

**CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND
PROSPERITY**

**Venue: Town Hall, Moorgate
Street, ROTHERHAM.
S60 2TH**

Date: Monday, 2nd April, 2012

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are likely to be considered under the categories suggested, in accordance with Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Receipt of Petitions (report herewith) (Pages 1 - 2)
4. Local Transport Plan Integrated Transport Programme 2012-13 (report herewith) (Pages 3 - 7)
 - Tom Finnegan-Smith, Transportation and Highways Projects, to report.
5. Amendments to the Schedule of Delegation (report herewith) (Pages 8 - 9)
 - Chris Wilkins, Assistant Planning Manager, to report.

Extra Item:-

6. A630 Doncaster Road - Oldgate Lane Junction Signalisation and Whinney Hill Bus Lane - UPDATE (report herewith) (Pages 10 - 13)
 - Tom Finnegan-Smith to report.
7. Exclusion of the Press and Public.

The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relating to the financial or business affairs of any particular individual (including the Council)).
8. Town Centre Business Grants (report herewith) (Pages 14 - 17)
 - Martyn Benson, Business Development Co-ordinator, to report.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:	2nd April, 2012
3.	Title:	Receipt of Petitions
4.	Directorate:	Chief Executive's

5. Summary

The purpose of this report is to confirm receipt of two petitions containing:-

- From forty-six residents of Wickersley requesting a fence to be restored between Scarborough Road and Markfield Drive.
- From seven hundred and thirty residents of Rotherham objecting to the principle of any commercial enterprise on Herringthorpe Playing Fields and a further one hundred and eighty residents (presented to the Cabinet meeting on 14th March, 2012).

6. Recommendation:-

That the Cabinet Member notes receipt of the petitions and that the petitions are referred to the relevant department for investigation and a report back to a future meeting.

7. Proposals and Details

To report receipt, on 7th March and 14th March, 2012, a petitions containing:-

- From forty-six residents of Wickersley requesting a fence to be restored between Scarborough Road and Markfield Drive.
- From seven hundred and thirty residents of Rotherham objecting to the principle of any commercial enterprise on Herringthorpe Playing Fields and a further one hundred and eighty residents (presented to the Cabinet meeting on 14th March, 2012).

8. Finance

Cost of implementation and administration of any proposed development.

9. Risks and Uncertainties

Residents remaining dissatisfied with the consultation process.

10. Policy and Performance Agenda Implications

In accordance with the Proud theme.

11. Background Papers and Consultation

Copy of the petition sent to the Departments.

Contact Name:- Debbie Bacon, Senior Democratic Services Officer

Ext: 22054

Email: Debbie.bacon@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:	2nd April, 2012
3.	Title:	Local Transport Plan Integrated Transport Programme 2012/13
4.	Programme Area:	Environment and Development Services

5. Summary

This report outlines the proposed Local Transport Plan (LTP) Integrated Transport Programme for 2012/13.

6. Recommendations

That Cabinet Member resolves to: -

- (a) note the specific allocation for Integrated Transport for 2012/13 including the potential carry over from 2011/12 and the confirmed funding allocation from the Local Sustainable Transport Fund (LSTF) and potential further funding from LSTF large bid and Better Bus Area Bid .**
- (b) Agree the principle of the proposed programme as identified in Appendix A as the basis for detailed design and implementation during 2012/13.**

7. Proposals and Details

This report seeks to outline the proposed areas of work for the forthcoming financial year; 2012/13, that are to be delivered from Department for Transport (DfT) grants. The primary grant funding being the capital funding made available from Central Government for Integrated Transport (IT), as part of the third Local Transport Plan (LTP3). The table below shows the LTP IT funding made available across South Yorkshire both actual and indicative:

	Final Allocations		Indicative Allocations	
	2011/12 £000's	2012/13 £000's	2013/14 £000's	2014/15 £000's
Integrated Transport	11,252	12,002	12,002	16,877

