junction with the B6200 Aston Way. The road has a wide and open aspect and was formerly part of the A57 trunk route. The current speed limit is 40mph.
- 1.3 For several years, the school and parents have expressed concerns about the speed of traffic along this section of Sheffield Road and the potential danger it presents to pupils. The risk is greatest at the start and end of the school day, when children are required to cross Sheffield Road to reach buses or vehicles parked on the north side of the road.
- 1.4 A seven-day speed survey was undertaken on Sheffield Road in April 2024, which recorded a mean (average) vehicle speed of 34.7mph. The 85th percentile speed (the speed at or below which 85% of vehicles were travelling) was 40.3mph.

These results indicate that vehicle speeds are currently consistent with those typically associated with a 40mph speed limit. As such, the existing highway environment would not be conducive to introducing a lower 30mph speed limit without additional measures to influence driver behaviour and ensure compliance. Any reduction in the speed limit would therefore need to be supported by appropriate traffic-calming features or other engineering interventions to achieve lower vehicle speeds.

This approach is consistent with the Department for Transport's guidance contained within Circular 01/2013: Setting Local Speed Limits, which states that speed limits should reflect the character of the road and that drivers should be able to recognise the appropriate speed limit from the nature and appearance of the road. Where existing vehicle speeds are significantly above the proposed limit, supporting measures may be required to secure compliance.

2. Key Issues

- 2.1 There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds, and where collisions do occur, there is a reduced risk of fatal and serious injury. Research undertaken by Taylor, Lynam and Baruya (2000) indicates that each 1mph reduction in average vehicle speed can reduce collision frequency by up

to 5%. Therefore, achieving lower vehicle speeds on Sheffield Road, whether through a reduced speed limit, supporting engineering measures, or a combination of both, would be expected to reduce both the number and severity of road traffic collisions. This is particularly relevant given the regular movement of children and other vulnerable road users in the vicinity of the school.

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 Implement a 30mph speed limit on Sheffield Road between Aston Way and the existing 30mph speed limit on Park Hill. (Not recommended)

Measured traffic speeds indicate that a 30mph speed limit would not be self-enforcing within the existing road environment. Significant traffic-calming measures would therefore be required to achieve compliance with Department for Transport guidance contained within Circular 01/2013: Setting Local Speed Limits. The scale and cost of the measures required would exceed the funding available through the current LNRS programme and, as such, this option is not recommended.

3.3 Implement the proposed reduction of the 40mph speed limit to 30mph including traffic calming measures (Road Humps) (Recommended)

This option proposes the reduction of the 40mph speed limit on Sheffield Road, Fence, as shown on drawing number 126/46/TT120 attached as Appendix 1.

This option directly addresses concerns raised by Aston Fence Junior School, parents and ward members regarding vehicle speeds and pedestrian safety, particularly during school arrival and departure periods.

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 Aughton and Swallownest were consulted and raised no objections to the proposals.

- 4.4 Residents within the affected area, and Aston-cum-Aughton Parish Councillors, were consulted as part of the consultation process. No objections or adverse comments 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/TT120, attached as Appendix 1. The Traffic Regulation Order process will be completed, following which the Order will be made and the associated signage and traffic calming measures implemented in line with the approved programme.

6. Financial and Procurement Advice and Implications

- 6.1 The estimated construction cost of the scheme is £75,000. 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, for which the Aughton and Swallownest ward has a total approved budget of £120,000 for 2026/27. As a result of expenditure to date, the total budget available for 2026/27 is £92,400. Therefore the estimated cost of this scheme is within the overall approved budget for the Aughton and Swallownest ward.
- 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 30mph zone as described in this report.
- 7.2 Legal Services have prepared the statutory notices and if the proposal is supported for implementation, Legal Services will proceed with making the Traffic Regulation Order in accordance with the relevant legislative and procedural requirements.
- 7.3 The Highways (Road Humps) Regulations 1996 allow the highway authority (Rotherham Borough Council) to construct road humps in the highway.

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.
- 10.2 An Initial Equality Screening Assessment has been completed for this report and is attached as Appendix 2. An Equality Analysis has also been completed and is attached as Appendix 3.

11. Implications for CO₂ Emissions and Climate Change

- 11.1 The proposal involves the reduction of a 40mph speed limit to 30mph on Sheffield Road, Fence.

A reduction in the speed limit from 40 mph to 30 mph may reduce emissions through lower operating speeds and smoother traffic flow. However, the inclusion of two road humps will introduce additional deceleration and acceleration cycles, increasing fuel consumption and emissions locally. The overall change in CO₂ emissions is therefore expected to be small, with impacts likely ranging from a slight increase to a slight decrease depending on traffic volumes, vehicle composition and driver behaviour

There will be minor, short-term increases in carbon emissions associated with the construction of the road humps as well as the manufacture and installation of signage and road markings. Additionally, there will be the impact of 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 reduction of the 40mph 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, potentially indicating a need for further intervention. However, this risk is considered low as the proposed road humps and supporting traffic-calming measures will create an environment more conducive to the proposed 30mph speed limit.
- 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.

Report Author: Simon Quarta, Engineer
01709 254491 simon.quarta@rotherham.gov.uk

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