CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY

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

Date: **Monday, 28th May, 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. Proposed cycling improvements in and towards Rotherham town centre (herewith) (Pages 1 - 8)

   Tom Finnegan-Smith, Manager, Transportation and Highways Design, Planning and Regeneration, Environment and Development Services, to report.

4. Proposed 20 miles per hour zone within Rotherham town centre (herewith). (Pages 9 - 14)

   Tom Finnegan-Smith, Manager, Transportation and Highways Design, Planning and Regeneration, Environment and Development Services, to report.

Extra Items:-

5. Petition relating to the Withdrawal of Free Transport Assistance to Aston Fence Junior & Infants School and Aston Academy (report herewith) (Pages 15 - 59)

6. Proposed Temporary Offer of Reduced Parking Charges for Council Employees to Ease Parking Pressure on the Masbrough Area (report herewith) (Pages 60 - 64)

Agenda Item 3

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member for Town Centres, Economic Growth and Prosperity.**
2.	**Date:**	**28th May 2012**
3.	**Title:**	**Proposed Cycling Improvements in and towards Rotherham town centre.**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To inform Cabinet Member of proposals to improve access to and across Rotherham town centre for cyclists.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) the Director of Planning and Regeneration uses their delegated powers to promote a Traffic Regulation Order (TRO) to permit cycling within the pedestrianised areas as shown on drawing number 126/18/TT576 and that as part of the promotion of the TRO businesses and street market traders within the pedestrianised zone are consulted on the proposal to allow vehicle access during the hours of 4pm to 10am.

ii) the businesses and street market traders within the pedestrianised zone are consulted as to allow vehicle access during the hours of 4pm to 10am and that

iii) preliminary design and consultation be undertaken on the introduction of a cycle link from Westgate to Clifton Park and this be subject to a future report to Cabinet Member.

iv) that detail design and consultation is undertaken on the proposal to extend the existing shared use footways on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow as shown on drawing number 126/18/TT577 and, subject to no objections being received, be implemented

v) Investigations be undertaken into permitting cycling on identified routes through Clifton Park

7. Proposals and Details

Over recent years there has been significant investment into improving routes and facilities for cyclists towards and into Rotherham town centre, to provide a safer and more attractive environment for cycling, for example along Doncaster Road, East Dene and Wellgate. This builds upon the existing cycle facilities along routes into the town centre from Masbrough (cycle lanes on College Road), Moorgate (cycle lanes on Moorgate Road) and Templebrough (cycle lanes and shared use footways on Sheffield Road). However despite the progress being made the facilities along some cycle routes are limited and much more investment is needed within Rotherham to provide more continuous, direct and attractive routes for cyclists who wish to access or cross the town centre.

Rotherham town centre pedestrianised zone

The pedestrianised streets within the town centre are a significant barrier to cyclists who may want to access facilities or services such as employment, retail and education within this area or to those cyclists who may wish to travel across the town centre. Whilst there are a number of roads that cyclists can use to travel around the town centre, many of these roads (particularly the dual carriageways such as the A630 Centenary Way) carry large volumes of traffic and HGV's, travelling at a high speed. These roads are also not direct for cyclists wishing to cross the town centre and many would find the road environment and large junctions uncomfortable and intimidating to use.

In view of this a review of the existing town centre pedestrianised zone has been undertaken to determine which areas could be safely used by cyclists without unduly affecting the safety of pedestrians. The areas of the pedestrianised zone in which it is considered appropriate to allow cycling are shown on the drawing number 126/18/TT576, a copy of which is attached as Appendix A.

These streets have been designed for vehicle access, to accommodate loading and unloading, and therefore both drivers and pedestrians have good visibility of each other, this principle would also apply to cyclists using these streets. Consideration has been given to allowing cyclists to access the pedestrian areas only during certain times of the day, although it is considered that there are benefits in allowing cyclists to access shops and services within the town centre throughout the day and that difficulty related to enforcement are likely to arise if cycling is only permitted for part of the day.

It is also recommended that as part of the process to amend the existing Traffic Regulation Order to allow cycling within the pedestrianised zone that town centre businesses be consulted on changing the restriction on vehicle access between 10am and 5pm to one that applies between 10am and 4pm as after this time pedestrian activity in the town centre is low and this would allow more flexible access for loading/unloading at premises and the street market.

Allowing cyclists into the pedestrianised zone would bring a large number of accessibility benefits for cyclists, and help to promote cycling as a positive, healthy and cheaper mode of travel compared to private vehicles and public transport. This is also essential to ensure the development of a continuous and direct cycle network

and to compliment the investment along routes into the town centre from surrounding suburbs. This revision would be accomplished by changing the current no vehicles restriction to a no motor vehicles restriction and other than a revised TRO the only works required would be new road signs at entry points to the pedestrianised zone.
Allowing cyclists to use pedestrian streets in town centres is not a new concept and this has been adopted by a number of towns and cities throughout England. Many towns/ cities have allowed cycling on some pedestrian streets 24 hours a day including for example Sheffield, Newcastle and Nottingham. Others permit cycling on pedestrian streets during quieter times of the day such as at commuter times including for example York, Ipswich and Leeds (Cycling England: Examples of Cycling Permitted in Pedestrian Areas).

There can be a perception by some that cycling in pedestrian areas could be dangerous. However the findings of a study undertaken by the Transport Research Laboratory for the Department for Transport published in the Department for Transport's Traffic Advisory leaflet 'Cycling in Pedestrian Areas' states that "*Accidents between pedestrians and cyclists were very rarely generated in pedestrianised areas (only one pedestrian/cyclist accident in 15 site years) in the sites studied* "and that "*observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians*". It should also be noted that all of the schemes within this report will be subject to Road Safety Audit as the detail of the schemes is developed.

Routes into Rotherham town centre
Initial investigations are being undertaken into the possibility of introducing continuous cross town cycle routes. The first area identified for investigation is a link from Westgate and Main Street to Clifton Park via High Street and Doncaster Gate to provide a direct and continuous route for cyclists form the west side of the town centre to the east and vice versa. It is recommended that this route is developed into a preliminary design and that a report be made to a future Cabinet Member meeting with further details and proposals resulting from this investigation.

In addition to this it is proposed to extend an established shared use cycle route that currently runs from the Worrygoose roundabout to the Canklow side of the Rotherway roundabout into Canklow. This would involve converting two sections of existing footway into shared use footway and introducing contra-flow cycling on the service road which runs parallel to Bawtry Road at Canklow Meadows. Details of this proposal are shown on drawing number 126/18/TT577, a copy of which is attached as Appendix B. It is recommended that detail design and consultation is undertaken on the proposal and that, subject to no objections being received, this be implemented.

Together these two schemes would give a direct and continuous cycle route from the Worrygoose to Mushroom roundabouts via Canklow, the town centre and Doncaster Road. It would also link the Whiston area into cycle routes on Sheffield Road, Templebrough which head towards Magna and Meadowhall. Details on this route are shown on drawing number 127/17/TT199, a copy of which is attached as Appendix C.

Clifton Park
Cycling in Clifton Park is currently prohibited by a by-law. Permitting cyclists to use the park would improve access for cyclists towards and out of the town centre from the East Dene and Clifton areas. In conjunction with the Green Spaces team it is proposed to investigate permitting cycling in Clifton Park which would be complemented with the signing of identified routes within the Park.

8. Finance
To permit cyclists to use the pedestrianised zone and to review its hours of operation would require consultation and a revision to an existing Traffic Regulation Order and it is estimated that this would cost approximately £10,000.

No cost estimate has been undertaken for the cycle route from Westgate to Clifton Park although potential funding for this scheme is available from the Local Sustainable Transport Fund bid and the Local Transport Plan Integrated Transport Capital Programme for 2012/2013.

To extend the existing shared use scheme from the Rotherway roundabout towards Canklow would require consultation, a new Traffic Regulation Order with associated signing and it is estimated that this would cost approximately £10,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2012/2013.

A change to the bylaw that prohibits cycling in Clifton Park would cost approximately £5000.

9. Risks and Uncertainties
If cycling along pedestrian streets in the town centre is not permitted in appropriate areas, Rotherham town centre will continue to act as a barrier to accessing employment, retail, and education/ training for the growing number of cyclists in Rotherham. In addition the full benefits of investment into facilities for cyclists along routes into the town centre would not be realised if cyclists could not then continue along a direct, safe routes to access facilities and services within the town centre or on the other side of the pedestrian areas.

Objections to the proposal to permit cycling in the pedestrianised zone may be received from partially sighted people and representative groups. It is considered that the risks in relation to potential conflict, as mentioned within the main body of the report, are low and that similarly to vehicle peak times the highest movements are likely to occur during the times that vehicles access is permitted.

10. Policy and Performance Agenda Implications

This scheme would improve sustainable access by bicycle to the large number of employment, retail, and education/ training opportunities located within the town centre and industrial estates nearby. This scheme will also help to create a more viable cycle network for those who may not be able to afford a private vehicle, rising fuel costs or public transport to access employment. This is inline with the primary goal in LTP3, and the main LSTF priority of supporting economic growth. Promoting cycling as a mode of transport in the town centre through an improved cycle network also enhances social inclusion and health, another priority in LTP3, by encouraging cycling as an active means of everyday travel. Cycling also helps to reduce vehicle emissions inline with the other LSTF main priority and LTP goal. Road safety for cyclists will also be improved by providing traffic free alternative routes to the major roads, and junctions/ roundabouts around the town centre.

By encouraging cycling this scheme will also help to meet the aims of the corporate plan under Improving the Environment which include reduced CO2 emissions and lower levels of air pollution, and more people are cycling, walking or using public transport.