As previous reports have outlined central government funding to Integrated Transport Authorities (ITA) for delivery of transport related projects has been considerably reduced in recent years. The allocation to the South Yorkshire Integrated Transport Authority (SYITA) for the forthcoming year is just over £12million, a slight increase on last year but still 50% of the allocation received in 2010/11. The ITA has resolved to continue with the 'whole programme approach' adopted for delivery in 2011/12. Rotherham's allocation is indicated to be £1,463,715 which is a slight increase on the allocation for 2011/12. It is anticipated that we will carry forward approximately £270,000 from 2011/12 this funding is primarily additional funding from central government made available to the ITA this year 2011/12 but due to the tardiness of this allocation it will be carried forward to 2012/13. This would make our total Integrated Transport allocation for 2012/13 **£1,733,715**.

In addition to the Integrated Transport allocation the DfT has given Transport Authorities the opportunity to bid for further funding aimed at specific areas of transportation. The SYITA has been successful in securing funding from the Local Sustainable Travel Fund (LSTF) key component bid a report outlining the programme of work was submitted to Cabinet Member in August 2011 minute no.G31 refers. This funding is made available to the ITA to deliver projects that encourage travel by alternative modes such as walking and cycling. In 2012/13 £210,000 is to be made available for delivery of projects in Rotherham. The key component bid was the first stage of funding made available through the LSTF. The ITA has also made a bid into a much larger fund and should be made aware of the outcome of this bid in June or July of this year. If successful this will bring an additional £3.25million for specific projects in Rotherham between 2012 and 2015.

The South Yorkshire Passenger Transport Executive (SYPTTE) has recently; on behalf of the ITA, made a bid to the DfT for additional funding from a programme entitled the 'Better Bus Area Fund' which as the title suggests aims to provide funding to improve public transport in an area through capital and revenue investment. This fund makes available up to £5million to an authority and the PTE has produced a bid that seeks the full amount. It has support from key bus operators and if successful should see capital investment in Rotherham of approximately £600,000 to be spent in 2012/14. The DfT is keen to see early delivery of this fund.

Appendix 'A' is a summary of the proposed programme of works for Rotherham in 2012/13, it also shows these additional sources of funding and the projects they intend to deliver if the bids are successful.

The programme is divided into 5 themed areas, those being: Bus Priority and Access improvements, Connectivity (walking and cycling), Local Safety, Traffic Management and finally Smarter Choices. There is also an item in the programme for major schemes which currently only shows the A57 and Waverley link road although the latter may be removed once it has been determined by DfT.

The notable projects on the first section; bus priority and access improvements, of the programme are the improvements proposed at Oldgate Lane and Whinney Hill which has been considered by Cabinet Member on the 20 February 2012 Council Minute No.G98 refers. If the Better Bus Fund Bid is successful then the project will deliver a signalised junction at Oldgate Lane and full time bus lane on the A630 approach from Thrybergh. If the bid is not successful then we have the agreement of South Yorkshire Passenger Transport Executive to deliver the signalisation of Oldgate Lane in 2012/13. The PTE are also co-funding the upgrading of pedestrian facilities on the A630 between St. Ann's roundabout and Dalton.

Connectivity section of the programme identifies walking and cycling schemes we have a number of schemes developed in 2011/12 for early delivery in 2012. The programme also identifies funding for a zebra crossing on Green Lane. This part of the programme also has the potential investment from central government for the LSTF big bid which could realise significant investment in improving walking and cycling between the town centre and Rawmarsh including pedestrian crossings at Taylors Lane roundabout and improvements to the Canal Tow Path to improve cycling and walking links between Rotherham centre, Lower Don Valley and Sheffield centre. This investment is over a 3 year period between 2012 and 2015. A decision is expected in June or July of this year. It is also a priority for the forthcoming year to improve accessibility in the town centre by improving pedestrian crossing opportunities and identifying routes across the town for cyclists with the potential for cycling through the current pedestrian zone; this will be the subject of a future report to Cabinet for approval.

