

Report Title

Proposed 7.5 tonne Environmental weight restriction on various roads in the Kimberworth area.

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

No, but it has been included on the Forward Plan

Officer Approving Submission of the Report

Simon Moss, Assistant Director, Planning Regeneration and Transport

Report Author(s)

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Ward(s) Affected

Keppel
Rotherham West

Report Summary

To approve in principle the proposals shown on drawing number 126/47/TT23 attached as appendix 2.

Recommendations

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 Template
Appendix 2 Drawing No 126/47/TT23

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 7.5 tonne Environmental weight restriction on various roads in the Kimberworth area

1.	Background
1.1	Rotherham, together with Sheffield, has jointly been mandated by the Government to introduce measures to bring concentrations of oxides of nitrogen (NO _x) to within legal limits.
1.2	In Rotherham, the principal measure by which compliance can be achieved is through the upgrade of the vehicle fleet, and in particular the upgrade of the entire service bus fleet to the Euro VI emissions standard. However, in a small number of locations in the borough, this is not enough to assure compliance; Wortley Road is one such location.
1.3	Transportation modelling of vehicle usage and nitrogen dioxide output has suggested that one reason for the high level of the pollutant is caused by the significant number of heavy goods vehicles (HGV's) that use the route; particularly those under load when travelling westbound and uphill towards the M1. The modelling has indicated that if the west bound HGV's could be removed from the traffic flow on this part of the A629 then this would reduce NO _x levels to below statutory limits.
1.4	Furthermore, there is a more appropriate route for HGV's travelling to the M1, having less impact on residential frontages, using the A6109 Wilton Gardens/Meadowbank Road. Advisory traffic signs are already in place directing HGV's along this route towards the M1. However, some HGV drivers are choosing not to follow the advised route and use the A629 Wortley Road westbound.
1.5	The proposed restriction would also improve the general amenity of the area for residents especially those with homes that directly front onto Wortley Road. Residents here have previously raised concerns about the nuisance caused by HGV's traveling towards the M1
1.6	The A629 also forms part of several motorway diversion routes. On some occasions it will be necessary to allow HGV's to use the A629 to avoid incidents on the motorway. Although operational details have yet to be agreed with Highways England, it is proposed that variable sign faces will be provided which will allow the restriction to be suspended when the need arises owing to incidents on the M1, and the proposed Order makes provision for this. Note this consideration applies only to the A629 Wortley Road, and not the other streets affected by Orders detailed in this report.
1.7	It is also proposed to implement a 7.5 tonne (t) environmental weight restriction (except for loading) on Kimberworth Road between Wilton Gardens and Bradgate Lane. This will prevent this route being used to bypass the restriction on the A629 Wortley Road. There are also some streets adjacent to Kimberworth Road (Claremont Street, Upper Clara Street, Psalters Lane, Regent Street and Cross Street), which have an existing 7.5t

	(except for access) environmental weight restriction. It would be appropriate at this time to amend the except for access exemption on these streets to except for loading to ensure consistency.
1.8	Concerns have also been raised about the possible reopening of a “tip” located off Droppingwell Road and the possible routes that HGV’s may use to access this, together with potential developments within Sheffield that could attract lorries to use this route. The opportunity is being taken to introduce a 7.5t environmental weight restriction on part of Droppingwell Road and adjacent residential streets as shown on drawing No.126/47/TT23. Access to the tip will be from the A629 Upper Wortley Road and Droppingwell Road with the exit from the tip being the reverse of this.
2.	Key Issues
2.1	Maintenance of the free and safe flow of traffic on the highway network, and the need to introduce measures to bring concentrations of oxides of nitrogen (NO _x) to within legal limits.
3.	Options considered and recommended proposal
3.1	The implementation of a 7.5t environmental weight restriction on the A629 Wortley Road should achieve a reduction in NO _x levels and avoid the need to implement more severe restrictions. This could include charges for vehicles which don’t meet current emission standards which could impact economic activity in the Rotherham area.
3.2	A less onerous 18 tonne gross vehicle weight restriction was considered and whilst this may be enough to achieve compliance with air quality standards in theory, in practice limitations of the transport model mean it is not possible to determine this with a high degree of confidence. Moreover, existing restrictions in the area are at the 7.5t level and in the interests of easing road user understanding it is considered advantageous to take a consistent approach.
3.3	Introduction of a width restriction of 6’-6” (2.0m) was considered. This would prohibit use by heavy goods vehicles and would authorise the use of physical obstructions to prevent access to large vehicles, so addressing the concerns of South Yorkshire Police (SYP) in respect of enforcement burden. However, this would also prohibit buses, which would have to be rerouted as It is not physically possible to provide a bus with the means of by-passing the width restriction. The likely disruption to bus services and passengers of this, and the potential for disruption to bus services to result in mode shift to car contrary to air quality objectives and is therefore considered unacceptable.
3.4	It is proposed to implement the proposals shown on drawing No 126/47/TT23 to:- <ul style="list-style-type: none"> • Introduce a 7.5t environmental weight restriction (except for access to off street premises) for a short length of the A629 Wortley Road on

	<p>the westbound carriageway</p> <ul style="list-style-type: none"> • Introduce a 7.5t environmental weight restriction continuing from the previous restriction on the west bound carriageway to the junction with Bradgate Lane • Introduce a 7.5t environmental weight restriction (except for loading) on Droppingwell Road, Kimberworth Road, and some adjacent roads. • Amend an existing 7.5t environmental weight restriction on Claremont Street, Upper Clara Street, Psalters Lane, Regent Street, Cross Street and Meadowhall Road by changing the current exemption “except for access” to “except for loading”.
4.	Consultation on proposal
4.1	The South Yorkshire Police have been consulted but did not support the proposals due to concerns about enforcement. However historical studies undertaken by the Institute for Transport Studies at Leeds, suggest that compliance of between 70 and 85% can be expected without enforcement, and that this would comfortably satisfy the clean air requirements. Furthermore, we will monitor the restrictions and attempt to contact operators who are seen to abuse the restriction.
4.2	The Cabinet Member for Jobs and the Local Economy, and the Councillor Members for the Wards; Keppel and Rotherham West have been consulted and raised no concerns about the proposals.
5.	Timetable and Accountability for Implementing this Decision
5.1	If the recommendations are approved the proposal will be sent to the Statutory consultees and the Head of Legal Services will arrange to advertise the order in the Rotherham Advertiser inviting objections.
5.2	If objections are received, then the Director of Regeneration and Environment will determine how to proceed. The proposal could be amended, aborted or progress as originally proposed.
5.3	If there are no objections raised at this stage, then the Head of Legal Services will make the order.
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 amendments to traffic regulation orders and traffic signs affected by the changes referred to in this report will be funded using clean air zone funding. The cost of this will be in the region of £30,000.
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)

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.
8.	Human Resources Advice and Implications
8.1	None
9.	Implications for Children and Young People and Vulnerable Adults
9.1	Air quality improvements will benefit children and young people and vulnerable adults who live adjacent to the restricted roads.
10.	Equalities and Human Rights Advice and Implications
10.1	None
11.	Implications for Ward Priorities
11.1	The proposal will to bring concentrations of oxides of nitrogen (NOx) to within legal limits.
12.	Implications for Partners
12.1	None
13.	Risks and Mitigation
13.1.	None
14.	Accountable Officers
	Simon Quarta, Engineer
	Andrew Moss, Interim Head of Transportation and Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Graham Saxton	07/05/21
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	10/05/21

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