11. Background Papers and Consultation

- Local Transport Plan 3.
- A Sustainable Journey to Work in South Yorkshire: Local Sustainable Transport Fund- Key Component.
- RMBC Corporate Plan 2012-2013
- DfT Traffic Advisory Leaflet 9/93: Cycling in Pedestrian Areas.
- Cycling England: Examples of Cycling Permitted in Pedestrian Areas.
- Cycling in vehicle restricted areas TRL 583 2003.
- Appendix A – drawing number 126/18/TT576 showing the areas of the pedestrianised zone in which it is considered appropriate to allow
- Appendix B – drawing number 126/18/TT577 showing details of the proposed extension an established shared use cycle route
- Appendix C – drawing number 126/17/TT199 showing details of the existing cycling provision between Worrygoose roundabout and Mushroom roundabout

Contact Name:

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Tom Finnegan-Smith, Transportation & Highways Manager, ext 22967
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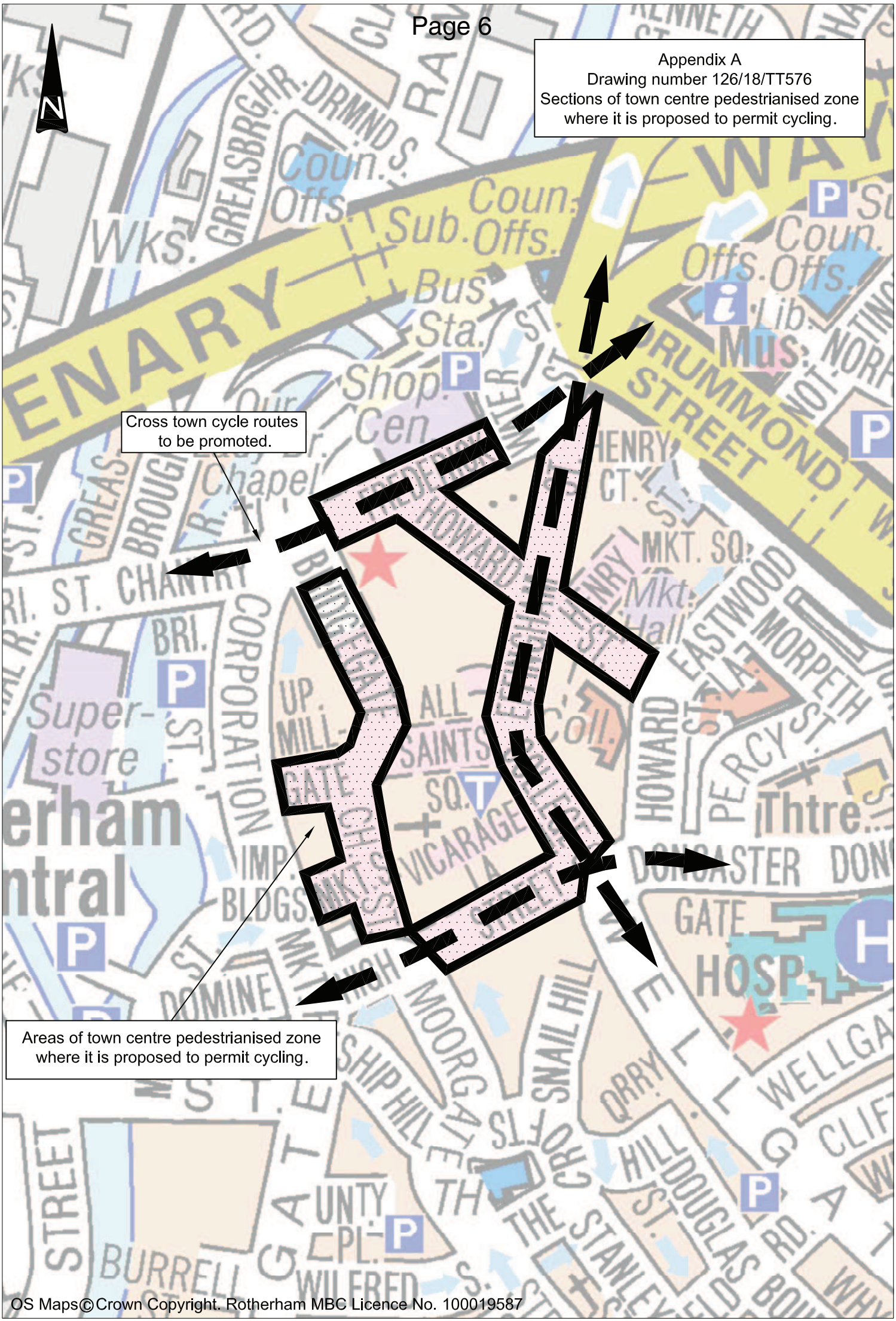
Appendix A
Drawing number 126/18/TT576
Sections of town centre pedestrianised zone where it is proposed to permit cycling.



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Rotherham Metropolitan Borough Council
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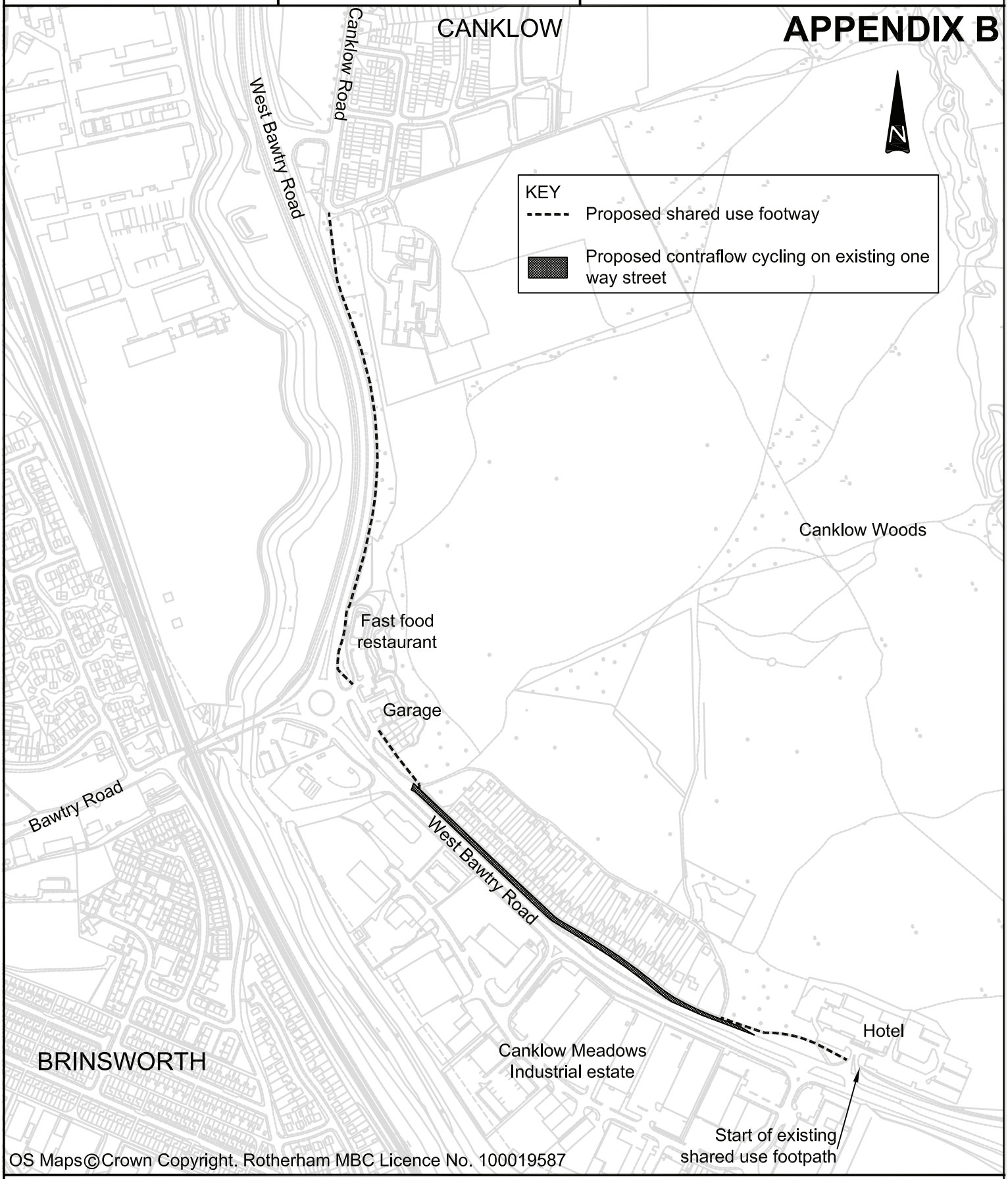
Client:

APPENDIX B



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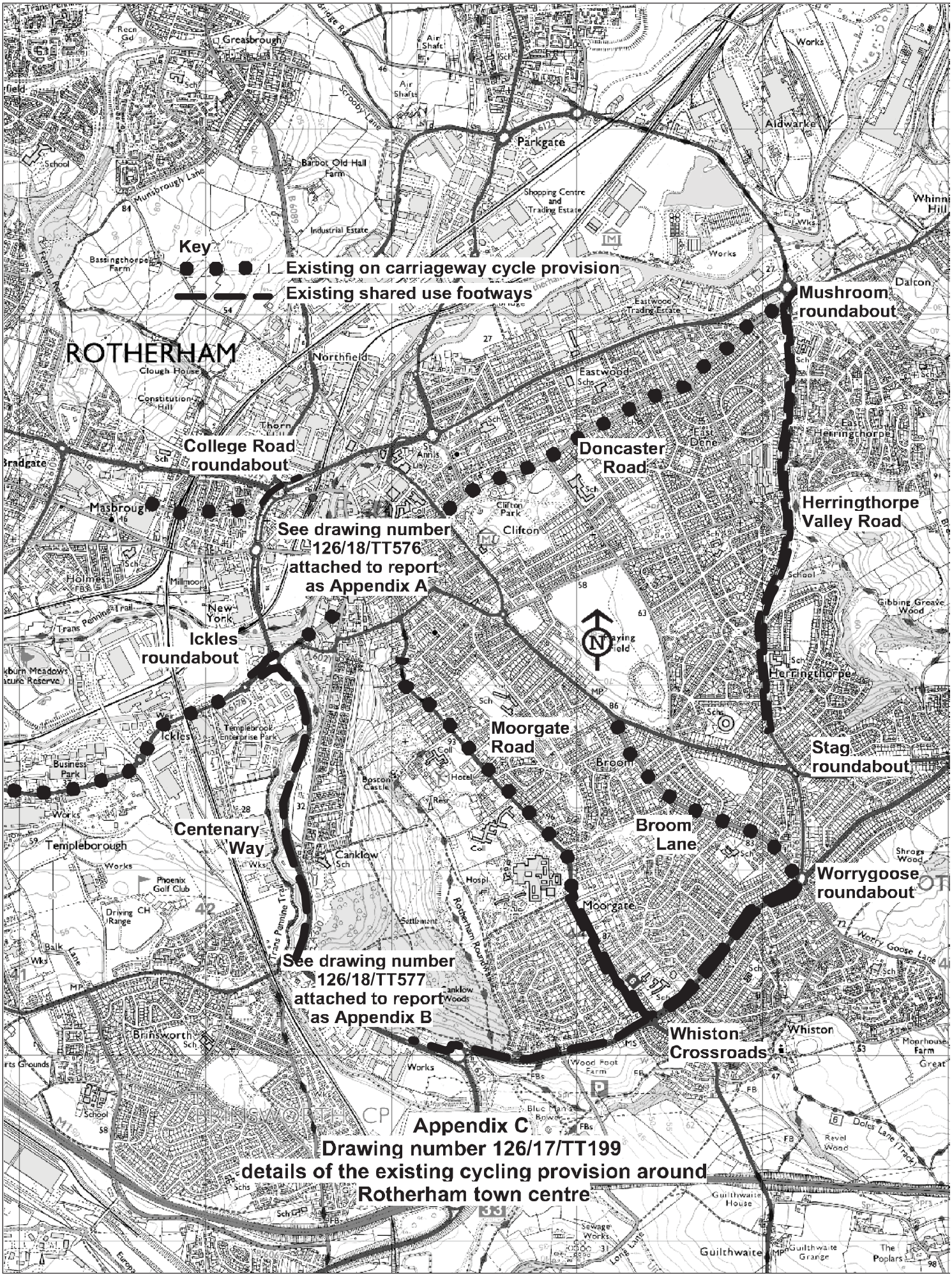
Title

Extension to existing shared use footway
Bawtry Road/Centenary Way, Canklow

Dwg. No.	Scales (if A4)	Drawn	Date	Chd. by
126/18/TT577	NTS	ML	Apr 12	ASB


Key
Existing on carriageway cycle provision
Existing shared use footways
Mushroom roundabout
Doncaster Road
College Road roundabout
Herringthorpe Valley Road
See drawing number 126/18/TT576 attached to report as Appendix A
Ickles roundabout
Moorgate Road
Stag roundabout
Broom Lane
Centenary Way
Worrygoose roundabout
See drawing number 126/18/TT577 attached to report as Appendix B
Whiston Crossroads
Appendix C
Drawing number 126/17/TT199
details of the existing cycling provision around
Rotherham town centre
ROTHERHAM
Parkgate
Greasbrough
Aldwarke
Northfield
Eastwood
Herringthorpe
Masbrough
Clifton
Ickles
Broom
Moorgate
Whiston
Brinsworth
Templeborough

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Town Centres, Economic Growth and Prosperity**
2.	**Date:**	**28 May 2012**
3.	**Title:**	**Proposed 20mph zone within Rotherham town centre**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To inform Cabinet Member of a proposal to introduce a 20mph zone on the majority of roads within Rotherham town centre.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) detailed design and consultation on introducing a 20mph zone in Rotherham town centre is undertaken and, subject to no objections being received, be implemented.

ii) the Director of Planning and Regneration use powers delegated to him to promote a Traffic Regulation Order to introduce a 20mph zone in Rotherham town centre, in the area shown on drawing number 126/46/TT85.

7. Proposals and Details

In order to signify to drivers that the town centre environment is different to the general road environment, due to its high pedestrian activity, it is considered desirable to introduce a 20mph speed restriction in Rotherham town centre.

During the last three years in the area considered for a 20mph speed restriction there have been thirty seven injury road accidents resulting in no fatal, seven serious and thirty slight accidents. Within these thirty seven accidents, twelve pedestrians and three cyclists were injured.

A 20mph speed restriction could be introduced to town centre in one of two ways; either by a 20mph speed limit, indicated by speed limit repeater signing only, where measured mean traffic speeds are below 25mph; or by a 20mph zone where vehicles are restricted to 20mph by the use of traffic calming in which no part of the zone is more than 50m from a traffic calming feature. With the recent revision to the Traffic Signs Regulations and General Directions the traffic calming features for use in 20mph zones have been increased to include speed limit roundels in addition to the more traditional forms of traffic calming such as road humps, speed cushions or road narrowing.

A 20mph speed limit/zone would lead to

- a slight reduction in injury accidents. Although traffic speeds in the proposed zone are already low the additional signing and measures would lead to a 1-2 mph reduction in mean speeds potentially giving a 6-12% reduction in accidents
- an increase in cycling and walking as reduced vehicle speeds would make this a more attractive activity. There may also be an impact on obesity as people travel by more active modes
- the use of a lower design standard for Highway Works. This would enable more flexibility in the design of Highway Works associated with development and may also lead to cost reductions

Access for buses, visitors to the town centre and delivery vehicles would be unaffected.

A series of speed surveys have been undertaken on key roads throughout the town centre to establish which of these two ways of introducing a 20mph speed restriction would be most appropriate. The measured speeds are shown on plan number 126/46/TT85, a copy of which is attached as Appendix A.

A preliminary design has been undertaken for a 20mph speed limit and this would cost in the region of £22,000 to design and implement. This would require 20mph speed limit signs erecting at all entrances to the area covered by the speed limit together with extensive, regularly spaced, 20mph speed limit repeater signs.

A preliminary design has also been undertaken for a 20mph zone; with no point on the highway within the zone more than 50m from a traffic calming feature. In view of the traffic calming that is already in place, or that is currently proposed (Minute number 112 from Cabinet Member meeting of 12 April 2012 refers), such a zone would only require two sets of speed cushions on Moorgate Road, several 20mph speed limit roundels marked on the carriageway and 20mph speed limit signs at all entrances to the area covered by the zone. This would cost in the region of £23,000 to design and construct. A plan showing the layout of the speed cushions on Moorgate Road and a typical 20mph roundel is shown on drawing number 126/17/TT197, a copy of which is attached as Appendix B.

Both of these methods would enable the introduction of a 20mph speed restriction to Rotherham town centre, both are practical to implement and have similar costs. However given that a 20mph speed limit would require the installation of numerous speed limit repeater signs throughout the town centre, with the subsequent effect on the streetscape and sign clutter, it is recommended that the 20mph speed restriction is implemented as a 20mph zone.

8. Finance

The recommended scheme is expected to cost £23,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2012/2013.

9. Risks and Uncertainties

If a problem developed with inappropriate speed following implementation of the 20mph zone South Yorkshire Police would not currently undertake any speed enforcement. In order to resolve such a problem further traffic calming may need to be implemented; however current vehicle speeds and the layout of the proposed traffic calming should make this a small risk.

10. Policy and Performance Agenda Implications

The recommended scheme contributes towards promoting sustainable transport as set out in the National Planning Policy Framework and specifically would "*give priority to pedestrian and cycle movements…*" and "*create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter…*"

The introduction of a 20mph speed limit within the town centre would also allow the use of a lower design standard for Highway Works. This would enable more flexibility in the design of Highway Works associated with development and may also lead to cost reductions.

11. Background Papers and Consultation

South Yorkshire Police have a guidance document on 20mph speed limits and zones which sets out their position with respect to these. They will support a 20mph speed limit if mean vehicle speeds are 24 mph or below. They will support a 20mph zone if traffic calming is used to reduce the mean speed of vehicles to 20mph.

Drawing number 126/46/TT85, showing the extent of the proposed 20mph zone and details of the measured speeds on key roads throughout the town centre, is attached as Appendix A.

Drawing number 126/17/TT197, showing the proposed traffic calming on Moorgate Road and typical 20mph speed limit roundel details, is attached as Appendix B.