The 2012/13 Local Safety Scheme programme consists of a mixture of hotspot and route treatments. The accident hotspots to be treated include the junctions of New Wortley Road and Fenton Road and Herringthorpe Valley Road and Laudsdale Road. The routes where remedial measures are planned include the A618 Pleasley Road through Whiston, and Kingsforth Lane/ Cumwell Lane between Thurcroft and Hellaby.

The fourth section of our programme; traffic management, includes the continued implementation of enforceable school keep clear markings at the remaining schools in the borough where this has not been implemented. It also includes schemes on Howard Street in the town centre together with Broom Road from Clifton Lane roundabout to Rudston school. Both schemes aim to manage traffic whilst improving accessibility. A further notable scheme is the potential signalisation of Rotherway approach to Rotherway roundabout this seeks to address a queuing problem we have in the evening peak for outbound traffic from Rotherham to the motorway at junction 33 which is delayed by traffic turning right from Rotherway towards Whiston crossroads. The scheme would seek to introduce gaps in this traffic which would ease the congestion currently experienced on the A631 Bawtry Road.

The traffic management section also includes demand management in the form of residents parking schemes. The focus of our attention for 2012/13 are the

Masbrough and Clifton areas of the town. These areas suffer parking stress as a consequence of being on the edge of town and also in the case of Masbrough due to the Council offices being relocated to riverside and the potential for football match day parking when the new stadium opens. Clifton suffers commuter parking and visitor parking through the summer for Clifton Park and in the winter for rugby matches. In both instances properties have limited off road parking opportunities.

8. Finance

The ITA has indicated that £1,463,715 is the minimum that Rotherham will receive as a direct award and that this could increase if the financial value of the sub regional projects is reduced. The carry over amounts from 2011/12 are yet to be agreed but it is likely to be circa £270,000. Additionally there is £210,000 available to RMBC from its share of the LSTF key component bid for 2012/13 providing a total spend of £1,943,715.

9. Risks and Uncertainties

The granting of the LSTF big bid and Better Bus Area Funds bid are subject to determination by DfT and consequently there is a risk that South Yorkshire is unsuccessful in its bid. Additionally the actual amount of the carry forward from 2011/12 has yet to be agreed but we have been assured it will be in the region of £270,000.

10. Policy and Performance Agenda Implications

As a means to facilitate various ends, accessibility and high quality transport systems and infrastructure are vital if we are to achieve the aims of the Community Strategies and the Corporate Plan.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 20011-15

Contact Name:

Andrew Butler, Senior Traffic Engineer, Planning and Transportation, extension 2968, andy.butler@rotherham.gov.uk

