

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 John Williams	Cabinet Member for Transport, Jobs and the Local Economy	10/12/25	13/12/25	I have reviewed the document provided and I'm happy to support the report so the latest stage of consultation and engagement can take place on these schemes.
Andrew Bramidge	Regeneration and Environment	09/12/25	Click here to enter a date.	
Chloe Parker, Finance	Finance and Customer Services	12/12/25	23/12/25	Approved.
Stuart Fletcher, Legal Services	Legal Services	10/12/25	17/12/25	Clarification question over 'associates'
Helen Rowe, Human Resources	Assistant Chief Executive's Office	12/12/25	12/12/25	Happy with comments at 8.1 as no direct HR implications.
Karen Middlebrook, Procurement	Finance and Customer Services	10/12/25	10/12/25	I can confirm the procurement implications as included within this report, are appropriate for use, and therefore I am happy to sign off.
Equalities Chloe Harrop	Assistant Chief Executive's Office	10/12/25	23/12/25	implications and a couple of comments.
<i>Other officers below</i>		Click here to enter a date.	Click here to enter a date.	

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	10.12.25
	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	2.2.25
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.	Cabinet report, Transport Capital Programme: REPORT TEMPLATE FOR CABINET & COMMISSIONER		
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 1 Part A Initial Equalities Screening Assessment Appendix 2 Climate 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	NA	Click here to enter a date.	
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.	

Select report type
Name of Committee

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 17 February 2026

Report Title

CRSTS Broom Road / Wickersley Road / Stag Roundabout and Neighbourhood Streets – Engagement and Consultation Approval

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

No, but it has been included on the Forward Plan

Service Director Approving Submission of the Report

Simon Moss, Service Director, Planning, Regeneration & Transport

Report Author(s)

Lee Thompson – Senior Transport Planner

Lee.Thompson@rotherham.gov.uk

Erica Massey - National Management Trainee

Transportation & Highways Design

Ward(s) Affected

Boston Castle

Rotherham East

Sitwell

Report Summary

This report seeks approval to undertake stakeholder engagement on the proposed Broom Road / Wickersley Rd scheme investment through City Regional Sustainable Transport Scheme (CRSTS) funding, alongside allocated investment in neighbourhood streets within Boston Castle and Rotherham East wards.

This follows on from previous engagement, the CRSTS Broom Extension Survey, which was conducted between November 2024 and April 2025. This has informed the design of the main scheme, as well as initial proposals for neighbourhood street interventions.

The follow up engagement will inform the detailed design and delivery of the scheme, ensuring the final designs reflect community interest and address key issues / concerns.

Recommendations

It is recommended that approval is granted for RMBC to engage with stakeholders, including residents, business owners and Ward Members on the updated designs for the active travel corridor, as well as allocated neighbourhood streets investment.

List of Appendices Included

Appendix 1 Equality Impact Assessment

Appendix 2 Carbon Impact Assessment

Background Papers

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Name of Committee – [Click here to enter a date.](#)

Name of Committee – [Click here to enter a date.](#)

Council Approval Required

No

Exempt from the Press and Public

No

Broom Road / Wickersley Road / Stag Roundabout and Neighbourhood Streets CRSTS – Engagement and Consultation Approval

1. Background

1.1 The intended project objectives and outcomes for the project are:

1. Increase active travel usage along Broom Road, Wickersley Road, at Stag Roundabout and in the neighbourhood area of Moorgate, following implementation of new or improved pedestrian and cycle infrastructure;
2. Increase bus patronage and reduce bus journey times on bus routes operating on Broom Road, Wickersley Road and through Stag Roundabout, following implementation of bus priority measures; and,
3. Improve local perceptions of road safety along Broom Road, Wickersley Road, Moorgate Road, Broom Lane, Brunswick Road, and Broom Valley Road, following implementation of traffic management measures.

Rotherham Metropolitan Borough Council has been awarded funding through the City Region Sustainable Transport Settlement (CRSTS) to deliver a series of active travel and road safety improvements across the Moorgate area.

1.2 Improvements to the Broom Road / Wickersley Road corridor between Broomfield Road and Brecks roundabout have been identified as an opportunity for significant impacts towards a healthier, better-connected Rotherham helping to facilitate several key policy and plan objectives including :

- Rotherham Walking Wheeling Cycling Investment Plan
- Rotherham Transport Strategy
- Rotherham Local Plan

1.3 The area is one of Rotherham's busiest bus corridors and has a high potential for cycling if safe facilities are provided, based on data insights.

1.4 The Moorgate Neighbourhood funding allocation includes £1.72 million specifically earmarked for neighbourhood-level interventions identified through consultation. In line with CRSTS objectives, the programme seeks to promote modal shift away from car use, reduce carbon emissions, and support safer, more accessible streets, particularly around schools and key community routes.

Road safety and local concerns

Speed, collision, and accident data also validate the highlighted community concerns from initial engagement sessions. Many residents in the area are concerned about local rat runs, poor driver behaviour, namely speeding and inconsiderate parking, especially around schools.

2. Key Issues

- 2.1 On a short section of Wickersley Road between Middle Lane South and Stag Roundabout, the road is currently lined with trees on both sides of the road, and there is an existing bus lane for westbound (towards Wickersley / Maltby) buses in the evening peak which operates between 3-4 buses an hour.

In this area, it is not possible to accommodate both sets of existing trees, the bus lane and facilities for segregated cycling and the pavements within the existing road space. The bus lane is needed due to traffic congestion in the evening peak at this location. The project team has therefore been investigating what compromises can be taken to accommodate the scheme in this area.

