

Select report type
Name of Committee

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 03 July 2026

Report Title

Traffic Regulation Order: Festival Road, Wath Upon Dearne – Proposed Single Yellow Line (No Waiting Mon–Fri, 7:30am–5:00pm)
Small Interventions Scheme 2024/25

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

Yes

Service Director Approving Submission of the Report

Simon Moss, Service Director, Planning, Regeneration & Transport

Report Author(s)

Andrew Lee
Service Manager, Local Schemes and Road Safety
01709 254489 or andrew.lee@rotherham.gov.uk

Ward(s) Affected

Wath

Report Summary

This report provides an update on the consultation undertaken regarding proposals to introduce a Traffic Regulation Order (TRO) for the existing single yellow line on Festival Road, Wath upon Dearne, which operates Monday to Friday between 7:30am and 5:00pm.

The road marking currently in place appears to have been installed in error several years ago and does not correspond to any approved TRO. The purpose of this proposal is to regularise the situation by introducing a TRO that matches the existing on-street markings, ensuring the restriction is lawful and enforceable.

Formal consultation and statutory advertisement took place between 9 January and 9 February 2025. No objections were received.

Approval is therefore sought for the making of the TRO, as shown in drawing number 128/19/TT1240 (Appendix 1).

Recommendations

That the Executive Director for Planning, Regeneration and Transportation exercises delegated powers and approves the following:

1. That all comments received during the consultation have been considered and, as no objections were received then no changes to the original proposal are required.
2. That the scheme shown on drawing 128/19/TT1240 (Appendix 1) is approved for implementation.
3. That the Director of Legal Services is authorised to make the TRO.
4. That residents directly affected by the proposal are notified of the decision.

List of Appendices Included

Appendix 1 Drawing No. 128/19/TT1240
Appendix 2 Residents Consultation Letter
Appendix 3 Carbon Impact Assessment
Appendix 4 Part A Initial Equality Screening Assessment

Background Papers

The scheme was reported to Cabinet on the 18th March 2024, under the [Transport Capital Programme 2024/2025](#), with details of the Small Scale Interventions programme presented to Cabinet Member for Transport, Jobs and the Local Economy in a mandate dated 23rd May 2024.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 18 March 2024

Council Approval Required

No

Exempt from the Press and Public

No

**Report Title: TRO Consultation Update: Proposed single yellow line – No waiting Mon-Fri 7:30am - . 5:00pm – Festival Road, Wath Upon Dearne.
(Small Interventions Schemes 2024/25)**

1. Background

- 1.1 The proposal forms part of the Small Interventions Schemes 2024/25 programme.

During a recent review of historical Traffic Regulation Orders, it was identified that a section of existing single yellow line on Festival Road, Wath-upon-Dearne, had been installed on site without any legal order to support it.

The absence of a TRO means the restriction has been unenforceable by Parking Services, despite being present on street for some time. Introducing the TRO will formalise the restriction and enable appropriate enforcement, particularly during school start and finish periods when stopping and waiting activity is at its highest.

There have been no recorded injury collisions within the scheme area in the previous three years.

2. Key Issues

- 2.1 Consultation letters were sent to addresses bordering the areas proposed to be subject to the waiting restrictions, these were sent out on the 9th January 2025. No comments or objections were received. A copy of the resident consultation letter is included at Appendix 2.

3. Options considered and recommended proposal

- 3.1 Process the associated Traffic Regulation Order (**Recommended**)
Introducing the TRO will:

- Ensure the existing restriction is lawful and enforceable
- Support road safety during school pick-up and drop-off periods
- Prevent obstruction at a known pinch point
- Align on-street markings with a valid legal order

The impact of parking displacement is expected to be minimal due to the existing road layout and existing restrictions in surrounding streets. Stopping to pick up or set down passengers remains permitted.

- 3.2 Do nothing (Not recommended)
Leaving the marking in place without a TRO would:

- Continue to leave the restriction unenforceable
- Risk inconsistent or erroneous enforcement
- Fail to address the original implementation error
- Provide no improvement to school-related parking issues

For these reasons, the “do nothing” option is not recommended.

4. Consultation on proposal

- 4.1 Consultation letters were sent on 9 January 2025 to all properties bordering the affected section of Festival Road. A copy is included in Appendix 2.
- 4.2 No objections or comments were received.
- 4.3 Ward Councillors for Wath were consulted. Councillor Cowen and Councillor Jackson raised no objections. Councillor Williams, Cabinet Member for Transport & Environment, raised no concerns with the proposal.
- 4.4 South Yorkshire Police were consulted and raised no objections.
- 4.5 All statutory consultees were notified as required under the Road Traffic Regulation Act 1984. No adverse comments were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are endorsed, the Traffic Regulation Order will be made in accordance with the drawing in Appendix 1. As the road marking is already present on site, making of the Order will formalise the existing restriction and allow it to be enforced

6. Financial and Procurement Advice and Implications

- 6.1 All costs associated with preparation of the TRO, legal notices, consultation and associated signing will be funded from the Small Interventions element of the Transport Capital Programme 2024/25.

The estimated total cost for the project is £9,000 and is within the available budget.

7. Legal Advice and Implications

- 7.1 The Council has powers under the Road Traffic Regulation Act 1984 to introduce parking restrictions where necessary for the safe and efficient operation of the highway.
- 7.2 Legal Services have prepared the statutory notices and will prepare and seal the Order should the scheme be approved.
- 7.3 Making this TRO will regularise an existing marking currently on-street without legal authority, remedying an identified procedural compliance issue.

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 Restricting waiting at this location will reduce inconsiderate parking near school routes and reduce the likelihood of conflict between pedestrians and vehicles, particularly at times of high footfall

10. Equalities and Human Rights Advice and Implications

- 10.1 The restriction is expected to improve pedestrian safety and accessibility, supporting active travel and contributing positively to local health, wellbeing and environmental quality.

11. Implications for CO2 Emissions and Climate Change

- 11.1 The proposal relates primarily to the making of a Traffic Regulation Order to formalise an existing Single yellow line restriction. It is largely administrative and legal in nature, rather than a construction-led highway scheme.
- 11.2 Carbon impacts associated with the proposal are expected to be minimal. Minor, one-off emissions may arise from officer activity linked to the consultation and legal processes, together with limited contractor travel and the installation of a small number of signs. As the road markings are already in place, no significant additional construction activity is required.

12. Implications for Partners

- 12.1 Improved traffic management and reduced obstruction will ease pressure on emergency services and reduce the need for Police attendance for parking-related issues. Enforcement demand for Parking Services may increase slightly but is expected to be manageable.

13. Risks and Mitigation

- 13.1 The TRO regularises an existing marking currently without legal basis, reducing the risk of procedural challenge.
- 13.2 No objections have been received, minimising risk of legal opposition
- 13.3 There is a small risk of parking displacement; however, this is considered manageable

14. Accountable Officers

Andrew Lee, Group Lead, Local Traffic and Road Safety Schemes

Report Author: Andrew Lee
Service Manager, Local Schemes and Road Safety
01709 254489 or andrew.lee@rotherham.gov.uk

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