DFT CATEGORIES	Description	LTP contribution	Other funding	PTE Contribution
Bus Priority and Access Improvement Schemes				
Rotherham - Dearne (South) Key Route A633				
A633 bus priority from interchange to Taylors lane	bus priority measures			20,000
Rotherham Central Core - Thrybergh Ext Key Route A630				
Doncaster Road Dalton pedestrian	crossing upgrade pelican to puffin	20,215	20,000	
Remote toucan crossing Dalton linked to Mushroom roundabout	completion of mushroom roundabout	25,000		150,000
Wellgate/Hollowgate junction improvement, inc signal maintenance	bus journey time improvement	50,000		
Oldgate Lane junction improvement	bus priority better bus fund bid	150,000		170,000
Whinney Hill Bus Lane	bus priority linked to above		150,000	160,000
Fitzwilliam Road near Cottenham Road pelican	conversion to Toucan linked to maintenance	30,000		
Fitzwilliam Road near Cranworth Road pelican	conversion to Toucan linked to maintenance	30,000		
Hotspots	targetted corridor improvements			
Rotherham to Swallownest - key route A618				
Completion of works at Aston comprehensive	conversion to Toucan linked to maintenance	45,000		
Sub Total		350,215	170,000	500,000
Connectivity - Walking and Cycling				
Carry over schemes:				
Worksop Road Aston (to replace pelican)	Pedestrian refuge linked to maintenance	20,000		
Outgang Lane Laughton Common	Zebra crossing	70,000		
Rotherham Road Catcliffe	Pedestrian refuge island	25,000		
A631 Bawtry Road Canklow bridge	new cycle/pedestrian refuge	15,000		
Doncaster Road East Dene	Accessibility Improvements on whole route	30,000		
A629 Thorpe Hesley - Outside school	new Puffin crossing	115,000		
Barbers Avenue Rawmarsh	Zebra crossing	40,000	15,000	
Fitzwilliam Road/St Johns Road	refuge to replace pelican linked to maintenance	20,000		
New schemes:				
Green Lane Rawmarsh	Zebra	45,000		
East Herringthorpe to Dalton contribution	Footpath Link	15,000		
Alma Road/Hollowgate and Mansfield Road	Pedestrian links	100,000		
Taylors Lane /Great Eastern Way	pedestrian crossings			
Canal tow path improvements	Sheffield to Rotherham			
Rotherham Town centre to Parkgate	cycle route			
Dearne Valley College to Swinton inc Moor Lane to Manvers	cycle route and pedestrian route improvements	35,000		
Swallownest crossroads	pedestrian crossings linked to maintenance	60,000		
Waverley to Handsworth cycle link	Quality of Life project		50,000	
High Street Rotherham town centre	improvements for cyclists	30,000		
Sub Total		620,000	65,000	0
Local Safety Schemes				
Wood Lane Treeton carry over scheme	Route improvement carry over scheme	30000		
Hotspot Treatments				
A630 Centenary Way Sheffield Road roundabout (BRT + demand man)	safety improvements + BRT and Queue man.	10000		
A6123 Herringthorpe Valley Road/Laudsdale Road junction		15000		
A6123 Greasbrough Road/Mangham Road junction		8000		
A629 Upper Wortley Road/Fenton Road roundabout junction		3000		
A630 A631 Canklow roundabout	potential to include pedestrian crossings	5000		
A631 Whiston crossroads		5000		
Route Treatments				
B6060 Laughton Common Road/Green Harbour Road		10000		
B6059 Wales Road Wales		45000		
A618 Pleasley Road Whiston		20000		
B6089 Packman Road (Wentworth Road to Brampton Bierlow)		35000		
A631 Bawtry Road (Canklow Road to Sheffield boundary)		10000		
Kingsforth Lane/Cumwell Lane		25000		
Accident Investigation Studies for 2012/13				
Route and hotspot studies	AIP studies	40,000		
Sub Total		261,000	130,000	0
Traffic Management				
School Keep Clear enforcement - roll out to other parts of the borough	TRO	25,000		
Permit cycling in Clifton Park etc	downgrade of highway to right of way	5,000		
Worrygoose roundabout - operation	Study	2,500		
Rotherway roundabout - operation	Study	60,000		
Broom Road outside Rudston school	Public consult and detail design	60,000		
Southern Orbital Route	Feasibility study/modelling	10,000		
Town centre micro simulation traffic model	Modelling	5,000		
Howard Street accessility improvements	Traffic management and package of TRO	50,000	10,000	
Broom Avenue	accessibility improvements	30,000		
SYITS	targetted corridor improvements			
Demand Management Measures				
Masbrough residents/controlled parking	Ties in with new office and football ground. Feasibility/ Consultation/ Implementation		5,125	
Wellgate North and South Resident Parking - carry over from 10/11	Waiting restrictions	5,000		
Wath town centre and adjacent areas residents/controlled/disabled parking	Feasibility/Consultation	5,000		
Clifton area residents parking issues	Feasibility, consultation and implementation	25,000		
Sub Total		282,500	15,125	0
Smarter choices				
Secure cycle parking - schools and businesses	Cycle lockers/parking - carry over scheme	90,000	8,000	
Cycle promotion	initiative (co funded from QoL)			
Adult cycle training -	cycling initiative	5,000		
Bike it	Joint initiative with QoL	10,000	40,000	
Bikability	level 2 and 3		68,000	
try cycling to work	initiative			
Miscellaneous				
SY Air Quality Monitoring	Contribution		20,000	
Monitoring	Data collection	25,000		
Sub Total		130,000	136,000	0
Major Schemes				
A57(T) M1 to Todwick Crossroads	Major Scheme	30,000		
Waverley link road scheme development	Major Scheme	60,000		
Sub Total		90,000	0	0
PROGRAMME TOTALS		1,733,715	386,125	500,000
SETTLEMENTS Includes any carry over amounts		1,733,715		
REVISED AVAILABLE FUNDING				

