

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 15 June 2023

Report Title

Traffic Regulation Orders associated with the Wath to Manvers cycleway – consideration of objections.

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

No

Strategic Director Approving Submission of the Report

Simon Moss, Assistant Director for Planning, Regeneration & Transport

Report Author(s)

Nat Porter, Interim Group Lead, Transport Planning Policy & Programmes
01709 2 54377 or nat.porter@rotherham.gov.uk

Ward(s) Affected

Wath

Report Summary

To consider objections received in respect of Traffic Regulation Orders associated with the Moor Road cycle route scheme, Manvers.

Recommendations

1. To make and implement the proposed Orders as advertised in whole.

List of Appendices Included

Appendix 1 Equalities Analysis Initial Screening Template
Appendix 2 Carbon Impact Assessment
Appendix 3 Proposed cycleway scheme
Appendix 4 Advertised Traffic Regulation Orders

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Name of Committee – Click here to enter a date.

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Council Approval Required

No

Exempt from the Press and Public

No

Traffic Regulation Orders associated with the Wath to Manvers cycleway – consideration of objections.

1. Background

1.1 Rotherham Council is promoting a scheme to provide new and improve walking and cycling connections between Wath and Manvers, via Moor Road and connecting into existing walking and cycling infrastructure. In summary scheme consists of –

- A new signalised pedestrian and cycle crossing across Biscay Way, Wath at its junction with Moor Road;
- A new cycleway, linking the southern part of Moor Road to the new crossing;
- A new cycleway, linking the northern terminus of Moor Road to existing cycleways alongside Manvers Way;
- Associated traffic management and calming works.

The proposed works are illustrated in Appendix 3

1.2 As part of this scheme, Traffic Regulation Orders (TROs) are proposed as follows –

- 24 hour waiting restrictions (double yellow lines), along the full length of the west side of Moor Road between Biscay Way and its northern terminus, and also along parts of the east side in the vicinity of junctions and turning heads
- A prescribed direction of travel for vehicles, requiring them to travel only in a northbound direction from Biscay Way to Recreation Road. Cyclists are proposed to be exempt from this restriction.
- A 20mph speed limit, for the full length of Moor Road between Biscay Way and Manvers Way
- Prohibition of movement between Moor Road into Biscay Way towards Mexborough from the north, or from the cycleway link proposed to the south – the combined effect of this Order and others would mean this restriction would in practice only apply to cyclists.

The proposed Orders are illustrated in Appendix 4.

1.3 The Orders are proposed for the purposes of –

- In the case of waiting restrictions, for facilitating the passage on the road of traffic, in particular pedal cycle traffic, by ensuring access to cycleway links is not obstructed by parked vehicles, and by ensuring sufficient clear carriageway is maintained to allow cycles and cars to safely pass each other;

- In the case of the proposed one way restriction, for facilitating the passage on the road of traffic using Biscay Way and Moor Road, by enabling a more efficient arrangement of traffic signal control than might otherwise be required;
- In the case of the 20mph speed limit, for avoiding danger to persons using the road arising, particularly cyclists but also pedestrians. The limit will be enforced with road humps, and is intended to reduce vehicle speeds and so reduce the likelihood and especially consequence of road traffic collisions on the route; and,
- In the case of the proposed prohibited turns, for avoiding danger to pedestrians using the proposed pedestrian crossing associated with cyclists running across it, and by enabling a more efficient arrangement of traffic signal control than might otherwise be required.

2. Key Issues

2.1 No formal objections were received to the proposed Orders.

3. Options considered and recommended proposal

3.1 As no objections were received to the formal advertisement, no alternative options have been considered to amend the proposed scheme.

4. Consultation on proposal

4.1 The proposal to make TROs were advertised in accordance with the procured set out in the Local Authorities (Traffic Orders) (Procedure) Regulations 1996, on 12th January 2023. Objections were invited with a deadline of 10th February 2023. In addition, letters were sent to frontagers informing them of the proposed Orders.

4.2 In addition, in advance of advertisement, the Cabinet Member for Transport and Environment, and ward members for Wath were consulted, and raised no concerns about the proposals.

4.3 Prior to advertisement of Traffic Regulation Orders, non-statutory consultation was undertaken on the broader cycleway scheme, with the public and broader stakeholders. Feedback from these consultations was considered as part of the design process.

5. Timetable and Accountability for Implementing this Decision

5.1 Following approval of the proposed Orders, officers in the Transportation Infrastructure Service will write to Objectors informing them of the decision, and the measures will be implemented and Orders sealed in time for completion of the cycleway scheme in summer 2023.

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 There are no direct procurement implications arising from the recommendations detailed in this report.

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

7.1 The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.

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 the recommendations within this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 In respect of the proposed 20mph limit, lower vehicle speeds will slightly reduce the likelihood of, and significantly reduce the impact of, road traffic collisions involving children, young people and vulnerable adults.

9.2 The wider cycleways scheme will also improve accessibility by foot and by bicycle, improving the access to services and opportunities for children, young people and vulnerable adults.

10. Equalities and Human Rights Advice and Implications

10.1 An Equalities Screening Assessment is attached at Appendix 1 of this report. In summary no equalities implications have been identified.

11. Implications for CO2 Emissions and Climate Change

11.1 A Carbon Impact Assessment is attached at Appendix 2. In summary the Orders can be expected to result in increased emissions, owing to manufacture supply installation and maintenance of signing and markings indicating the Orders. However this should be seen in the context of the 1.2t per annum (at opening year) saving in emissions forecast from modal shift arising from the broader cycleways scheme.

12. Implications for Partners

12.1. As with any TRO, an additional burden is created on South Yorkshire Police in respect of enforcement. So as to minimise this, the scheme in its design includes measures to deter contravention of movement prohibitions, and of the proposed 20mph speed limit. We do not anticipate additional resource will be made available or will be required.

13. Risks and Mitigation

13.1 Project risks are identified within scheme design, business case preparation and then at operational level during the construction process. These are managed using recognised risk register approaches and in accordance with the Council's contract procedure rules for the approval of any project or programme changes.

14. Accountable Officers

Matthew Reynolds, Head of Transportation Infrastructure Service

Nat Porter, Interim Group Lead, Transport Planning Policy & Programmes

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)	Named officer	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.

Report Author: Nat Porter, Interim Group Lead, Transport Planning Policy & Programmes

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