

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 13 October 2026

Report Title

Proposed Traffic Calming Features (Road Humps) on Brinsworth Lane, Brinsworth and Outcome of Consultation on the Proposed 20mph Speed Limit.

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

Brinsworth

Report Summary

To report on the outcome of consultations about the implementation of a 20mph speed limit and traffic calming features (road humps) on Brinsworth Lane, Brinsworth.

Recommendations

That the Service Director for Planning, Regeneration and Transport exercises his delegated powers to approve, in principle, the proposals shown on Drawing No. 126/46/TT121-2 attached as Appendix 1, and authorises:

1. That the proposals shown on Drawing No. 126/46/TT121-2 are implemented.
2. That the proposed 20mph speed limit is discontinued.
3. Residents are informed of the decision.

List of Appendices Included

Appendix 1 Drawing No. 126/46/TT121-2

Appendix 2 Initial Equality Screening Assessment

Appendix 3 Part B Equality Analysis

Appendix 4 Climate Impact Assessment CIA

Background Papers

None

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

Report Title: Proposed Traffic Calming Features (Road Humps) on Brinsworth Lane, Brinsworth and Outcome of Consultation on the Proposed 20mph Speed Limit.

Error! Reference source not found.

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 Brinsworth Ward seeking road safety and traffic management improvements.

1.2 Brinsworth Lane is one of the main residential roads running through Brinsworth. It is largely suburban and residential, with Brinsworth Manor Junior School and opposite the nearby Brinsworth Parish “The Centre” acting as focal points for the community.

As the government moves towards safer road systems, roads should be reimagined, and design considerations need to be updated, so when mistakes are made by road users they do not result in death or serious injury. Effective speed management is part of creating a safe road environment that is fit for purpose. It involves many components designed to work together to require, encourage and help road users to adopt appropriate and safe speeds.

1.3 The proposal has been developed to reduce traffic speeds on Brinsworth Lane. Following consultation and further review, the proposed 20mph speed limit will not be progressed at this time; however, the proposed traffic calming features (road humps) and improvements to pedestrian accessibility between the A631 Bawtry Road and Croft Road, as shown on Drawing No. 126/46/TT121-2 attached as Appendix 1, are recommended for implementation.

2. Key Issues

2.1 A Stage 1 Road Safety Audit of the proposals was undertaken on the 14th May 2026 raised concerns about the transition from a proposed 20mph speed limit on Brinsworth Lane to the existing 30mph speed limits on adjoining residential side roads. Consequently, it was considered that further assessment was necessary to determine whether a consistent and appropriate speed management approach could be achieved across the wider local road network.

As the scope of the current scheme, and available funding, is limited to Brinsworth Lane, a more detailed investigation will be required to assess existing vehicle speeds on the adjacent side roads. This work will inform whether a 20mph speed limit could be appropriately extended to these roads and identify any additional measures that may be necessary to achieve effective compliance. Consequently, the proposed introduction of a 20mph speed limit on Brinsworth Lane will not be progressed at this time.

Notwithstanding the above, the proposed traffic calming features are expected to reduce vehicle speeds and improve road safety on Brinsworth Lane and are therefore recommended for implementation.

- 2.2 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 shows that generally for every 1 mph reduction in average speed, collision frequency reduces by as much as 5% (Taylor, Lynam and Baruya, 2000).

3. Options considered and recommended proposal

3.1 Do nothing (Not recommended)

Under this option, no changes would be made to the existing 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 20mph speed limit on Brinsworth Lane including traffic calming measures (road humps). (Not recommended)

As the Road Safety Audit raised concerns about vehicles travelling from the 20mph speed limit on Brinsworth Lane onto adjacent 30mph side roads. As the current scheme is limited to Brinsworth Lane, further investigation is required to establish existing vehicle speeds on the surrounding roads and determine whether a wider 20mph speed limit would be appropriate. Accordingly, the proposed 20mph speed limit on Brinsworth Lane is not recommended at this time.

3.3 Implement the proposed traffic calming measures (road humps) (Recommended)

This option proposes the construction of road humps, as shown on Drawing No. 126/46/TT121-2 attached at Appendix 1. The proposed measures are designed to reduce vehicle speeds and address concerns relating to speeding traffic on Brinsworth Lane. They provide an effective and proportionate solution that balances road safety benefits, cost and deliverability. As such, this option best supports the objectives of the Local Neighbourhoods Road Safety programme and is therefore recommended.

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 Brinsworth were consulted and raised no objections to the proposals.

4.4 Residents within the affected area, and Brinsworth Parish Councillors, were consulted as part of the consultation process. Only one response was received, expressing concern about compliance with the now withdrawn 20mph speed limit proposal.

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 proposed traffic calming features as shown on Drawing No. 126/46/TT121-2, attached as Appendix 1 will be implemented in due course.

6. Financial and Procurement Advice and Implications

6.1 The estimated construction cost of the scheme is £85,000. 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 Brinsworth Ward has a total approved budget of £120,000. As a result of spend in previous years, the total budget available for 2026/27 is £111,016. Therefore, the estimated cost of this scheme is within the overall approved budget for the Brinsworth 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 proposed traffic calming features (road humps) will be delivered in accordance with the Council's statutory powers and the relevant legislative requirements governing works on the public highway. The scheme is intended to improve road safety and accessibility for all highway users, including pedestrians, by helping to reduce vehicle speeds on Brinsworth Lane.

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 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 vehicle speeds 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 and is included as Appendix 2. In line with the findings of the screening assessment, a full Equality Assessment has been undertaken to consider the potential impacts of the proposal on individuals and groups with protected characteristics. This is attached as Appendix 3.

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 4.

12. Implications for Partners

- 12.1 A reduction in the number of road traffic collisions will reduce pressure on the Emergency Services and Health Services, together with reducing the trauma on responders attending serious road traffic collisions.

13. Risks and Mitigation

- 13.1 There is a risk that the proposed traffic calming measures may not achieve the full extent of vehicle speed reduction that could have been realised through the combined implementation of traffic calming measures and a 20mph speed limit. There is also a risk that some drivers may continue to travel at inappropriate speeds despite the introduction of the road humps. Should post-implementation monitoring identify any ongoing road safety concerns, further investigation and additional interventions may be considered, subject to available funding and scheme prioritisation.

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
simon.quarta@rotherham.gov.uk
01709 254491

This report is published on the Council's [website](#).