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member – Town Centre, Economic Growth and Prosperity
2.	Date:	Monday 2nd April, 2012
3.	Title:	Amendments to the Scheme of Delegation for the Director of Planning and Regeneration
4.	Programme Area:	Environment and Development Service

5. Summary

Proposed amendments to the Council's Scheme of Delegation relating to powers delegated to the Director of Planning Regeneration and Culture in relation to the Development Control functions of the Service.

6. Recommendation

- (i) That Members note the proposed changes to the Scheme of Delegation**
- (ii) That the reviewed Scheme of Delegation be presented to the Planning Board, Cabinet and Council for formal approval, being a change to Council policy.**

7. Proposals and Details

The Scheme of Delegation was last amended by the Council in 2010 and the current report sets out a further change proposed to the Scheme. There is only one addition to the Scheme proposed, which would allow the withdrawal of Enforcement Notices to be determined by the Chairman and Vice Chairman of the Planning Board, in consultation with the Planning Manager (or delegated representative). There are currently approximately 500 Enforcement Notices that remain extant, dating back to the 1960s, many of which will have been complied with or are no longer relevant (as sites have been re-developed). Section 173A of the Town and Country Planning Act 1990, allows Local Planning Authorities to withdraw Enforcement Notices. Officers have been re-visiting sites to determine whether more recent Notices have been complied with in order that reports can be prepared recommending their removal from the Enforcement Register (and from Land Searches when carried out on sites.) These are factual reports that note that the Enforcement Notice has been complied with, or are no longer relevant, and can therefore be removed from the Register. It does not prevent a further Enforcement Notice being served if a fresh breach of planning occurs.

To reduce the burden on Planning Board and speed up the process it is recommended that the withdrawal of Enforcement Notices be agreed with the Chairman and Vice Chairman of the Planning Board. As such, it is recommended that Section 9 of the existing Scheme of Delegation (relating to decisions taken in consultation with the Chairman and Vice Chairman of the Planning Board) be amended at paragraph 9.3 to include the following wording (in bold):

9.3 The issue of a planning Enforcement Notice, Listed Building Enforcement Notice, Temporary Stop Notice or Stop Notice, **and the subsequent withdrawal of such Notices where appropriate.**

8. Finance

There are no financial implications relating to the proposed changes to the Scheme of Delegation.

9. Risks and Uncertainties

There are no risks or uncertainties relating to the proposed changes to the Scheme of Delegation.

10. Policy and Performance Agenda Implications

There are no Policy or Performance Agenda implications. The amendment proposed would allow a speedier response to requests to formally withdraw Enforcement Notices when received from members of the public/agents etc.

11. Background Papers and Consultation

No relevant papers/consultation..

Contact Name : Chris Wilkins,
Development Manager (South Team)
Planning and Regeneration Service,
Extension 23832, chris.wilkins@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Town Centres, Economic Growth and Prosperity
2.	Date:	2 April 2012
3.	Title:	A630 Doncaster Road – Oldgate Lane Junction Signalisation and Whinney Hill Bus Lane -- UPDATE
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the success of the Better Bus Area Fund bid, seek approval to amend the proposed Traffic Regulation Orders (TRO) and implement a shared use cycle footway.