Contact Name: Matthew Lowe, Engineer, ext 2968
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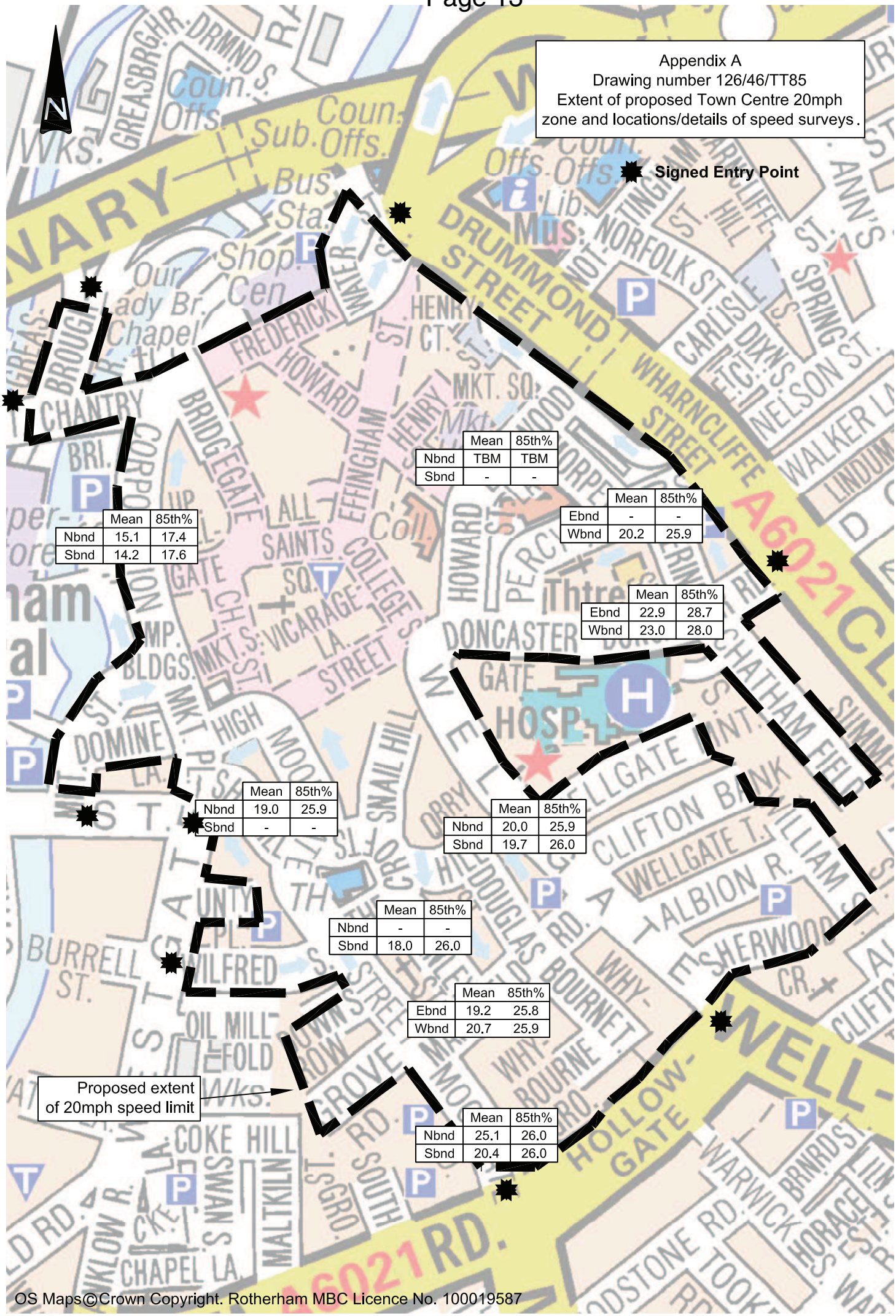


	Mean	85th%
Nbnd	TBM	TBM
Sbnd	-	-

	Mean	85th%
Ebnd	-	-
Wbnd	20.2	25.9

	Mean	85th%
Nbnd	15.1	17.4
Sbnd	14.2	17.6

	Mean	85th%
Ebnd	22.9	28.7
Wbnd	23.0	28.0

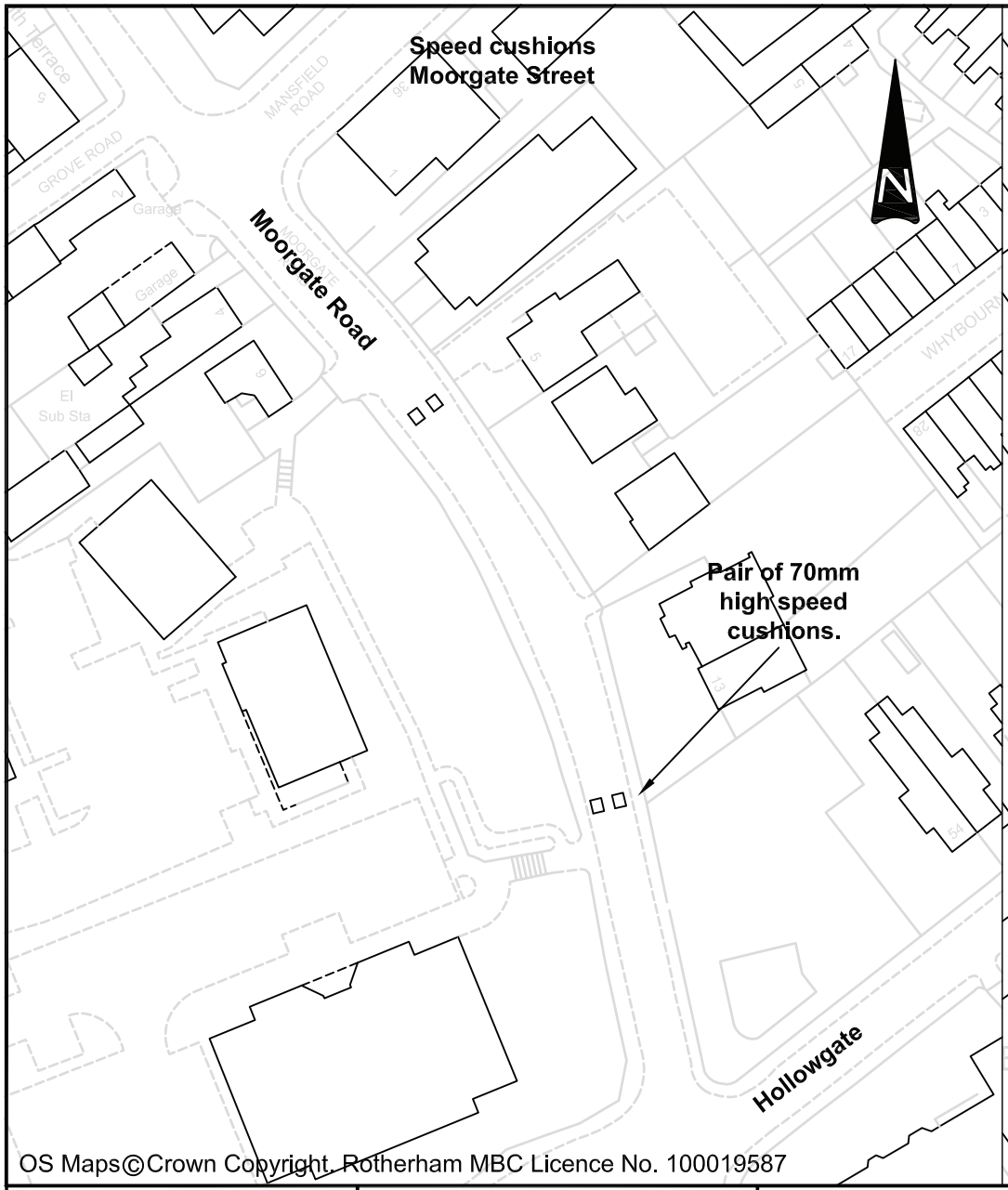
	Mean	85th%
Nbnd	19.0	25.9
Sbnd	-	-

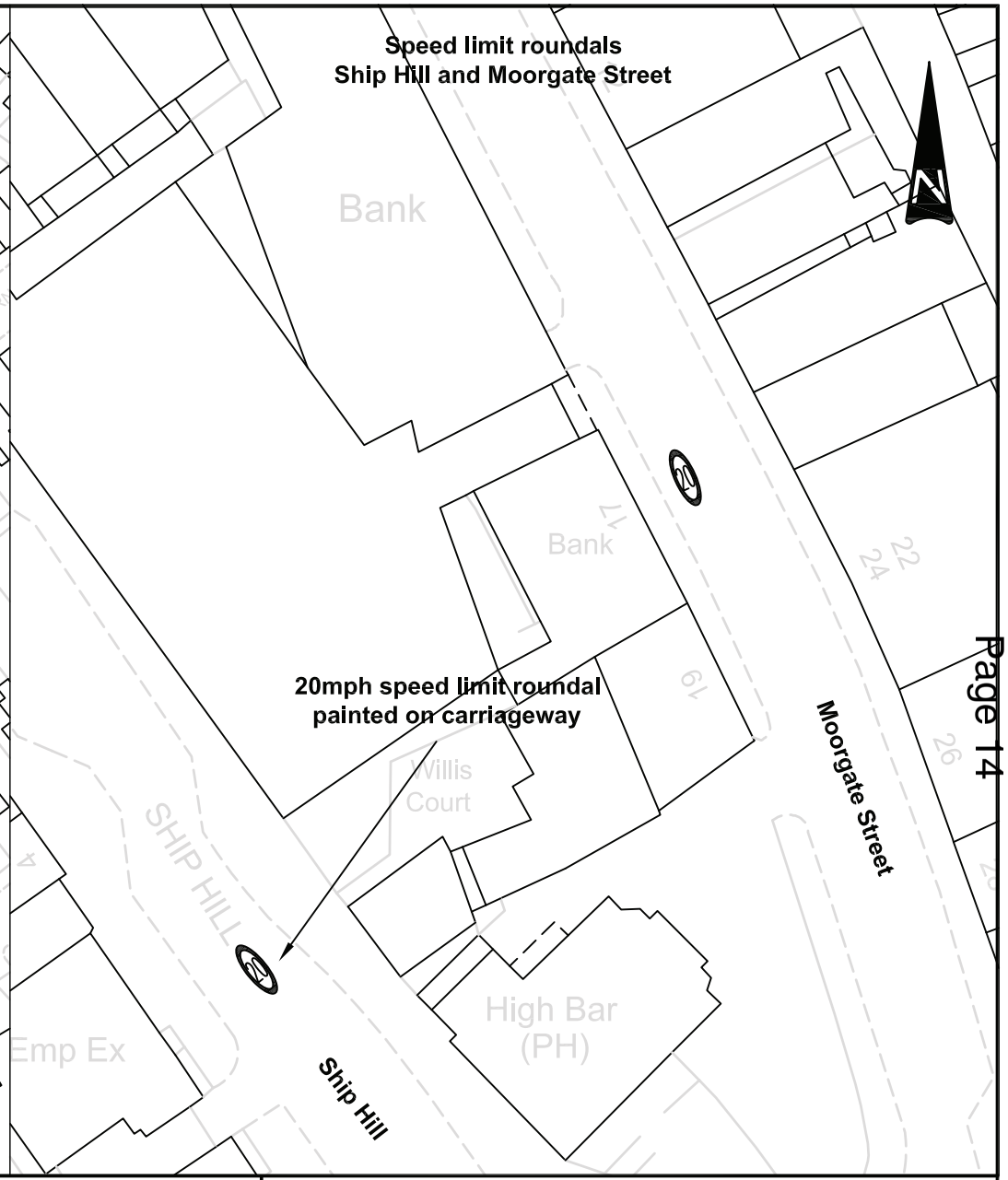
	Mean	85th%
Nbnd	20.0	25.9
Sbnd	19.7	26.0

