

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

Appendix D – Full responses to Traffic Regulation Order (TRO) Consultation

Local Day Nursery with premises on Montgomery Road/Church Street – Received via email 10th April 2025

RE: Wath Upon Dearne Bus Station Access Restrictions (RMBC Letter Dated 28th March 2025)

After reviewing your letter referenced above, it is our understanding that further restrictions are to be put in place on the One Way Roadway which currently facilities the Wath Upon Dearne Bus Terminal.

From this site we currently service the Childcare needs of 88 Families from our locality, under contract with RMBC and the DFE.

We fully appreciate that the Busses operating on the Roadway and Bus Terminal in question are required to keep to specific timetables, and as such we fully understand the “Current” restrictions in place which prevent the use of the Roadway as a throughway, limiting access to Busses and Loading Only. To this end our families have always been advised to use the 2 Free Public carparks which are both located within very short walking distance of our site, and we have never encountered any problems with this system.

However, the “New” restriction proposed would appear to suggest that in addition to the general public not been able to use this Roadway, Loading will now also not be allowed. Please be aware that any restrictions on Loading, preventing Delivery Drivers from accessing the Roadway to facilitate Goods and Stock Drop Offs at our Site would severely restrict our ability to continue operating our service. Our suppliers and their delivery drivers are not obliged to walk from the nearest reasonable stopping point to our site with Goods and Stock and indeed may refuse to do so. This would especially be the case in regard to larger/heavier deliveries where this may not be possible.

We do regularly receive Bulk Hygiene Orders, Food Stuffs Orders, Furniture Orders and Catering Deliveries. In addition to this from time-to-time trades will attend our site in Vans for routine and emergency works.

From On-Site experience and survey of the area, the current public footpath to the left-hand side of our site is easily large enough to accommodate multiple vans or a 7.5T Lorry with out encroaching on to the Bus Lane and without causing unnecessary hindrance to pedestrian foot traffic.

We request that the newly proposed restrictions are amended to allow for Loading & Delivery access. Or alternatively RMBC / Transport Authority / Highways commission works to create Loading Laybys around the Roadway, solving both problems and providing a satisfactory outcome for all users, not just the Busses, and not favouring one service over the other.

As RMBC, The DFE, Rotherham as a Labour Council and the current sitting Labour Government have collectively made commitments to both Support Business and Expand the current supply of childcare services across all Local Authorities, it is my hope that a compromise can be reached on the above.

Stagecoach Yorkshire PLC – via email received 2nd May 2025

As you would expect, we are fully supportive of this proposal. As well as providing effective bus priority, which 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.

We are grateful to RMBC and SYMCA for listening and taking this forward.

Is there a way that our drivers (as members of the public) can feedback on the proposal?

South Yorkshire Police – Received via email 7th May 2025

Happy to support this if it is felt that you are able to enforce effectively.

South Yorkshire Fire and Rescue – Received via letter dated 28th May 2025

Station: Stn 04 - Dearne

Date: 21/05/2025

Scheme Ref. No. BSIP/21680/WATH/03C

Drawing No. _____

Please return this completed form and attached scheme to the relevant District Administrator, no later than:

28/05/2025

With reference to the above scheme, a site visit and risk assessment has been completed.

My recommendations to the proposals are:-

NO OBJECTION / OBJECTION for the following reasons:-

NO OBJECTION

Barnsley and Rotherham Chamber of Commerce – received via letter dated 28th May 2025

Re: Wath upon Dearne - Bus Station - Access Restrictions - Proposed Bus Gates

Thank you for sharing your plans regarding the proposed bus gates servicing the Wath-Upon Dearne Bus terminus with Barnsley & Rotherham Chamber of Commerce.

We have given consideration to the information you have provided and wish to raise the following points for your consideration:

Use of ANPR

Should an ANPR system be adopted in this location, we would recommend not issuing fixed penalties as a matter of course. We would prefer to see a warning letter issued in the first instance, with fines issued to motorists who repeated ignore the signage.

We are concerned that the introduction of mandatory fixed penalty notices in this location may result in motorists unfamiliar with the road layout in Wath from being unfairly penalised. This in turn is likely to impact upon the retail businesses operating within Wath Town Centre,

and we are concerned that imposing fines is likely to deter visitors to the centre, resulting in a reduction of footfall.

If a bus gate is to be adopted in this location, we would be grateful if consideration could be given to installing measures at times only when peak public transport journeys are made, rather than being operational at all times.

We are unclear from the information provided how many vehicles are currently ignoring the traffic signage in place, or indeed at which times these incidents occur and we would be interested to learn more about this, in order to fully understand the impact upon Wath's local economy.

If the intention of the ANPR system is to prevent road users from blocking access to the Wath Bus Station terminus, it may be more beneficial to consider relocating the ANPR cameras between the junction of Montgomery Road and Warehouse Lane – an area which is reserved exclusively for bus usage. We would fully support such a measure if ANPR was adopted in this location.

Existing road layout

We would be grateful if the council would give some consideration towards reviewing the way in which the Biscay Way junction operates.

By inference of the proposed measures being considered, it suggests the current road layout is problematic for both public transport operators and motorists visiting Wath.

The current road layout encourages motorists to travel down the narrow Warehouse Lane, something which is likely to be particularly challenging for large goods vehicles making deliveries to nearby businesses.

One possible solution to mitigate this problem would be to remove the no entry signs and consider replacing them with a traffic light system. This is likely to reduce the volume of traffic using the smaller roads in Wath centre and encouraging traffic towards Biscay Way.

For example, we note that under the current road layout system, the car park servicing business premises at no's 3-6 Montgomery Road can only be accessed via West St/ Montgomery Road. This seems impractical when those businesses are receiving deliveries.

Re-opening the junction with Biscay Way would improve access for customers of these small independent businesses, as well as improving accessibility for goods vehicles, we believe that should this approach be adopted, it would offer greater benefit to all road users, including buses attempting to access the terminus as well as potentially reducing the volume of car journeys along Warehouse Lane.

I do hope these observations are helpful and I would be grateful if you could keep informed of the decision you reach with regards to this junction, as well as future consultations.