6. Recommendations

Cabinet Member is asked:

to note that:

- i) **The South Yorkshire Passenger Transport Executive; supported by RMBC was successful in its bid for funding from the Better Bus Area Fund bid. The Department for Transport (DfT) awarded the South Yorkshire Integrated Transport Authority(SYITA) its full bid amount of £4.91million which means that Rotherham receives £635,000 to fund the additional works at Oldgate Lane those being a bus and cycle lane on Whinney Hill with bus pre signal.**

To resolve that:

- ii) **The TRO for the banned turns from Oldgate Lane, including a prescribed left turn from Oldgate Lane, is promoted through the normal statutory process.**
- iii) **A shared use cycle-footway on Whinney Hill and link to Oldgate Lane is included in the scheme.**

7. Proposals and Details

The 20 February 2012 report to Cabinet Member for Town Centres, Economic Growth and Prosperity, Minute Item No. 98 of February 2012 refers, sets out a scheme to signalise A630 Doncaster Road junction with Oldgate Lane/TATA steels access and to create an in bound bus and cycle lane on Doncaster Road, Whinney Hill. The scheme was approved and is currently in the subject of detail design. The report highlighted the various funding sources for the proposal one of which was the 'Better Bus Area Fund' which DfT was to determine in March. The DfT has written to the SYITA informing it that its bid for funding has been successful and this fund now makes available £635,000 as a contribution to the overall scheme.

The report to Cabinet also highlighted the proposed traffic regulation orders including prohibited turns at the junction of Doncaster Road and Oldgate Lane junction. Since that time the detail design has progressed and further work has been carried out to consider how the junction would operate under traffic signal control. The most efficient operation of the junction, that minimises delay, identifies the need for an additional prohibited movement that being the ahead movement from Oldgate Lane to TATA steels. This would effectively make the movement from Oldgate Lane into the A630 Doncaster Road a prescribed left turn only. The most recent traffic surveys we have indicate that 97% of all traffic makes a left turn from Oldgate Lane into Doncaster Road. Alternative routes exist with the most appropriate route being via Park Lane. The normal statutory consultation process for promoting a Traffic Regulation Order still applies giving the opportunity for any objections to be made.

Cyclists will be able to use the new bus lane on Doncaster Road, but will have to bypass the bus gate traffic signals as a bicycle would not trigger the signals. It is proposed that a shared use footway is constructed so that these cyclists can bypass the signals and that the shared use footway is extended to provide a link to Oldgate Lane, additionally it is proposed that the footway alongside the bus lane is also shared use. This will provide cyclists the ability to cycle off carriageway uphill if they so choose. The proposed shared use footway is shown on Drawing No.126/17/TT191-A3 (Appendix A).

8. Finance

The cost for the whole scheme has been estimated at £1.235m (including both fees and works cost), which is split as £625,000 for the Oldgate Lane signalisation and £610,000 for the bus lane. The bid for a £635,000 grant made to the Department for Transport from the Better Bus Area Fund has been successful. It is anticipated that the scheme will be constructed in financial year 2012/13 although funding will be available in 2013/14 if required.

The scheme is to be funded from the South Yorkshire Local Transport Plan Integrated Transport (SY LTP IT) programme (co-funded through RMBC and South Yorkshire Passenger Transport Executive's programme allocations) and Maintenance grants together with the Better Bus Area Fund.

9. Risks and Uncertainties

- If the additional turning movement from Oldgate Lane is not prohibited the operation of the traffic signal controlled junction will be compromised. Any benefits from the signalisation would be negated.
- The shared use footway is required so that cyclists can safely navigate the bus gate signals and turn right from Oldgate Lane to Doncaster Road.

