

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 29 November 2024

Report Title

M1 Junction 33 Motorway Service Area (emergency access road).
Prohibition of Vehicles

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

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Simon Moss, Assistant Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Brinsworth

Report Summary

The purpose of this report is to consider a proposed prohibition of vehicles restriction on the M1 Junction 33 Motorway Service Area (emergency access road), as shown on Appendix A. The key recommendation of the report is to continue with the making of the order.

Recommendations

That the Assistant Director of Regeneration and Environment exercises his delegated powers with regard to the proposal shown on drawing No WBGL-ROT-9001-TRO-P01 attached as Appendix A, and gives approval to:-

- That the Head of Legal services makes the order for the implementation of the introduction of a prohibition of vehicles restriction on the M1 Junction 33 Motorway Service Area (emergency access road) that forms part of the approved planning application of the new Motorway Service area currently under construction.

List of Appendices Included

Appendix A Prohibition of vehicles restriction on the M1 Junction 33 Motorway Service Area (emergency access road)
Appendix B Equalities Assessment

Appendix C Carbon Impact Assessment

Background Papers

None.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public

No

Prohibition of vehicles restriction on the M1 Junction 33 Motorway Service Area (emergency access road)

1.	Background
1.1	As part of an approved planning application for a new Motorway Service Area (MSA) at the M1 motorway junction 33, it was required that the new emergency access road leading into the MSA from the circulatory carriageway of junction 33, have a prohibition of vehicles over the length of road shown in appendix A. The aim of the proposed restriction, is to ensure that non authorised vehicles do not use the emergency access road to enter and exit the motorway service area. See Appendix A.
2.	Key Issues
2.1	The approved planning application will develop the land between M1 junction 33 and the A630 Parkway. This area of land was previously undeveloped land. Access to this development site is via Rother Way, with a short section of highway leading from the circulatory carriageway of junction 33 reserved for the use of emergency vehicles and maintenance vehicles only.
2.2	In order to ensure that other non-permitted vehicles do not 'use' this short section of highway, a prohibition of vehicles traffic regulation order is being promoted.
3.	Options considered and recommended proposal
3.1	The proposed prohibition has been derived as part of the overall development of this element of the Motorway Service Area (MSA). No other option was considered as part of this traffic regulation order.
3.2	It is proposed to implement the prohibition of vehicles restriction shown on appendix A, drawing no WBGL-ROT-9001-TRO-P01
4.	Consultation on proposal
4.1	All statutory consultees including South Yorkshire Police, South Yorkshire Fire and Rescue etc. the Cabinet Member for Transport and Environment, Brinsworth Ward Members, Brinsworth Parish Council and the general public via notices on street and in the Rotherham Advertiser have been consulted. No formal objections or comments were received.
5.	Timetable and Accountability for Implementing this Decision
5.1	The purpose of this report is to seek approval to implement the proposed 'prohibition'. Should approval be granted, the amendments to the consolidation order will be undertaken by the Councils Legal department.
5.2	The works to implement the proposed signing / lining etc. on site will be undertaken by the developer's contractor. The changes will be coordinated with the sealing of 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 cost of the traffic regulation order and implementation of the signing and lining on site will be met by the developer, as part of the approved planning application.
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 contained in this report.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	There are no specific implications for children, young people and vulnerable adults arising directly from this proposal.
10.	Equalities and Human Rights Advice and Implications
10.1	An Equalities Assessment has been completed for this report and is attached at Appendix B.
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 C.
12.	Implications for Partners
12.1.	Failure to secure the traffic regulation order may result in vehicles using the 'emergency' access road which is not part of the signal installation of the motorway junction and may therefore affect the free and safe flow of traffic around the junction or introduce a collision problem at the access.
13.	Risks and Mitigation

13.1	Failure to secure the traffic regulation order may result in vehicles using the 'emergency' access road which is not part of the signal installation of the motorway junction and may therefore affect the free and safe flow of traffic around the junction or introduce a collision pattern. The proposed change to the traffic regulation order addresses this.
14.	Accountable Officers
	Nigel Davey, Engineer
	Matthew Reynolds Head of Transport 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)	Judith Badger	04/11/24
Head of Legal Services (Monitoring Officer)	Bal Nahal	04/11/24

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