

TRAFFIC REGULATION ORDER FOR ENFORCEMENT OF BUS-GATE ENFORCEMENT AT WATH INTERCHANGE

CONSULTATION

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor John Williams	Cabinet Member for Transport, Jobs and the Local Economy	23/06/25	25/06/25	Approval given as per email to service. Report title amended for clarity and typo amended in section 4.
<i>Name of Strategic Director</i>	Assistant Chief Executive/ Strategic Director for (relevant directorate)	Click here to enter a date.	Click here to enter a date.	
Chloe Parker, Finance	Finance and Customer Services	30/05/25	16/06/25	Comments provided within section 6.2 of the report.
<i>Nick Fletcher,</i> Legal Services	Legal Services	30/05/25	02/06/25	Comments within section 7 of the report.
Helen Rowe and Rebecca Price Human Resources	Assistant Chief Executive's Office	30/05/25	19/06/25	Comments within section 8.1 of the report
Karen Middlebrook Procurement	Finance and Customer Services	30/05/25	20/06/25	Comments within section 6.1 of the report.
Equalities Chloe Harrop	Assistant Chief Executive's Office	28/05/25	03/06/25	Part A complete – 3 rd June. Part B not required.
Arthur King Climate		Click here to enter a date.	Click here to enter a date.	Comments provided in paragraph 11. Climate Impact Assessment provided in Appendix C.

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 sent to Equality@rotherham.gov.uk for feedback prior to being included as appendices.	Initial Screening completed and included with report	YES – Included as Appendix A	3 rd June 2025.
	Full Assessment completed and included with report	NO	N/A
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 - CIA 487	9 th June 2025
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.	N/A		
Appendices If appendices are essential to the understanding of the report, list titles here. Ensure that appendices have proper titles. List any appendices relevant to the decision being taken first with the Equality Analysis documents coming next and the Carbon Impact Assessment being listed as the last Appendix for all reports.	Appendix A – Plan illustrating the proposed Order; Appendix B - Part A - Initial Equality Screening Assessment Form; Appendix C - Carbon Impact Assessment; Appendix D – Consultation received.		
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	25/06/25	
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.	

Committee Name and Date of Committee Meeting
Delegated Officer Decision – 04 July 2025

Report Title

Traffic Regulation Order for enforcement of bus-gate enforcement at Wath Interchange

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, Planning, Regeneration & Transport

Report Author(s)
Mark Anderson
Senior Transport Planner
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Ward(s) Affected
Wath

Report Summary

The purpose of this report is to seek approval for a Traffic Regulation Order to regularise the existing 'Bus Gate' at Wath Interchange to enable its enforcement.

The TRO is required to enforce the existing 'no-entry' restrictions currently in place at Wath Interchange.

Recommendations

1. To consider the comments received from the TRO consultation.
2. To approve the making of the TRO as illustrated in Appendix A.
3. To write to respondents to the public notice to inform them of the decision.

List of Appendices Included

Appendix A – Plan illustrating the proposed Order;
Appendix B - Part A: Initial Equality Screening Assessment Form;
Appendix C - Carbon Impact Assessment;
Appendix D – Consultations received.

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

Traffic Regulation Order for enforcement of bus-gate enforcement at Wath Interchange Error! Reference source not found.

1. Background

- 1.1 Wath Interchange is already subject to an existing Traffic Regulation Order (TRO) which came into force on the 30th October 1995. This restricted all vehicle movements, except for buses, from travelling into the Interchange (Montgomery Road) from the B6097 Biscay Way. It also prohibits outbound travel for all vehicles, except buses, from exiting from West Street onto Biscay Way. Existing no-entry signs are positioned at the entrance of Montgomery Road and on the exit from West Street.
- 1.2 There are many businesses in an around the Interchange which the existing TRO permits access to from the south via Church Street. From Church Street, vehicles can legally travel on West Street as far as Montgomery Road before requiring a right turn onto Warehouse Lane to access two public car parks and the doctor's surgery. Warehouse Lane can also be accessed from the south via Church Street.
- 1.3 The Interchange is a key bus connector for users wanting to catch a bus to other parts of Rotherham and other parts of South Yorkshire and forms one end of the A633 key bus corridor which connects Rotherham town centre with Wath and Barnsley beyond. As of 2025, a total of 171 buses entrance and exit the interchange every day.

2. Key Issues

- 2.1 The key issue with the existing TRO is the significant level of non-compliance. This results in inefficient operation of the local traffic signals in and around the Interchange and impacts the free flow of traffic on Biscay Way and West Street, resulting in increased congestion and impacting buses wanting to access and exit the Interchange, leading to significant journey time delay for buses and impacts for other road users. This issue has been raised consistently by bus operators as a concern and a priority for investment as it impacts significantly on bus journey times and punctuality.
- 2.2 This TRO supports the critical role of capital investment in enabling and sustaining effective local bus services by delivering targeted highway improvements that enhance reliability, efficiency and overall service quality. Such interventions improve the attractiveness of bus travel, increase passenger satisfaction and ridership, and reduce reliance on ongoing revenue subsidy, which is important given the decision by SYMCA to progress with a Franchised Bus Services model, by enabling more consistent journey times, promoting modal shift and helping to manage highway capacity. In doing so, the interventions outlined in this report contribute to a more equitable, efficient and environmentally sustainable transport system, ensuring that capital funding works in tandem to maximise value for money, support social inclusion and maintain a stable, attractive bus network in the future.

