

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 17 August 2026

Report Title

Proposed road humps on St. John's Avenue and Woodlaithes Road, Sunnyside

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 and Transport

Report Author(s)

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Ward(s) Affected

Wickersley North

Report Summary

To report on the outcome of consultations regarding the implementation of traffic calming (road humps) at St. John's Avenue and Woodlaithes Road, Sunnyside

Recommendations

1. That the proposals shown on drawing No 127/17/TT566.2 be implemented
2. Residents are informed of the decision.

List of Appendices Included

Appendix 1 126/17/TT566.2
Appendix 2 Initial Equality Screening Assessment
Appendix 3 Part B Equality Analysis
Appendix 4 Climate Impact Assessment CIA 679

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Proposed road humps on St. John's Avenue and Woodlaithes Road, Sunnyside

1. Background

- 1.1 The scheme has been developed as part of the Local Neighbourhood and Road Safety (LNRS) programme. It was developed following submissions for road safety and traffic management improvements in the Wickersley North Ward by the Local Ward Members.
- 1.2 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 St John's Avenue and Woodlaithes Road form a local distributor road for vehicles accessing Woodlaithes village and the surrounding residential area. Most residential properties are accessed from side roads so there are very few houses fronting onto St. John's Avenue and Woodlaithes Road, and some drivers may lose the perception that they are travelling in a 30mph speed limit.

2. Key Issues

- 2.1 Information obtained from speed surveys shows that 39 percent of motorists are travelling above the speed limit.
- 2.2 There have been at least 3 incidents of motorists losing control of their vehicle and colliding with adjacent boundary walls, with one passenger sustaining serious injuries and 1 passenger sustaining slight injuries.

3. Options considered and recommended proposal

3.1 Do Nothing (Not Recommended)

Under this option, no traffic calming measures would be introduced and the existing highway layout would remain unchanged. This option would not address concerns regarding vehicle speeds on St John's Avenue and Woodlaithes Road and would not support the objectives of the Local Neighbourhoods Road Safety Programme. The opportunity to improve road safety and reduce the likelihood and severity of future collisions would therefore be missed.

3.2 Alternative Traffic Calming Measures (Not Recommended)

Alternative measures, including additional signing, carriageway markings and vehicle-activated signs, were considered. Whilst such measures may raise driver awareness, evidence suggests they are generally less effective than physical traffic calming in achieving sustained reductions in vehicle speeds. Given the level of speeding identified and the collision history within the area,

these measures alone are not considered sufficient to achieve the desired road safety benefits.

3.3 Road Hump Scheme (Recommended Option)

It is proposed to install a series of 65mm "bus-friendly" road humps on St John's Avenue and Woodlaithes Road, as shown on Drawing No. [insert correct drawing number].

Physical traffic calming measures are proven to reduce vehicle speeds and improve compliance with speed limits. The proposed road humps have been designed to achieve a consistent reduction in vehicle speeds whilst minimising impacts on public transport, emergency service vehicles and residents. The scheme will contribute towards improving road safety for all highway users, including pedestrians, cyclists and vulnerable road users, and supports the objectives of the Local Neighbourhoods Road Safety Programme.

4. Consultation on proposal

- 4.1 South Yorkshire Police have been formally consulted and raised no objections to the proposal.
- 4.2 Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy, was consulted and raised no concerns about the proposal
- 4.3 Councillors for the Wickersley North Ward were consulted and supported the proposals.
- 4.4 The usual statutory consultations have been undertaken, and no comments were received.
- 4.5 Residents, Dalton Parish Council and Ravenfield Parish Council were consulted about the proposals. Road Hump notices were also placed on site. 20 responses were received with 10 supporting the proposals and 8 objecting to them. 2 responses neither supported nor objected to the proposals. The comments/objections included:-
 - One objection/comment was concerned that visibility to the left of Belford Close is often obstructed by parked vehicles and the location of the hump will make it difficult to make a faster right turn out of Belford Close.
 - Relocation of the hump was not possible due to the need to maintain a consistent spacing with the other road humps in the scheme. The presence of the hump should reduce the speed of vehicles approaching the Belford Close junction.
 - Two objections/comments were on the grounds that the money would be better spent on repairing potholes or in other areas.

- The funding for the Local Neighbourhood and Road Safety Scheme (LNRS) programme, provided through SYMCA, is only available to address road safety concerns raised by members of the public and Local Ward Members. It is not available for Highway Maintenance works.
- Four objections/comments were concerned about increased noise and vibration affecting properties near the proposed road humps.
 - 65mm “bus friendly” road humps are proposed which should reduce potential traffic noise and subsequent acceleration and deceleration as vehicles pass over the road hump.
- One objection/comment was concerned about the increase in pollution and its possible effect on asthma/allergies, near the property caused by vehicles accelerating and decelerating at the road hump.
 - The provision of the road humps will encourage lower operating speeds and smoother traffic flow, which may result in lower vehicle emissions. The 65mm height of the road humps will reduce any impact of braking and acceleration.
- One objection/comment suggested the proposed road hump between St. Andrew’s Close and St. Francis Close, would be better placed between Belford Drive & St Andrew’s Close. This location would have less impact on nearby properties.
 - Relocation of the hump was not possible due to the need to maintain a consistent spacing with the other road humps in the scheme.
 - 65mm “bus friendly” road humps are proposed which should reduce potential traffic noise and subsequent acceleration and deceleration as vehicles pass over the road hump.
- 1 objection/comment was concerned that road humps may cause damage to vehicles.
 - Road humps are designed and constructed in accordance with the Highways (Road Humps) Regulations and are suitable for use on the public highway. When negotiated at an appropriate speed, vehicles should be able to pass over the road humps safely without damage. Drivers are expected to adjust their speed to suit the road conditions and traffic calming features.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are endorsed the proposed traffic calming features as shown on drawing No 126/17/TT566.2 attached as Appendix 1 will be implemented in due course.

6. 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)

- 6.1 The estimated cost of the scheme is £60,000. 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, and the Wickersley North Ward has a total approved capital budget of £108,527 for 2026/27. Therefore, the estimated cost of this project is within the overall approved capital budget for the Wickersley North Ward.
- 6.2 There are no direct procurement implications. Any required works will be delivered in accordance with the Council's Financial and Procurement Procedure Rules and relevant legislation (either the Public Contracts Regulations 2015 or the Procurement Act 2023 dependent upon the route to market identified).

7. Legal Advice and Implications (to be written by a Legal Officer on behalf of the Service Director of Legal Services)

- 7.1 The Highways (Road Humps) Regulations 1996 allow the highway authority (Rotherham Borough Council) to construct road humps in the highway, subject to them being constructed in accordance with the regulations.

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 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 following implementation that further intervention is required to reduce speeds further. This would form part of the normal road safety monitoring process and be subject to available funds should any additional work be identified as necessary.

14. Accountable Officers

Richard Pardy, Traffic and Road Safety Engineer

Andrew Lee, Service Manager, Local Traffic and Road Safety

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Executive Director of Corporate Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Service Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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