	Mean	85th%
Nbnd	-	-
Sbnd	18.0	26.0

	Mean	85th%
Ebnd	19.2	25.8
Wbnd	20.7	25.9

	Mean	85th%
Nbnd	25.1	26.0
Sbnd	20.4	26.0





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Client:

Appendix B

Title	Proposed Rotherham town centre 20mph Zone Typical traffic calming details		
Dwg. No.	126/18/TT197	Scales (If A4)	NTS
Drawn ML	Date Apr 12	Chd. by	SIS

ROTHERHAM BOROUGH COUNCIL - REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member for Town Centres, Economic Growth and Prosperity**
2.	**Date:**	**28th May 2012**
3.	**Title:**	**Petition relating to the withdrawal of free transport assistance to Aston fence Junior & Infants School and Aston Academy.** **Wards – Rother Vale and Holderness**
4.	**Directorate:**	**Environment & Development Services**

5. Summary

The Cabinet Member for Town Centres, Economic Growth and Prosperity at the delegated powers meeting held on 23rd January 2012 resolved that *"free transport assistance, in the form of zero fare bus passes, be not renewed for pupils living on the Coalbrook Estate, Woodhouse Mill attending Aston Fence Junior and Infants School and Aston Academy, with effect from September, 2012. Pupils would no longer be classed as "eligible" due to the existence of an available safe walking route"* (Minute G86 refers).

Following communication of this resolution to the parents/carers of affected pupils, we have now received a letter from Orgreave Parish Council and a petition with covering letter from a parent of a pupil at Aston Fence School representing many parents within Orgreave
.

6. Recommendations

That Cabinet notes the receipt of the letter and petition both requesting re-consideration of the resolution of 23rd January 2012.

That Cabinet Member reaffirms the decision taken on 23rd January 2012 which is consistent with the council's published policy.

7. Proposals and details

Following resolution at the delegated powers meeting of the Cabinet Member for Town Centres, Economic Growth and Prosperity on 23rd January 2012, Aston Fence Junior & Infants School and Aston Academy were both visited by the Principal Officer, Education Transport on 29thJanuary 2012 and informed of the Cabinet Member's decision. Both schools were also presented with a draft copy of the proposed letter to parents/carers for their comments and a copy of the risk assessment of the available walking route to Aston Fence Junior and Infants school, which was performed between 25/11/11 and 17/1/12, was also given to the school. However, the risk assessment for Aston Academy, which covers a greater distance, was not available until 22nd February 2012 but it was felt necessary to communicate proposals to parents/carers of children attending both schools at the same time since some had children attending both schools. Letters were sent to parents/carers on 13th March 2012.

A number of articles had been printed in the local press which prompted some parents to query the action being taken. Fortunately most parents/carers received our letters directly after the press articles were published thereby reducing the number of representations received. A number of parents/carers have requested copies of the Risk Assessments and a further number of contacts have been received questioning further the rationale.

A 300 signature petition and covering letter has been received from a parent of a pupil attending Aston Fence Junior and Infants School representing parents at Orgreave and a separate letter has been received from Orgreave Parish Council. Both of these request re-consideration of the resolution at minute G86.

Although the petition contains 300 signatures it is worth noting that many of these are from Sheffield residents, whilst others are from Rotherham residents outside the affected area. The proposed action involving both schools will affect only 49 pupils. The letter from Orgreave Parish Council has been responded to by our Planning and Regeneration Service (Transportation and Highways Design).

The "school" bus to/from Aston Fence School will cease to run in September 2012 as there will no longer be the responsibility on the L.A. to fund this. Fortunately this also coincides with the end of a 4 year contact issued by SYPTE.
The "school " bus from Sheffield via Woodhouse Mill to /from Aston Academy will continue to run in September 2012 as this is operated on a commercial basis and is not subject to receipt of any funding from RMBC.

It is recommended that the resolution not to renew zero fare passes for use from September 2012 onwards is reaffirmed as this will be consistent with the council's agreed policy. All affected pupils will continue to benefit from use of existing zero fare passes until the end of the academic year in July 2012 after which they will not be renewed. The absence of zero fare passes in this area also removes the responsibility of the L.A. to fund a dedicated "school" bus service to Aston Fence Junior and Infants School. The "school " bus service to Aston Academy will continue

to operate from September 2012 as this is run commercially by the operator and not funded by the LA. There has been no change to Policy.

8. Finance

There are no financial implications in noting receipt of the letter and petition.

The cost of reinstating the free school transport to the two schools would be approximately £15,000; there is no financial provision for this and it could not be sustained within the 2012/13 budget.

Note: Home to School Transport also has a savings target of £98,000 in the current financial year.

9. Risks and Uncertainties

There may be future changes to the use of industrial premises and road infrastructure in the area scoped by the Available Walking Route Risk Assessment. Either of these may prompt a review of the risk assessment although this is true of any other area within the Rotherham boundary. Any changes in the area will need to be monitored and the risk assessment reviewed where necessary.

10. Policy and Performance Agenda Implications

The existence of an available walking route prompts review of free transport assistance, this ensures that free transport is only provided to those pupils who are eligible but not to those who do not qualify. The decision made at the meeting of 23rd January 2012 relating to transport to Aston Fence School and Aston Academy was made ***in accordance with the agreed Council Policy***, and consistent with and a similar previous decisions.

11. Background Papers and Consultation

Minute G86 dated 23rd January 2012
Letter from Orgreave Parish Council to Martin Kimber dated 10th April 2012
Letter from Planning and Regeneration Service to Orgreave Parish Council dated 27th April 2012.
Letter and petition from Mr. T. Spencer to Martin Kimber dated 2nd April 2012
Policy on Home to School Transport

12 Contact

Craig Ruding
Principal Officer – Education Transport
Tel: 01709 822527 Email: craig.ruding@rotherham.gov.uk

CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY
23rd January, 2012

Present:- Councillor Smith (in the Chair) along with Councillors Dodson, Pickering and Walker.

G83. HIGHWAY AND CYCLING IMPROVEMENT WORKS

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which detailed a proposal to implement twenty-seven cycle lockers on Morpeth Street and to implement measures to improve the street scene and create a more attractive pedestrian route.

Morpeth Street was currently closed to traffic from Percy Street. The existing planters in the centre of the road did not, therefore, contribute towards an attractive street scene, acting as a barrier and as such they were proposed to be removed as part of the scheme. The planters along the side of the road were, however, to be retained and replanted with new low level and low maintenance planting. However, as the planters in the centre of the road currently also served to prevent vehicles from driving into Morpeth Street from Percy Street cycle lockers and new bollards would be positioned to prevent such access.

Discussions were taking place with the college about the potential for student involvement in the scheme to create a distinctive street scene.

Discussion ensued about the proposals, the landscaping and planting scheme proposed and how best this area could be opened up to disperse the potential for anti-social behaviour.

Resolved;- (1) That the detailed design be noted and consultation be carried out on the proposed scheme as shown on drawing number 126/17/TT176'.

(2) That, subject to there being no objections received, then the proposals be implemented during the 2011/12 financial year.

(3) That the scheme be funded from the Local Transport Plan (LTP) Integrated Transport Capital Programme for 2011/12.

(4) That information on the landscaping scheme be provided to the Cabinet Member, Advisers and Chairman and Vice-Chairman of the Planning Board for their information in due course.

G84. B6060 OUTGANG LANE/KNAVESMIRE AVENUE, LAUGHTON COMMON - PROPOSED EXTENSION TO SPLITTER ISLAND

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which set out the results of consultations carried out in relation to the extension of an existing splitter island associated with the Outgang Lane/Knavesmire Avenue roundabout.

As a consequence of certain motorists deliberately 'straight lining' Outgang Lane at the junction with Knavesmire Avenue and subsequently negotiating the roundabout against the flow of traffic, it was proposed to extend an existing splitter island to the east of the roundabout by approximately 16 metres thus creating a physical obstruction to these motorists within the existing central hatched area, as indicated on the attached plan attached to the report.

The splitter island would, therefore, be extended by using kerbing and surfacing materials.

