

REPORT AUDIT TRAIL**CONSULTATION**

*This is important as it shows that consultation has been undertaken in the preparation of the report and provides a quick reference point for specific comments, whilst the report will not be publishable if these areas have not been completed by the named persons below. **You must liaise with and receive sign off from the relevant Cabinet Member(s).***

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor Chris Read	Cabinet Member for Leader of the Council	17 Nov '23	17 Nov '23	
Simon Moss	Assistant Director for Planning, Regeneration & Transport			
Chloe Thomson Finance	Finance and Customer Services	16 Nov '23	16 Nov '23	6.1
Nick Fletcher, Legal Services	Legal Services	14 Nov '23	15 Nov '23	7.1 & 7.2
John Crutchley, Human Resources	Assistant Chief Executive's Office	14 Nov '23	14 Nov '23	8.1
Karen Middlebrook, Procurement	Finance and Customer Services	14 Nov '23	17 Nov '23	6.2
Steve Eling, Equalities	Assistant Chief Executive's Office	14 Nov '23	20 Nov '23	

REPORT APPROVAL TRACKING			
Equalities Your report will not be authorised for submission to Cabinet by your Strategic Director if you have not undertaken and included an initial equalities screening. All equalities analysis documents should be included as appendices	Initial Screening completed and included with report	YES	20 Nov '23
	Full Assessment completed and included with report	NO	
Carbon Impact Assessments Carbon Impact Assessments are to be appended to the associated cabinet reports. Carbon Impact Assessments should be sent to climate@rotherham.gov.uk for feedback prior to your report being sent to your Strategic Director for approval.	Carbon Impact Assessment completed and included with report.	YES	CIA181 16 Nov '23
Background information MANDATORY: Insert headings for a few main public documents you have used or referenced to write this report. This is a legal requirement. For Cabinet reports, insert hyperlinks . Do not list private documents.			
Appendices If appendices are essential to the understanding of the report, list titles here. Equality Analysis documents should be listed as Appendix 1 for all reports. Ensure that appendices have proper titles.	Appendix 1 – Sheffield Road cycleways scheme general arrangement Appendix 2 – Rotherham to Maltby Bus Corridor general arrangement Appendix 3 – Advertised Traffic Orders Appendix 4 – Initial Equalities Screening Assessment Appendix 5 – Carbon Impact Assessment		
Cabinet Member Approval You should retain an email confirming the Cabinet Member approval for your records. Strategic Directors should not authorise reports unless Cabinet Members have given sign off	YES/NO		
Report Authorised by Strategic Director	YES/NO (delete as appropriate)	Click here to enter a date.	
Report Authorised for publication by Chief Executive	YES/NO (delete as appropriate)	Click here to enter a date.	

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Committee Name and Date of Committee Meeting

Delegated Officer Decision – 01 November 2023

Report Title

Traffic orders associated with Sheffield Road and A631 Transforming Cities Schemes

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, Assistant Director, Planning Regeneration and Transport

Report Author(s)

Nat Porter,

Interim Group Lead, Transport Planning Policy & Programmes

nat.porter@rotherham.gov.uk

Ward(s) Affected

Boston Castle, Wickersley North, Thurcroft and Wickersley South, Hellaby and Maltby West ward

Report Summary

To report on responses to statutory advertisement of Traffic Regulation and Speed Limit Orders associated with the Sheffield Road Cycleways, and Rotherham to Maltby Bus Corridor scheme.

Recommendations

1. That this report be noted and Objections considered; and,
2. Notwithstanding objections received, the advertised Orders are made in whole, as corrected in accordance paragraph 1.8.

List of Appendices Included

Appendix 1 – Sheffield Road cycleways scheme general arrangement
Appendix 2 – Rotherham to Maltby Bus Corridor general arrangement
Appendix 3 – Advertised Traffic Orders
Appendix 4 – Objections received and officer comment
Appendix 5 – Initial Equalities Screening Assessment
Appendix 6 – Carbon Impact Assessment

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

A6021 Broom Road and Wellgate, Active Travel proposed amendments to waiting restrictions, bus lane and speed limit.

1. Background

1.1 Rotherham Metropolitan Borough Council (RMBC) has a policy commitment to create a network of cycleways which can have a transformative impact on active travel. This proposed Sheffield Road scheme represents an important investment to continue the development of a comprehensive cycle network, continuing infrastructure delivered between Templeborough and the borough boundary at Tinsley. The scheme layout is shown in Appendix 1.