10. Policy and Performance Agenda Implications

The proposals as outlined would provide accessibility improvements, improve congestion, more reliable journey times, improve air quality and potentially encourage growth. These are all elements in line with the objectives set out in the South Yorkshire Local Transport Plan

11. Background Papers and Consultation

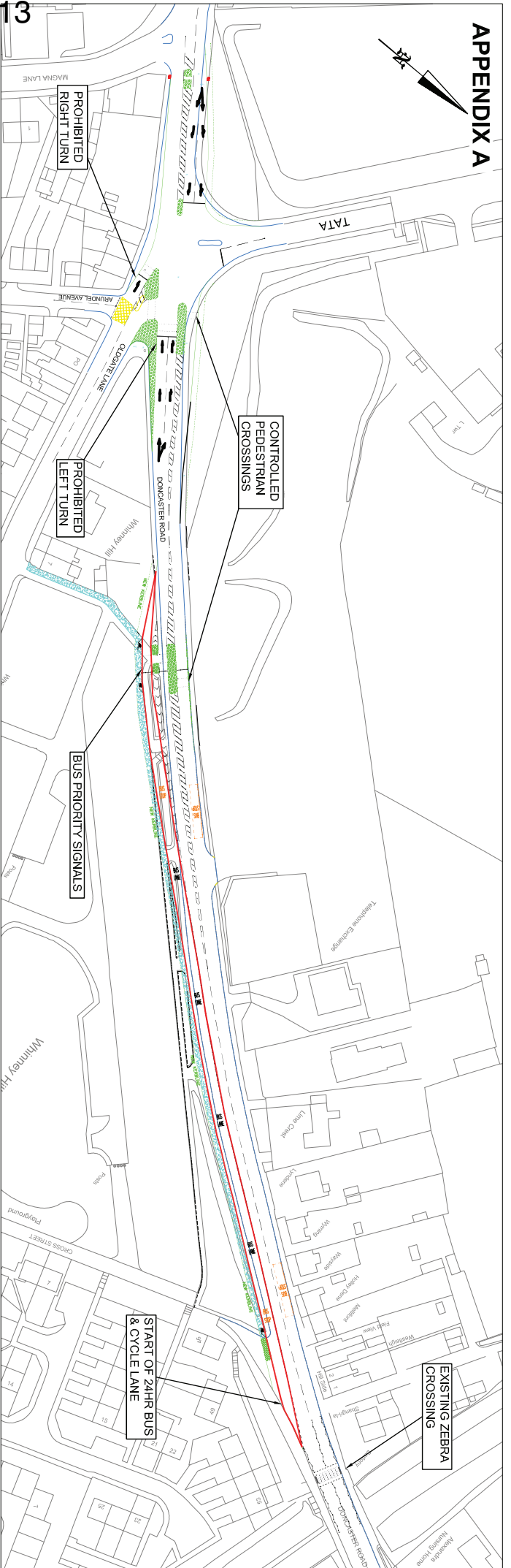
June 2009 – A630 Rotherham-Thrybergh Smart Route Consultation update

June 2010 – A630 Rotherham-Thrybergh Smart Route Proposed Improvements

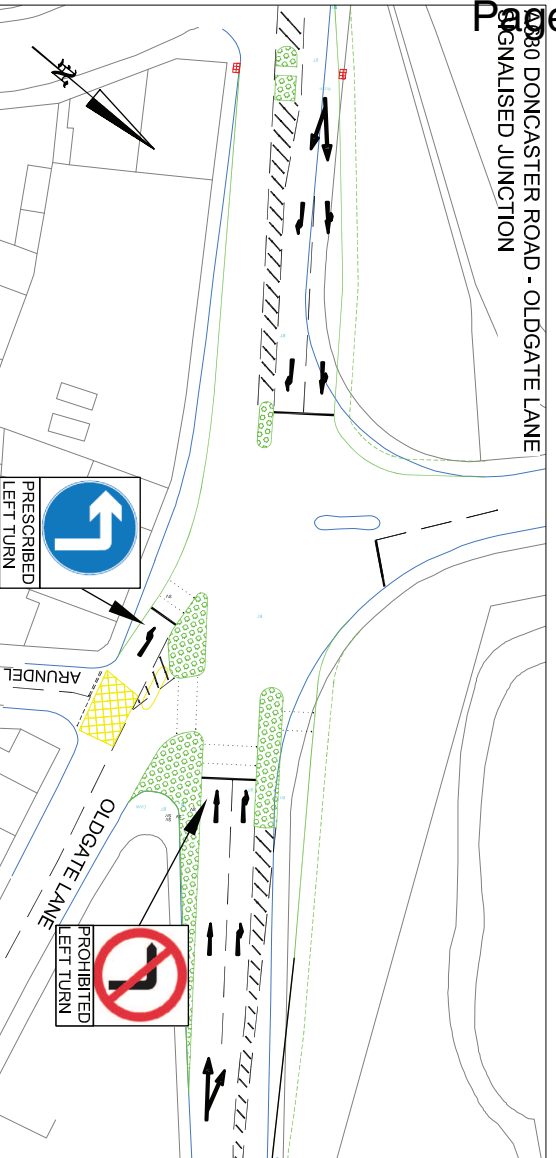
February 2012 - A630 Doncaster Road – Oldgate Lane junction signalisation and
Whinney Hill Bus Lane