The Cabinet Member welcomed these proposals to safeguard the safety of users of this stretch of highway.

Resolved:- That the detailed design work to be undertaken in relation to this proposed scheme and for the scheme to be implemented be approved.

G85. THRYBERGH RESERVOIR - DRAW OFF TOWER BOLT REPLACEMENT

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which reported on progress following the Statutory Inspection of Thrybergh Reservoir in October, 2010 and sought an exemption from Standing Order 47.6.2 (requirement to invite two oral or written quotations for a contract with an estimated value of between £5,000 and £20,000) in order that that Commercial Diving and Marine Services may be appointed to carry out the bolt replacement works to the draw-off tower.

The Cabinet Member was informed that a further quotation would require a further assessment and trial replacement by a second specialist team supervised by the Inspecting Engineer, which would further increase costs than any potential savings that may be generated.

Resolved:- That an exemption from Standing Order 47.6.2 (requirement to invite two oral or written quotations for a contract with an estimated value of between £5,000 and £20,000) be approved and the contract for the works for the replacement of the draw-off tower bolts at Thrybergh Reservoir be awarded to Commercial Diving and Marine Services.

(THE CHAIRMAN AUTHORISED CONSIDERATION OF THE TWO FOLLOWING ITEMS IN ORDER TO PROGRESS THE MATTERS REFERRED TO.)

G86. WITHDRAWAL OF FREE TRANSPORT ASSISTANCE TO ASTON FENCE JUNIOR AND INFANTS SCHOOL AND ASTON ACADEMY

Consideration was given to a report presented by Craig Ruding, Principal Officer – Education Transport, which detailed how pupils at both Aston Fence Junior and Infants School and Aston Academy resident on the Coalbrook Estate at Woodhouse Mill were currently provided with zero fare bus passes. These have been provided since 1997 due to an assessment that the walking route to school was considered unsafe.

Recent reviews by Transportation Unit have now identified an available safe walking route which removed the statutory duty for free transport assistance to be provided by the Local Authority. Walking distances to both Aston Fence Junior and Infants School and Aston Academy were less than the statutory distances of two and three miles respectively.

An initial risk assessment indicated that a safe walking route did exist, although this currently needed further work by means of an official assessment and speed surveys prior to being in a position to discontinue current transport assistance.

The proposed discontinuation of free transport assistance would not be as a result of any changes to the Transport Policy for Children and Young People; it would be as a result of a safe walking route being available thereby removing eligibility and entitlement to statutory free transport assistance.

The existence of a safe walking route to Aston Fence Junior and Infant School also had a knock-on effect in that there was also then a safe walking route to Aston Academy for pupils living on the Coalbrook Estate. It was recommended that the withdrawal of zero fare passes for pupils attending Aston Academy should be made at the same time as those for pupils attending Aston Fence School since disruption would then be restricted to a single time period.

It was proposed to allow all current holders of zero fare passes residing on the Coalbrook Estate, Woodhouse Mill, attending either Aston Fence School or Aston Academy, to retain these until the end of the academic year in July, 2012. These would not be renewed in September, 2012.

Discussion ensued on the eligibility criteria, the identification of the safe route and the need to ensure that the safe walking routes for pupils were well maintained.

Resolved:- That free transport assistance, in the form of zero fare bus passes, be not renewed for pupils living on the Coalbrook Estate, Woodhouse Mill attending Aston Fence Junior and Infants School and Aston Academy, with effect from September, 2012. Pupils would no longer be classed as “eligible” due to the existence of an available safe walking route.

G87. COMMUNITIES LIVING SUSTAINABLY - BIG LOTTERY FUNDING

Consideration was given to a report presented by Maxine Phillips, Voluntary Action Rotherham, and Michael Holmes, Policy Officer, which sought approval for the Council’s involvement in a partnership funding bid to the Communities Living Sustainably Programme run by the Big Lottery.

The Big Lottery would invest £10 million in up to ten communities across England to empower people to address environmental challenges. This initiative offered a unique opportunity to access grant funding - at a time of public funding austerity - to support some of the most socially deprived communities in the Rotherham East and Boston and Castle wards.

The Rotherham bid was being led by Voluntary Action Rotherham and would draw competitive strength from the use of the assets and community infrastructure in the town centre and in areas that have received little funding

support to address long term environmental change.

The communities targeted for grant funding were set out in detail as part of the report, along with key social and economic indicators and a list of the community organisations that have the potential to actively contribute to the project. The details of the partnership arrangements were still to be defined in terms of who did what, but good progress had been made with potential partners in the private and voluntary sector.

Further information was provided on the outcomes which were included on the Expression of Interest Form, Ward Profiles and the list of Super Output Areas in the Boston Castle and Rotherham East Wards targeted for Big Lottery intervention.

The Cabinet Member welcomed any opportunity for communities to work together to access further resources and support, but expressed concern that some of the information contained within the report was outdated with a few anomalies that needed correction before the bid was submitted. It was, therefore, suggested that officers contact the relevant Ward Members of not only Boston Castle and Rotherham East for up-to-date information, but that of Valley as some of the Super Output Areas identified crossed over the three wards and not just two.

Resolved:- That the Council continue to support and be an active partner in the Communities Living Sustainably proposal, focusing on the Boston Castle/ Rotherham East/Valley Corridor.

ORGREAVE PARISH COUNCIL
451 Retford Road
Orgreave
Sheffield
S13 9WB

☏ 0114 2696381 / 07908 215988
E-mail orgreavepc@tiscali.co.uk

10th April 2012

Chief Executive – Martin Kimber
Rotherham Metropolitan Borough Council
Riverside House
Main Street
Rotherham
S60 1AE

Dear Sirs,

Bus Service to Aston Fence J & I School and Aston Academy

The Parish Council have been contacted by many local residents who have raised concerns since receiving letters from RMBC informing them that the free bus service will cease at the end of this academic year for children travelling to Aston Fence J & I School and Aston Academy.

We have requested and received a copy of the Risk Assessment and Traffic Census/Gap Count carried out by Mr Lee and Mr Davey and raise the following concerns:-

- The route indicated is not safe as it takes children across the BS6200, which is a dual carriageway at the point of crossing, with the national speed limit.
- Your risk assessment states that there is no traffic movement in or out of the former Laycast site on Retford Road. We would like to bring to your attention that RMBC have actually approved planning permission for the Laycast site to become offices/units and work commenced on this site last year. There is currently heaving goods vehicles entering and exiting this site on a regular basis. One of the conditions on this planning application was that heavy goods vehicles have to turn right when exiting this site and not travel through Woodhouse Mill.
- The roundabout at the end of the BS6200 is raised from the road, with shrubbery on top of it. This makes it impossible to see whether vehicles are coming right round the roundabout – and therefore it is guesswork as to which way a car is travelling once it has entered the roundabout.

- The indicated route also includes the entrance/exit to the Company Jeld-Wen. This junction is wide and has a regular flow of vehicles which also include heaving goods vehicles.

We believe that the bus service is vital for the safety of the children travelling to and from school. The indicated route is not safe for children, some as young as 4 years old - even if they are accompanied by an adult.

Parents walking to Aston Fence J & I School may look for an alternative route rather than use the dual carriageway and may attempt to cross the road outside school which is still a 40mph road, which is, in our opinion too fast and unsafe for young children.

By stopping this service, to save £11K we believe you are also encouraging parents to take children to/from school in their own vehicles which will see an increase in vehicles parked outside both schools. This is already a problem at both schools for traffic flow and local residents.

The Parish Council have also been copied in a letter from a resident within our Parish, which includes a petition of over 300 names - which indicates the strong feeling within the community.

We ask that RMBC re-consider this decision and look forward to your reply to the above concerns at your earliest convenience.

Yours faithfully
for Orgreave Parish Council

Mrs Morris
Clerk/Finance Officer

cc: Councillor John Swift
Councillor Richard Russell
Andrew Lee / Nigel Davey - RMBC

Bm454
Environment & Development Services
Riverside House | Main Street | Rotherham | S60 1AE
Tel: 01709 254489 Fax: 01709 822139
E:mail: andrew.lee@rotherham.gov.uk

My Reference AL/KAC 126/RVW | Your Reference | Please ask for: Andrew Lee

Mrs Morris
Clerk/Finance officer
Orgreave Parish Council
451 Retford Road
Orgreave
SHEFFIELD
S13 9WB

27 April 2012

Dear Mrs Morris

Bus Service to Aston Fence J & I School and Aston Academy

I refer to your letter dated 10 April 2012, addressed to the Council's Chief Executive Martin Kimber, relating to the above Available Walking Route to School Assessment which was undertaken by ourselves in accordance with guidelines set out by LARSOA (Local Authority Road Safety Officers Association), entitled 'Identification of hazards and the assessment of risk of walked routes to school'.

These guidelines, which I will refer to in response to your questions, set out specific criteria for undertaking available walking route to school assessments, and are used across the country to ensure that a consistent approach is adopted by Local Authorities.

1. Within your letter you state that the route detailed in our Available Walking Route to School Assessment 'takes children across the BS6200 which is a dual carriageway at the point of crossing, with a national speed limit'. For the record, the identified crossing point on the B6200 is a 40mph single carriageway road with a central pedestrian island, and this arrangement has been used in undertaking the assessment.

2. At the time of undertaking the assessment there were no traffic movements into or out of the former Laycast site, and this was stated in the report. Should the traffic situation at this access change as a result of the site being developed then a review of this location can be undertaken in accordance with the LARSOA guidelines, as deemed necessary. However, as with any new access, consideration will have been given to future traffic and pedestrian movements in the area.