1.2 The Council additionally has a policy commitment to support the prioritisation of public transport. This is additionally enshrined as part of the Council's membership of the South Yorkshire Bus Enhanced Partnership. Pursuant to this, bus lanes (constructed so as to be additional to existing traffic lanes) are proposed along the A.631 in the vicinity of Wickersley School, and between Maltby and Hellaby. Changes are also proposed at the bus stop at Brecks Crescent to facilitate buses. The scheme layout is shown in Appendix 2.

1.3 In order to operate satisfactorily, and so as to minimise impacts on the travelling public, a number of Traffic Orders are proposed as part of the projects. These are shown on Appendix 3, and are summarised as –

Sheffield Road cycleways

- Changes to waiting restrictions on parts of Sheffield Road and Westgate, to suit the new road layout, which will include a small increase in kerbside parking sufficient to accommodate 4 additional cars;
- Reduction in the speed limit on Sheffield Road east of Bow Bridge, and on Westgate, to 20mph; and,
- So as to simplify speed limits at Ickles Roundabout, a reduction in the speed limit across the roundabout to 30mph.

Rotherham to Maltby Bus Corridor

- A lengthening of the existing bus lane outside of Wickersley School (all existing general traffic lanes will be retained);
- A new additional bus lane, and reduction in speed limit to 30mph, between Addison Road, Maltby and Denby Way, Hellaby;
- Additional 24 hour waiting restrictions throughout the extents of the scheme.

1.4 The proposed bus lane changes are for the purpose of facilitating the flow of buses.

1.5 The revised waiting restrictions are proposed to ensure the free flow of traffic in light of the revised highway geometry associated with the schemes, and in

the case of the town centre part of the Sheffield Road scheme, to permit use of the additional kerbside parking to be provided as part of the scheme.

- 1.6 The reduced speed limits are considered to be more appropriate in light of current speed limit guidance, having particular regard to the revised. The reduced width of traffic lanes as part of the schemes, and in the case of Sheffield Road vertical traffic calming, will also ensure speeds are effectively reduced, carriageway width reduction being generally more effective in reducing speeds than changing speed limits.
- 1.7 Additional speed limit, bus lane and waiting restriction changes relating to the parts of the Sheffield Road cycleways scheme west of Ickles Roundabout were advertised in 2021 and no objections were received. Parts were made at that time, it is proposed to make the remaining parts to reflect the new road layout in time for scheme completion.
- 1.8 An error was present on public notices, suggesting a longer length of the A631 was proposed to be subject to a reduced speed limit than proposed. The correct extent of the proposed speed limit is "Bawtry Road (A631), Bramley, from a point 135 metres east of its junction with the eastern kerb line of Denby Way to a point 67 metres west of its junction with the western side of Addison Road, a distance of approximately 1130 metres. This is in accordance with the deposited drawing (included at Appendix 3) – for avoidance of doubt this extent, and not the greater extent appearing on public notice, is recommended for implementation.

2. Key Issues

- 2.1 Two objections were received in respect of the proposed Traffic Orders –
 - One from a private individual, objecting to the admission of cyclists in proposed bus lanes along the A.631; and,
 - One for a private individual, commenting on the proposed reduction of speed limit in Hellaby.
- 2.2 The objection to the bus lane was on the grounds that admitting cyclists to the bus lane, on the grounds the pedal cycles would impede the progress of buses in the bus lane. Whilst this may occur on occasion, in practice –
 - In congested conditions, the delay imposed by cyclists would be less than that imposed by the traffic congestion presently delaying buses and so bus journey times would still be expected to see improvement; and,
 - In uncongested conditions, bus drivers can simply overtake a cyclist using the adjacent traffic lane (there is no proposal to obligate buses to use the bus lanes).
- 2.3 The comment on the speed limit change was broadly positive, but indicated a desire for additional enforcement, and makes claims in respect of the impact of the proposal on air quality. In response to this –
 - Enforcement of speed limits is a matter for South Yorkshire Police. The change in speed limit is forecast to reduce 85th percentile speeds from

39mph to 37mph. However, the narrower lanes proposed as part of the scheme are forecast based on research to reduce 85th vehicle speeds to 33mph. Latest guidance from the Department for Transport indicates keeping 85th percentile speeds within 10% of the speed limit can be accepted – although it is acknowledged that this would represent worse compliance than the existing 40mph speed limit enjoys; and,

- At cruise speed, Department for Transport Guidance indicates vehicle emissions are optimised at around 40mph, and are therefore expected to increase as a consequence of the Order, not decrease as claimed. However it is important to note that other factors (including congestion, driver behaviour, and the volume and composition of traffic) have much great impact on vehicle emissions. The same guidance note that “the change in [oxides of nitrogen] emissions caused by speed limits is likely to be extremely small”. It should also be noted this impact can be expected to be offset by mode shift from car to bus, associated with improved bus journey times and reliability resulting from the bus lanes.