3. Options considered and recommended proposal

- 3.1 Maintaining the existing TRO is possible, but without enforcement its likely vehicle drivers will continue to ignore the existing 'no-entry' signage, leading to a continuation of congestion and impact on bus services which currently occur. Therefore, this option has been discounted.
- 3.2 The preferred option will be to revoke and replace the existing TRO. This will have no material impact on the legitimate movement of traffic but will allow the introduction Bus-Gates at the junction of Biscay Way and West Steet/Montgomery Road which will be enforced with Automatic Number Plate Recognition cameras (ANPR).

It is therefore recommended to revoke and replace the existing TRO to allow the ANPR Bus-Gate cameras to be introduced at Wath Interchange.

4. Consultation on proposal

- 4.1 Consultation with residents/businesses and statutory consultees occurred between 3rd April and 30th May 2025. No objections were received.

5 responses were however received, the details of which are set out below. Full responses are set out in Appendix D.

- **10th April 2025 – Local Day Nursery – Montgomery Road/Church Street:**

Concerns about staff access to and unloading outside the day nursery within the 'pedestrian zone' of Wath Interchange.

In response to this it should be noted that there will be no changes to restrictions to the existing pedestrian zone, and that the existing signage allowing 'exemptions for Buses, Loading and Permit Holders' will remain as existing.

- **2nd May – Stagecoach Yorkshire PLC:**

Fully supportive of the proposal.

It fully assists with maintaining timetables and providing attractive and more consistent bus journey times, rewarding those people who are travelling sustainably, the proposal will address significant safety concerns that have been raised by our drivers on many occasions over the last couple of years.

- **7th May 2025 – South Yorkshire Police:**

Support for the scheme from SYP as long as it can be enforced by RMBC.

In response to this, enforcement will be provided by ANPR cameras to enforce the restrictions which will be managed by the RMBC's Parking Services Team.

- **28th May 2025 - South Yorkshire Fire and Rescue**

No Objections

- **28th May 2025 – Barnsley and Rotherham Chamber of Commerce:**

Concerns about the use of the ANPR cameras and their location. Also made suggestions as to the layout/operation of the existing interchange to benefit local businesses.

In response, the ANPR cameras will, during the initial 6-month period provide warning letters for the 1st offence to any driver who contravenes the Bus-Gate. Fines will only be issues for the 2nd offence. This mirrors the approach to the ANPR scheme in the town centre which started in 2024.

With regards to the road layout, deliveries are currently made via West Street and into the ‘pedestrian zone’ via Montgomery Road. This access will remain unaffected by the proposed TRO.

5. Timetable and Accountability for Implementing this Decision

5.1 The Transportation Infrastructure Service be responsible for implementing the decision in accordance with the timetable below:

5.2

Milestone	Date
Officer Delegated Decision Notice	June 2025
Lining and Signing Design	July 2025
CCTV Coms design	Q3 2025
Procurement of ANPR Cameras	Q3 2025
Implementation	Q4 2025

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 Consultations with procurement have taken place with Head of Procurement:

To implement the recommendations detailed in this report, the application of the Council’s Financial and Procurement Procedure Rules must be adhered to in relation to the engagement of third-party suppliers to provide the goods required and deliver the associated services.

6.2 Consultations have taken place with Head of Finance:

The proposed cost of making this TRO is estimated to be £7,500. This will be funded from the project’s capital scheme. The infrastructure required to enforce this TRO has already been considered, as per the background papers.

There will be revenue implications arising from this order. The signage, lines and cameras required will need maintenance. There will also be staff time and other variable costs associated with issuing Penalty Charge Notices (PCNs). This may be covered by income received as a result of the TRO. Any shortfall will need to be provided for within Parking Services' revenue budget. It is noted that income generated from PCNs can only be used to fund specific things and as such, this will need to be monitored.

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 has 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 Initial Equalities Screening 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. No implications identified.

13. Risks and Mitigation

- 13.1 There is little risk associated with making the proposed Order, given it has no impact on the legitimate movement of traffic and no objections were received that were material to the advertised Order. However, failure to modernise the Order may leave the authority open to legal challenge should the restriction be enforced by either the Council or South Yorkshire Police.

14. Accountable Officers

Mark Anderson, Senior Transport Planner
Nat Porter, Interim Head of Transport and Infrastructure.

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp OBE	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	16/06/25
Assistant Director of Legal Services (Monitoring Officer)	Bal Nahal	02/06/25

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