Contact Name: Richard Baker, *Senior Technician ext 22939*

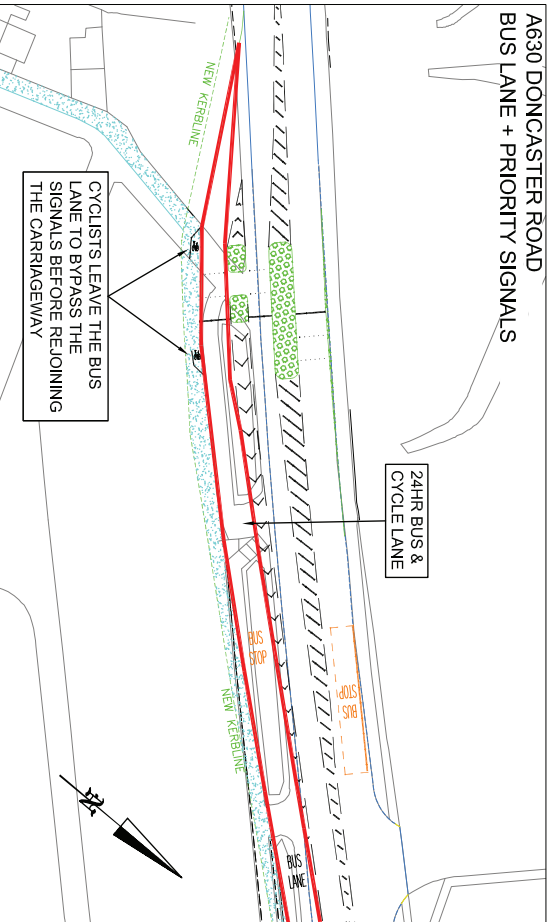
richard-eds.baker@rotherham.gov.uk



1:1000



1:500



1:500

KEY

- EXISTING KERBLINE
- PROPOSED NEW KERBLINE
- PROPOSED KERBED BUILDOUT / ISLAND
- PROPOSED SHARED USE FOOTWAY

Rev.	Description	Date	Initial	Chd.	Drawn	Date	Chd. by
A2	CHANGED OLDGATE LANE EXIT FROM PROHIBITED RIGHT TURN TO PREScribed LEFT TURN	26/03/12	RB				
A3	CHANGED FOOTWAY ADJACENT TO BUS LANE TO SHARED USE	28/03/12	CA				

Project ROUTE IMPROVEMENTS - ROTHERHAM CENTRAL CORE - THRYBERGH

Title A630 DONCASTER ROAD - OLDGATE LANE JUNCTION SIGNALISATION - WHINNEY HILL BUS LANE & PRIORITY SIGNALS

Dwg. No. 12617/17191-A3

Scale AS SHOWN

Rev A2 A3

Date MARCH 2012

Chd. by ASB

Document is Restricted