3. Options considered and recommended proposal

3.1 Prohibiting cyclists from the bus lane was considered, and ruled out on the grounds that –

- To do so would require special authorisation from the Department for Transport, that is considered unlikely to be granted;
- In absence of a suitable alternative provision, such restriction could not be expected to receive good levels of compliance, nor be practicable to enforce;
- To do so is not expected to bring significant benefits.

3.2 Retaining the speed limit on the A.631 through Hellaby at 40mph was considered. This would not appear to be in line with the broad response of the relevant correspondent’s message, although it would likely see better compliance than the proposed 30mph speed limit, and it would be associated with reduced vehicle emissions relative to the proposed 30mph speed limit (albeit likely to a very marginal degree). These benefits are considered to be so marginal as to be immaterial, particularly when considered against the highway environment being much more suited to a 30mph speed limit as opposed to 40mph (on account of lane widths proposed as part of the scheme, and also the risk of side impacts associate with use of many driveways along the route in context of the 50km/h (31mph) standard for side impact protection for cars). It is also noted the proposed speed limit arose in part from feedback at earlier public consultation.

3.3 The objections are repeated *ad verbatim* at Appendix 4. No objections were received in respect of other Orders.

3.4 On the basis of the above, the preferred option is to make the Orders in whole as proposed.

4. Consultation on proposal

- 4.1 The proposal to make TROs were advertised on street and in local press, in accordance with the procured set out in the Local Authorities (Traffic Orders) (Procedure) Regulations 1996, on 14th September, 2023. Objections were invited with a deadline of 6th October, 2023.
- 4.2 In addition, in advance of advertisement, Cabinet Member for Transport and Environment and Ward Members for Boston Castle, Wickersley North, Thurcroft & Wickersley South, and Hellaby & Maltby West, were consulted in respect of the proposed Traffic Orders and raised no concerns about the proposal.
- 4.3 South Yorkshire Police were consulted. They indicated support, but also indicated that in the event that securing general compliance with the limit presents a problem post-implementation, RMBC should consider additional interventions to manage speeds.
- 4.4 Prior to advertisement of Traffic Regulation Orders, non-statutory consultation was undertaken on the broader cycleway scheme, with the public and broader stakeholders. Where material issues were identified through public consultation, design changes were made to accommodate these, in particular –
- The design was amended to maintain a two lane entry from Bradmarsh Way onto its roundabout with Sheffield Road;
 - Proposed to introduced Traffic Regulations to reduce to use of Westgate by through traffic were reconsidered, and have not been progressed in light of new information;
 - In response to consultation feedback, parking provision on Westgate was increased; and,
 - A reduced speed limit has been proposed in Maltby, in part to address local concerns regarding the use of private driveways.

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 implemented and Orders sealed in time for completion of the cycleway scheme in Spring 2024.

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 This is being funded from the Transforming Cities Fund. The budgets are currently sat on CGC073 Sheffield Road and CGD004 Maltby Bus Corridor.
- 6.2 If implemented, the works would be implemented by external contractors already in commission, which have been procured in compliance with the Public Contracts Regulations 2015 (as amended) and Council's Financial and Procurement Procedure Rules.

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 speed limits, lower vehicle speeds will slightly reduce the likelihood of, and 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. The bus lane changes should also improve the reliability and commercial viability of bus services, on which children, young people and vulnerable adults are particularly dependent.

10. Equalities and Human Rights Advice and Implications

10.1 An Equalities Assessment has been completed for this report and is attached at Appendix 5. In summary, no impact as been found in respect of equality or diversity.

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 6. In summary, a (likely very small) increase in emissions is forecast as a consequence of the recommendation, associated with –

- Works to change signing and lining indicating (all measures); and,
- In the case of the 30mph speed limit, less optimal vehicle speeds from a carbon perspective.

11.2 Whilst beyond the scope of these report, these impacts should be considered in the context of the small savings in emissions forecast as a consequence of modal shift away from cars in both schemes.

12. Implications for Partners

- 12.1. As with any TRO, an additional burden is created on South Yorkshire Police in respect of enforcement. In respect of waiting restrictions and bus lanes, Rotherham MBC holds powers to enforce these restrictions, which can be used should this prove necessary. In respect of the proposed speed limit, it is anticipated that changes in the highway geometry should ensure the proposed speed limit is adequately self-enforcing in both cases.

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)	Graham Saxton	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	Click here to enter a date.

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