3. With regard to the amount of visibility pedestrians have of approaching vehicles when crossing the B6200, I advise that this location was assessed in accordance with the LARSOA guidelines which state that 'the available visibility at the location should allow for a vehicle to stop given the 85th percentile speed of the flow of traffic and the stopping distances required for vehicles as stated in the Highway Code'. At this particular location the 85th percentile speed of vehicles (the speed at which the majority of vehicles travel at, or below) exiting the roundabout was 28mph, with a maximum speed of 31mph being recorded. These figures were obtained using a hand-held radar gun under free-flow traffic.

4. Within the Available Walking Route to School Assessment, reference is made to the Jeld-Wed access, which states that this 'junction mouth is relatively wide, however, visibility is good and traffic flows are relatively light, therefore, should not pose any problems'.

Although the Available Walking Route to School Assessments between the Coalbrook Estate and Aston Fence Junior & Infant School / Aston Academy, doesn't take pupils across Sheffield Road outside Aston Fence Junior & Infant School, observations on site indicate that a large number of pupils do actually cross at this location on a daily basis and any decision to use an alternative route other than the one detailed by ourselves would be at the discretion of both the parent and pupil(s).

Within our Available Walking Route to School Assessments, reference was made to the fact that vehicular traffic could increase outside the school if free bus travel was removed from pupils living on the Coalbrook Estate, and this factor would have been taken into consideration by Council Members when reviewing the availability of these walking routes.

To clarify, the LARSOA guidelines state 'it is assumed that the child is accompanied as necessary by a responsible parent or carer and that in assessing the safety of an available route consideration is given only to the potential risk created by traffic, highway and topographical conditions, not personal safety'.

I trust this letter covers the points you raised.

Yours sincerely

Andrew Lee
Planning and Regeneration Service

26 Coalbrook Avenue
Orgreave
Sheffield
S13 9XR

2nd April 2012

Chief Executive Officer – Martin Kimber
Rotherham Metropolitan Borough Council
Riverside House,
Main Street,
Rotherham.
S60 1AE.

Dear Sirs,

Safe Available Route to School – Aston Fence J & I School and Aston Academy

I write on behalf of many parents within Orgreave who have serious concerns at RMBC's decision to cease providing the free travel from the Orgreave estate to both Aston Fence Junior & Infant School and Aston Academy.

Parents of children who attend the above named schools are in receipt of the Risk Assessment and Traffic Census/Gap Count, carried out by your Mr Andrew Lee and Mr Nigel Davey.

We do not believe that the '*suitable walking route to school*' is safe. The route highlighted in your assessment sends children (as young as 4 years old) across a very busy carriageway (BS6200) with a '*national speed limit*'. Even though Primary School children would be supervised by a parent/adult, we believe this is unsafe as traffic approaches this roundabout at speeds in access of 50mph. Vehicles also use the outside lane when approaching this roundabout from the BS6200 – these vehicles would not see children waiting to cross over the busy road or if a vehicle in the inside lane is letting a child/adult cross over safely they may not see this.

The Risk Assessment states that there is no longer any traffic movement in or out of the former Laycast site on Retford Road. However, I believe that RMBC have approved planning permission for an industrial estate to be built on this site. I can confirm that this is already a busy site with

Heavy Goods vehicles accessing the site whilst work is being carried out. This junction will see an increase in traffic when the work is complete and the industrial units are built.

I would also like to bring your attention to the roundabout which is raised from the road. This prevents both drivers seeing someone crossing over the busy road and the pedestrian from seeing which way the car is going i.e. up Fence Hill or towards Sheffield Road. This in my opinion is the most dangerous place to cross for a child/adult.

RMBC have ignored constant requests from member of the public, the School Headteacher and the Local Parish Council to reduce the speed outside Aston Fence Junior & Infant School, which is a 40mph road.

This has therefore left us with no alternative but to petition against your decision and ask that you re-instate this service for the safety of the children travelling to and from school.

By ceasing this service – for a saving of £11,400 a year you will be putting children's lives in danger.

Please find enclosed over 300 signatures from local residents who oppose your plans.

Yours faithfully

T. L. Spencer

Mr T. Spencer

Cc: Mr Darren Clegg – Headteacher, Aston Fence J & I School
Mr John Swift – Borough Councillor
Orgreave Parish Council
Mr Richard Russell, Councillor

PETITION

WE THE UNDERSIGNED OPPOSE THE PLANS OF RMBC TO CEASE THE FREE TRAVEL/BUS SERVICE FOR THE CHILDREN OF ORGREAVE (SERVING BOTH ASTON FENCE J & I SCHOOL AND ASTON ACADEMY).

WE BELIEVE THAT IT IS STILL NOT SAFE FOR CHILDREN TO WALK TO SCHOOL ACROSS ROADS THAT HAVE SPEED LIMITS BETWEEN 40MPH AND THE NATIONAL SPEED LIMIT.

ALSO, STOPPING THE FREE BUS SERVICE TO THE ORGREAVE ESTATE WILL INCREASE CAR PARKING OUTSIDE BOTH SCHOOLS – RESULTING IN CONGESTION TO LOCAL RESIDENTS.

Name	Address	Post Code
CHRISTOPHER ULLER	36 HORSEWOOD ROAD WOODHOUSE MILL	S13-9WL
MR. D. LINLEY	17 OAKLEY RD HANDSWORTH	S13 9XF
KAREN SPOONER	68 Retford Rd S13 9LE	S13 9LE
Luke Spooner	68 Retford RD	S13 9LE
Heather Spooner	68 Retford Road	S13 9LE
K. FLANDER	10, HALL ROAD. HANDSWORTH	S13 9AG
A. FLETCHER	57 CAVERNICK STREET	S13 8TQ
B. ALLEN.	11 FLOCKTON ROAD. HANDSWORTH	S13 9QT
N Allen	11 Flockton Rd	S13 9QT
M. Flander	10 Hall Road	S13 9AG
P BODEN	2 DELUS DRIVE	S12 4AF
K. Alcock	7 copper Beech close	S20 1HD
A WILLIAMS	11 RAVENSCROFT AVE	S13 8PS
M. CURTIS	66 Stradbroke Road	S13 8SQ
[illegible]	22 Orgreave Rise	S13 9XZ
R. Poodison	" " "	S13 9XZ
J. Thomlinson	23, ORGREAVE RISE	S13 9XZ
G Watts	"	S13 9XZ

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Name	Address	Post Code
Martin	84 Cossiley hill	S137ba
Lisa	84 Cossiley hill	S137ba
KATIE NICHOLAS	15 BRAEBURN CLOSE	S66 8SR
T McKIE	73 SMEALLIE WOOD	S13 8RF
K Turner	59 Bramley Ave.	S13 8TT
C Forrek	95 DRIVER ST.	S13 9WQ
M Lockwood	44 Rodman ST	S13 9WT
[illegible]	73 Smeatwood Rd	S13-8RF
MARK SPENCER	37 COALBROOK GROVE	S13 9XS
KATH CORTON	9 KIRKSTEAD GDS	S13 9XG
Gemma Ward	8 Tithe Barn Av	S13 7LH
Paul Bamforth	190 Retford Road.	S13 9RB.
Kelly wood	2 John wood St	S13 8[illegible]
Rai Morris	25 King Street Swallownes	S26 6TX
Lee WHITE	15 Parkhill Sheffield	S26 4UN
[illegible]	Sheffield Road	S13 7EQ
Gemma Burke	Kimberwan	S61 3St
Becky Poulton	Woodhouse	S13 7TL

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Name	Address	Post Code
C BROWN	43 COALBROOK AVE	S13 9XQ
F BROWN	43 COALBROOK AVE	S13 9XQ
JOHN PARKIN	24 COALBROOK AVE	S13 9XR
C PARKIN	24 COALBROOK AVE	S13 9XR
Jamie Parkin	24 COALBROOK AVE	S13 9XR
Joanne Spencer	37 coalbrook avenue	S13 9XS
Abby Spencer	37 coalbrook grove	S13 9XS
JIM MAIN	49 COALBROOK AVE	S13 9XQ
BEV MAIN	49 COALBROOK AVE	S13 9XQ
JOHN BOWLES	34 COALBROOK AVE	S13 9XR
PAT. BOWLES		
Dawn Beedham	23 Coalbrook Rd.	S13 9XU
Daniel Beedham	"	S13 9XU
ABBIE BRADISH	22 COALBROOK AVE	S13 9XR
SHAUN HUNTER	" " "	S13 9XR
Gaye Grayson	30 COALBROOK AVE	S13 9XR
Mark Vaughan	26 WOODSIDE COURT	S60 1TS
Jack Wales	32 Coal Brook Ave	S13 9XR

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Name	Address	Post Code
K. SMITH	37 COALBROOK AVE	S13 9XQ
Am SMITH	——— " ———	S13 9XQ
C Arthur	53 Coalbrook Avenue	S13 9XQ
M E Watson	32 ORGREAVE RISE	S13 9XZ
N Dunn	26 Orgreave Rise	S13 9XZ
S R Jackson	24 Orgreave Rise	S13 9XZ
E Boombas	20 Orgreave Rise	S13 9XZ.
R. Reid	97 Winn Gardens	S6 1UF.
P M Hemstock	16 Orgreave Rise	S13 9XZ.
G.B VERNON	14 ORGREAVE RISE	S13 9XZ
A. VERNON	" " "	" "
S. VERNON	16 J. WARD ST	S13 8WX
M Fieldhouse	12 ORGREAVE RISE	S13 9XZ.
B FIELDHOUSE	12 ORGREAVE RISE	S13 9XZ
M FIELDHOUSE	12 ORGREAVE RISE	S13 9XZ
L Cooke	6 ORGREAVE RISE	S13 9XZ
L Cook	6 ORGREAVE RISE	S13 9XZ
S D	4 ORGREAVE RISE	S13 9XZ

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ALSO, STOPPING THE FREE BUS SERVICE TO THE ORGREAVE ESTATE WILL INCREASE CAR PARKING OUTSIDE BOTH SCHOOLS – RESULTING IN CONGESTION TO LOCAL RESIDENTS.

