

Climate Impact Assessment, Appendix C, Traffic Regulation Order for Enforcement of Bus-Gate Enforcement at Wath Interchange

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified:			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across the Borough as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	None				
Emissions from transport?	Unknown	None	<p>The enforcement of the existing 'no-entry' restrictions will reduce congestion in and around Wath Interchange and improve the free flow of traffic on Biscay Way and West Street. This will have the effect of reducing bus delays and improving journey time reliability and punctuality. By making bus travel more attractive this will encourage modal shift from private motor vehicles to bus travel, especially on the A633 key bus corridor.</p> <p>There may however be an increase in emissions from vehicles which currently take a short cut turning left from Biscay Way to Montgomery Road. By enforcing the existing access restrictions with a new TRO, vehicles travelling east on Biscay Way will be required to access the interchange from Church</p>	<p>None – but to do anything different would require either ignoring the existing contraventions of the existing TRO or removing the TRO altogether and allowing vehicles to access and exit legally onto Biscay Way.</p> <p>Enforcing the scheme will have some mitigation from improving bus journey times and punctuality of services, with will bring benefits to emissions.</p>	<p>No emission monitoring is proposed, but there is the existing monitoring of traffic count on the right turn onto Biscay Way from which will provide some assessment of traffic flows and emissions.</p>

			<p>Street to the sound which requires a diversion of 900m.</p> <p>From June 23 to November 24 over 140,000 vehicle movements were recorded as having taken place. As this manoeuvre is only supposed to be made by buses, the actual number of vehicle movements should have been only 40,000 during the same time period. An illegal traffic flow of approx. 100,000 excess movements have therefore taken place.</p> <p>If all those 100,000 journeys were diverted by 900m, the carbon impact would be of the same order of magnitude as 0.001% of all greenhouse gas emissions from transport in Rotherham each year (based on average carbon emissions per km). Needn't include that figure in the climate impact assessment, but hopefully illustrates that any unintended increase in emissions will be negligible at the Borough-level, whereas the viability of public service bus routes is a necessary (though not sufficient) condition of cutting greenhouse gas emissions from transport to net zero.</p>		
Emissions from waste, or the quantity of waste itself?	None				

Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	None				
Carbon capture (e.g. through trees)?	None				

Identify any emissions impacts associated with this decision which have not been covered by the above fields:
N/A

Will the proposal affect Council services' resilience to climate change, or the capacity of people living in the Borough to adapt to climate change?
No negative impacts from this scheme.

Provide a summary of all impacts and mitigation/monitoring measures:
The proposed scheme will enforce an already existing access restriction to Wath Interchange. It is considered in the vicinity of the area the carbon impact will be neutral, as although congestion in and around the interchange will be reduced, enforcing the restrictions will mean more vehicles having to divert via Church Street instead of taking the short cut.

Supporting information:
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<p>Please outline any research, data or information used to complete this Climate Impact Assessment.</p>	<p>There is an existing traffic count on the outbound turning right from West Street onto Biscay Way. From June 23 to November 24 over 140,000 vehicle movements were recorded as having taken place. As this manoeuvre is only supposed to be made by buses, the actual number of vehicle movements should have been only 40,000 during the same time period. An illegal traffic flow of approx. 100,000 excess movements have therefore taken place.</p> <p>Stagecoach PLC has also recorded vehicles contravening the no-entry restrictions. A snapshot of these are recorded below:</p> <ul style="list-style-type: none"> • 19 September 2024 – 73017 – 21:12:24 – A white car was observed as waiting to contravene a No Entry sign at a set of traffic lights, turning right on to Biscay Way. • 26 September 2024 – 73003 – 08:29:28 – A black car was observed as contravening a No Entry sign at a set of traffic lights, turning right on to Biscay Way. • 05 October 2024 – 73009 – 06:00:26 – A car was observed turning left from Biscay Way into Wath Bus Station and continued to contravene by travelling along the entire length of the bus station as a shortcut, to exit at the mini-roundabout. • 07 October 2024 – 73009 – 08:36:41 – Two cars was observed as waiting to contravene a No Entry sign at a set of traffic lights, turning right on to Biscay Way. • 11 October 2024 – 73010 – 15:25:15 – Four cars was observed as waiting to contravene a No Entry sign at a set of traffic lights, turning right on to Biscay Way.
<p>If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.</p>	<p>N/A</p>
<p>Validation</p>	<p>Tracking Reference: CIA 487</p> <p>Arthur King Principal Climate Change Officer</p>