

**Committee Name and Date of Committee Meeting**

Officer Delegated Decision

**Report Title**

Proposed Bus Lanes, Prohibition of 'U'-turns, Time Limited Parking and No Waiting At Any Time Restrictions - A633 High Street, Rawmarsh, 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

**Assistant Director Approving Submission of the Report**

Simon Moss

**Report Author(s)**

Richard Baker, Engineer  
01709 822939 richard-eds.baker@rotherham.gov.uk

**Ward(s) Affected**

Rawmarsh

**Report Summary**

Seeking approval to introduce Traffic Regulation Orders (TROs) associated with the A633 High Street/ Bellows Road Improvement Scheme.

**Recommendations**

That the Assistant Director of Planning, Regeneration and Transport approves in principle the proposals shown on Drawing Number 21505/TRO-01A and gives approval for:

1. The usual statutory consultations to be undertaken;
2. The Assistant Director of Legal Services to prepare the draft order and notices;
3. The proposals to be advertised;
4. The order to be made subject to there being no objections received.

**List of Appendices Included**

Appendix 1 Equalities Analysis Initial Screening  
Appendix 2 Drawing No 21505/TRO-01A

**Background Papers**

N/A

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**  
None

**Council Approval Required**  
No

**Exempt from the Press and Public**  
No

## Proposed Bus Lanes, Prohibition of 'U'-turns, Time Limited Parking and No Waiting At Any Time Restrictions - A633 High Street, Rawmarsh, Rotherham

<b>1.</b>	<b>Background</b>
1.1	Rotherham, together with Sheffield, has jointly been mandated by the Government to introduce measures to bring concentrations of oxides of nitrogen (NOx) to within legal limits. In order to reduce vehicle emissions on A633 Rawmarsh Hill it has been proposed to split the bus services that operate along A633 (Taylors Lane Roundabout to Bellows Road junction) to also use the parallel route along Barbers Avenue. Buses would then re-enter and exit A633 via Bellows Road. To best facilitate a safe and efficient manoeuvre at this junction, currently under priority control, a scheme to introduce traffic signal control has been developed.
1.2	Adding traffic signal control to the junction allows for the opportunity to improve bus priority measures, pedestrian facilities and non-motorised user access in this area and along A633.
1.3	Accessibility in this area will also be improved by providing new at-grade pedestrian crossing facilities replacing an underused subway on A633 and new crossing at Bellows Road; surveys suggest that 80% of pedestrians crossing A633 do not use the subway. A traffic signal-controlled crossing will provide a much-improved means of crossing the road for pedestrian and bus users.
<b>2.</b>	<b>Key Issues</b>
2.1	Maintenance of the free and safe flow of traffic on the highway network.
<b>3.</b>	<b>Options considered and recommended proposal</b>
3.1	It is proposed to introduce a full-time bus lane on the southbound carriageway of the A633 High Street with pre signals near the junction for buses to then re-join traffic. It is also proposed to introduce a full-time bus lane northbound between Rockcliffe Road and the bus stop prior to Haugh Road. This can be achieved by reallocating a lane of the existing short section of dual carriageway in each direction to become bus lanes as traffic flows do not necessitate two all traffic lanes in each direction. The bus lanes would be in effect at all times.
3.2	To ensure inappropriate or unexpected manoeuvres are not made at the signal-controlled junction it is proposed to prohibit 'U'-turns from each direction on A633.
3.3	The new highway layout will result in a short section of carriageway on A633 between Rockcliffe Road and Abbeydale Nursing Home being narrowed in order to provide a wider footway and formal on street parking on the western side. To promote the free movement of vehicles it is proposed to extend a section of No waiting At Any Time on the western side of A633 and amend