- 2.2 Moorgate Neighbourhood funding proposals were presented as initial concept designs, with a range of options including 20mph zones, speed tables, junction redesigns and pedestrian-focused enhancements. Collaboration with stakeholders including schools, police and community safety teams also took place to inform the engagement.
- 2.3 Initial engagement has highlighted public feeling towards street trees preservation, (60 of the 217 responses) referencing trees. Designs have been developed to minimise impact on the corridor's existing trees, whilst adhering to LTN / 120 guidance standards for safety, accessibility, route directness to further satisfy funding requirements. In addition, we are identifying where there are options for additional trees and greenery within the programme scope.
- 2.4 Following the initial engagement, a report was circulated to ward councillors for Boston Castle and Sitwell, with a request for feedback and ranking of preferred neighbourhood interventions. This ensures the proposed measures reflect local priorities and community needs.

Engagement and ward councillor feedback have informed the latest designs, which will now inform a menu of options for neighbourhood streets interventions.

- 2.5 Awaiting designs from Contractors and these are expected late Feb, early March for engagement.

3. Options considered and recommended proposal

- 3.1 **Option 1 (recommended):** It is recommended that the council proceeds with stakeholder engagement on both elements of the project, ensuring that the community contributes towards design that is inclusive, well-informed, and aligns with local expectations.

This includes engagement on the main Broom Road / Wickersley / Stag Roundabout, alongside the Neighbourhood Streets allocated funding.

Combining the two aspects of the scheme in consultation enables residents to see the overall benefits of the project, commenting on sections that are meaningful to them. It will also reduce the likelihood of consultation fatigue.

- 3.2 **Option 2 (not recommended):** The Council may choose to develop and implement proposals without wider stakeholder engagement.

Choosing not to engage would mean missing the opportunity to gather input from residents, business owners, and Ward Councillors. This could result in a final design that does not reflect local needs or preferences.

Not undertaking consultation may also be perceived as a lack of openness in decision-making and invalidate funding requirements.

4. Engagement on proposal

- 4.1 Engagement is planned with residents, business owners and Ward Members, including key stakeholders and disability groups, via the following channels. This is scheduled to take place during January and February 2026:

- Ward newsletters
- Website
- Letter to bordering homes and businesses
- Email to ward councillors
- Social media
- Drop-in events at Broom Methodist Church, Broom Valley Community Centre, and St Cuthbert's Hall.

4.2 Broom Road / Wickersley / Stag Roundabout

Engagement on the main scheme will present two designs for feedback, based on updates to design from earlier engagement sessions. Additional engagement is planned with residents, Business Owners and Ward Members including key stakeholders and disability groups, via the same approach previously specified.

4.3 Neighbourhood Streets Local Neighbourhood Road Safety LNRS

Interactions between area wide speed reduction and additional measures selected have been considered, while Broom Valley Road and Grange Road have ring fenced funds so must be included in the final selection.

This, alongside feedback from the prior consultation and Ward Councillor engagement, means the following options are proposed for public consultation:

- Broom Lane Crossing
- Spinneyfield Road
- Herringthorpe Area Speed Reduction
- Broom Avenue
- Grange Road
- Broom Valley Road

5. Timetable and Accountability for Implementing this Decision

- 5.1 This consultation supports the development of the CRSTS Broom project, which was approved in the 23/24 Transport Capital Programme report.

Previous project consultation was undertaken between November 2024 and April 2025, which informed the initial designs.

This further consultation will generate further data which will inform the final scheme which is progressed for development.

It is anticipated that works will start on site mid - 2026

6. Financial and Procurement Advice and Implications

- 6.1 There are no direct procurement implications associated with the recommendations detailed in this report.
- 6.2 This scheme was approved by Cabinet in April 2023 as part of the 23/24 Transport Capital Programme report. The costs of this scheme, including this consultation, are to be funded through the City Regional Sustainable Transport Scheme (CRSTS) grant.

7. Legal Advice and Implications

- 7.1 The appropriate statutory procedure including engagement 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 Not Applicable.

10. Equalities and Human Rights Advice and Implications

- 10.1 A Part A Initial Equality Screening Assessment has been completed and attached as Appendix 1.
- 10.2 An in-depth review of those likely to be affected by these proposals has been undertaken to ensure the consultation reaches a wide audience. Online and in-person sessions will be available, to support members of the public to provide feedback in their preferred format. All feedback on the scheme design will be considered to ensure that any negative impacts are mitigated appropriately and will be monitored throughout the project.

11. Implications for CO2 Emissions and Climate Change

- 11.1 A Carbon Impact Assessment has been completed and attached as Appendix 2.
- 11.2 There are not considered to be any significant implications from the consultation on CO2 emissions and climate change.

12. Implications for Partners

- 12.1 This project supports the aims and objectives of the South Yorkshire Mayoral Combined Authority (SYMCA).
- 12.2 These proposals will support local and regional policy, such as the South Yorkshire Bus Service Improve Plan (BSIP), Sheffield City Region Active Travel Implementation Plan (ATIP), Rotherham’s Transport Strategy, and Cycling Strategy.

13. Risks and Mitigation

- 13.1 Consultation fails to engage with all members of the public. Public consultation methods have been selected to ensure a wide range of individuals can contribute their views. An Equality Impact Assessment has been undertaken to identify how those with protected characteristics are not excluded from the process.

14. Accountable Officers

Lee Thompson, Senior Transport Planner
 Nat Porter, Interim Head of Interim Head of Transportation Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.

Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

Report Author: Lee Thompson – Senior Transport Planner

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This report is published on the Council's [website](#).