	the existing 'daytime' waiting restrictions on the eastern side of A633 to become No Waiting At Any Time. To provide a turnover of parking and make more parking space available it is proposed to introduce time limited stay at the new parking bay (Monday-Friday 9am-4pm, 3hours maximum stay).
3.4	Proposals are shown on Drawing No 21505/TRO-01A
4.	<b>Consultation on proposal</b>
4.1	The South Yorkshire Police have been consulted and raised no concerns about the proposal.
4.2	The Cabinet Member for Jobs and the Local Economy and the Council Ward Members for Rawmarsh have been consulted and raised no concerns about the proposals.
5.	<b>Timetable and Accountability for Implementing this Decision</b>
5.1	If the recommendations are approved the proposal will be sent to the Statutory consultees. If no objections are received after 28 days, then the Head of Legal Services will advertise the order.
5.2	If objections are received then the Assistant Director of Planning, Regeneration and Transport will determine how to proceed. The proposal could be amended, aborted or progress as originally proposed.
5.3	If the proposal is deemed acceptable to progress then the Head of Legal Services will place an advertisement in the Rotherham Advertiser and provide street Notices to be posted on site. Copies of the Notices will also be forwarded to all those consulted previously in item 5.1 and will let affected property owners know of the proposal. The proposal has a 28 day consultation period.
5.4	If there are no objections raised at this stage then the Head of Legal Services will make the order. If there are objections then the need for the proposal is reconsidered, it may require amendment or termination. In each case affected parties are made aware. Anyone who has objected to the proposal is given the opportunity to withdraw their objection. If existing objections remain then local Ward Members are also made aware of the objection and their views sought.
5.5	If it is determined that the proposal should proceed even though objections have been raised a report is prepared and presented to the Strategic Director of Regeneration and Environment for their consideration.
6.	<b>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)</b>
6.1	The budgeted cost of the proposed new and amendments to existing Traffic

	Regulation Orders referred to in this report will be in the region of £4,500 and is funded from approved grant funding made available by the Joint Air Quality Unit (JAQU) for the Clean Air Zone joint initiative with Sheffield City Council.
<b>7.</b>	<b>Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)</b>
7.1	The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.
7.2	Legal Services will prepare the statutory notices and if the proposal is supported for implementation they will also arrange for the Traffic Regulation Orders to come into effect.
<b>8.</b>	<b>Human Resources Advice and Implications</b>
8.1	None
<b>9.</b>	<b>Implications for Children and Young People and Vulnerable Adults</b>
9.1	Formal pedestrian crossings form an asset for children, young people and vulnerable adults in crossing the road, these crossings should therefore be as safe as possible for them to use.
<b>10.</b>	<b>Equalities and Human Rights Advice and Implications</b>
10.1	Accessibility in this area will also be improved by providing new at-grade pedestrian crossing facilities replacing an underused subway on A633 and new crossing at Bellows Road; surveys suggest that 80% of pedestrians crossing A633 do not use the subway.
<b>11.</b>	<b>Implications for Ward Priorities</b>
11.1	The proposal will provide an improved vehicle access to/from the A633 High Street/ Bellows Road junction, creating new bus priority measures and see new pedestrian crossing facilities installed to replace the pedestrian subway.
<b>12.</b>	<b>Implications for Partners</b>
12.1	Bus lane TROs will aid the reliability of public bus services, assist the South Yorkshire Passenger Transport Executive and bus contractors in providing good service considering the change in routing required by CAZ mitigations.
<b>13.</b>	<b>Risks and Mitigation</b>
13.1.	TROs are required to ensure the bus lanes can operate correctly and are enforceable should it be required.

<b>14.</b>	<b>Accountable Officers</b>
	Richard Baker, <i>Engineer</i>
	Andrew Moss, <i>Interim Head of Transportation and Infrastructure Service</i>

Approvals obtained on behalf of Statutory Officers:-

	<b>Named Officer</b>	<b>Date</b>
Head of Finance	Richard Young	25/01/21
Service Manager Legal Services	Stuart Fletcher	25/01/21

*Report Author:*            *Richard Baker, Engineer*  
  *01709 822939 or Richard-eds.baker@rotherham.gov.uk*

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