Name	Address	Post Code
[illegible]	40 COALBROOK AVE	S13 9XR
[illegible]	40 COALBROOK AVE	S13 9XR
[illegible]	42 COALBROOK AVE	S13 9XR
[illegible]	36 COALBROOK AVE	S13 9XR
H Newman	18 COALBROOK AVENUE	S13 9XR
[illegible]	18 COALBROOK AVENUE	S13 9XR
Ben Turner	18 coal BRook Avenue	S13 9XR
K. OIMBERLINE	31 COALBROOK AVE	S13 9XQ
B Dimberline	" " "	"
R Dimberline	" " "	"
[illegible]	" " "	S12 9XQ
LAURA BEASANT	15 COALBROOK AVE	S13 9XQ
DARREN GILLIVER	15 COALBROOK AVENUE	S13 9XQ
ANNE ORTON	11 COALBROOK AVENUE	S13 9XQ
DAVE FEETHAM	7 COALBROOK AVENUE	S13 9XQ
ELIZABETH	7 Coalbrook Avenue	S13 9XQ
N. Hemstock	12 Coal brook Avenue	S13 9XR
J. Hemstock	" "	" "

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Name :	Address	Post Code
J. David	65 Coalbrook Avenue	S13 9XQ
D. Slack	57 COALBROOK Ave	S13 9XQ
J. MOLLINS	55 COALBROOK AVE	S13 9XQ
S. MOLLINS	55, COALBROOK AVE	S13 9XQ
M. Matthews	45 Coalbrook Ave	S13 9XQ
[illegible]	41 COALBROOK AVE	S13 9XQ
E. M. Jones	" "	"
N. Gale	39 COALBROOK.	S13 9XQ
[illegible] Fox	35 Coalbrook Ave	S13 9XQ
[illegible] Blackaddar	20 COALBROOK AVE	S13 9XR
C Blackaddar	20 Coalbrook Ave	S13 9XR
[illegible] Bottom	27 Coalbrook Ave.	S13 9XQ
B. A. Ryan	28 Coalbrook Ave	S13 9XR
J. Ryan.	28 COALBROOK AVE	S13 9XR
[illegible] Spencer	26 COALBROOK AVE	S13 9XR
M. Spencer	" "	S13 9XR
[illegible] Spencer	" "	"
L. Singleton	36 " "	S13 9XR

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Name	Address	Post Code
A. Burgin	17 ORGREAVE RISE	S13 9XZ
A Burgin	17 ORGREAVE RISE	S13 9XZ
S Mills	15 ORGREAVE RISE	S13 9XZ
L. MALIA	30 HOLLY GROVE	S12 2DA
S MINNS.	15 ORGREAVE RISE	S13 9XZ.
M Parker	11. Orgreave Rise	S13 9XZ
Sam T. White	7 Orgreave Rise	S13 9XZ
DARREN BURTON	1 orgreave rise	S13 9XZ
ERIC WALKER	POPLAR NURSERIES, SWALOWNEST	S26 4TZ
GLORIA WALKER.	" " "	S26 4TZ
KAY GOODARD	32 HALL MARK DRIVE	S13 9XU
Aylin Lovell	31 COALBROOK GROVE	S13 9XS
H Richardson	16 Stanley grove	S26 2DN
K. Wilson	9 Thorncliffe Close	S26 4SY
C. LINDOP	88 WAGGON MOOR WAY.	S26 4SG.
J. Hall	72 Wetherby Drive	S26 4NZ

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Name	Address	Post Code
V.a.T Rainsby	27 St James Walk	S13 9XP
[illegible]	" " " "	" "
CAROLYNE SHELDON	31 ST JAMES WALK	S139XP
IAN SHELDON	31 ST JAMES WALK	S139XP
Teresa SHELDON	49 Manor Crescent	S13 7PR
James Brookes	6 Rotherwood	S13 9XY
Joanne Reading	8 Rotherwood Av	S13 9XY
Mat Reading	8 Rotherwood Av	S13 9XY
Gill Cowley	20 Rotherwood Av	S139XY
Tony Cowley	"	"
Emma Cowley	"	"
Philip Cowley	30 Coalbrook Rd	S139
Louise Walker	22 Rotherwood Ave	S139XY
J. Thompson	23 Rotherwood Ave	S139XY
[illegible]	23 ROTHERWOOD AVE	S139XY
D. Revill	19, Rotherwood Ave	S139XY
J. Revill	" "	" "
S Hunter	21 Rotherwood Ave	S13 9XY

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Name	Address	Post Code
CHARLOTTE BOWRING	26 COALBROOK RD	S13 9XU
Carla Cooper	61 Coalbrook Ave	S13 9XQ
Terry Cutts.	61 Coalbrook Ave	S13 9XQ
VAL CROOKES	63 Coalbrook Ave.	S13 9XQ
MIKE CROOKES	63 Coalbrook Ave.	S13 9XQ
RICHARD SMITH	5 SORBY Rd	S26 4SE.
KATE BRISTOW	1 ROTHERVIEW GDNS	S26 4SB
June Price	27 Thornewfield Close	S26 [illegible]
SARAH JEFFERY	107 SWALLOW WOOD ROAD	S26 4SU
Pam O'Hara	33 Hail mary Drive	S13
Paul O'Hara	33. Hail mary Drive	S13
A. ROGERS.	9 Rotherwood Ave	S13 9XY
M. SUTTON	5 Coalbrook Grove	S13 9XS
T. CLOGGE	126 SWALLOWWOOD Rd	S26 4SZ
J WALKER	20 HAIGHMOOR WAY	S26
D WAGSTAFFE	55 HAIGHMOOR WAY	S26 4SG
J Hurley-Smith	143 Retford Rd	S13 9LD
N. BOWRING	26 COALBROOK RD	S13 9XU
M. HOPEWELL	9 JOHN HIBBARD RISE	S13 9UX

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WE BELIEVE THAT IT IS STILL NOT SAFE FOR CHILDREN TO WALK TO SCHOOL ACROSS ROADS THAT HAVE SPEED LIMITS BETWEEN 40MPH AND THE NATIONAL SPEED LIMIT.

ALSO, STOPPING THE FREE BUS SERVICE TO THE ORGREAVE ESTATE WILL INCREASE CAR PARKING OUTSIDE BOTH SCHOOLS – RESULTING IN CONGESTION TO LOCAL RESIDENTS.

Name	Address	Post Code
Carla. Wilsher	5 Kingfisher Gr, Swallownest	S26 4SH
Kerry Watts	14 Alpina Way, Swallownest	S26 4QA
Stella Toulson	52 Hawthorn Drive, Woodhouse Mill	S13 9QJ
Joanne Lindop	88 Haigh Moor Way, Swallownest	S26 4SG
Jo Sullivan	105 Haigh Moor Way, Swallownest	S26 4SG
Heather Mortimer	2 Rother View Close, Swallownest,	S26 4SA
Andrew Mortimer	2 Rother View Close, Swallownest	S26 4SA
J. Straughair	8 Falconer Lane.	S17 9ZL
NICOLA PILKINGTON	30, HAIGH MOOR WAY	S26 4SW
Rachel Pearson	44 HAIGH MOOR WAY	S26 4SW
CAROL ROBERTSON	42 HAIGH MOOR WAY	S26 4SW
Carryanne Jackson	355 Coalbrook Road,	S13 9XU
Rachael Hadi	15 St James Walk.	S13 9XP
P. Barber.	128 Haighmoore Way	S26 4SG
L. JONES	77 HAIGHMOOR WAY	S26 4SG
J. Wood.	23 John Hubbard Ave	S13 9UT
R. Owen.	435 Retford Rd	S13 9WD
C. Hadi	15 ST JAMES WALK	S13 9XP

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Name	Address	Post Code
T Hunter	21 Rotherwood Ave	S13 9XY
S Kaarby	21 Rotherwood Ave	S13 9XY
E Kaarby	21 Rotherwood Ave	S13 9XY
M Jasper	29 St James Walk	S13 9XP
E. Jasper	29 St James walk	
J. Jasper	29 St James Walk	S13 9XP
K Teathill	1 Roman Drive	S13 9WD
T Oliara	41 Water St	S13 9WX
P Oliara	41 Water St	S13 9WX
H. Phillips	16 Ryan drive	S13 9WZ
V. Johnson	21 Thorncliffe close	S26 4SY
C. Grant	19 Haxby Street	S13 7BH
M. Ward	23 Pidgeon bridge way	S 26 26X
G. Scott	26 Ryan Drive	S13 9UZ
D. Allen	105 high street	S26 4TT
M. Green	4 whishing well Green	S26 4UF
L. Keys	22 Haigh Moor Way	S26 4SW
L. Hay	75 Medlock Drive	S13 9BB

PETITION

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Name	Address	Post Code
A. Collier	26 Furnace Lane	S13 9XE
G Collier	26 "	S13 9XE
I Greaves	22 Furnace Lane	S13 9XE
R Horsefield	22 "	S13 9XE
R Briggs	27 Coalbrook Rd	S13 9XU
L Briggs	27 Coalbrook Rd	S13 9XU
C Briggs	"	"
O Briggs	"	"
D. FEETHAM	7 Coalbrook Avenue	"
E FEETHAM	7 Coalbrook Av	"
A Hemslock	12 Coalbrook Avenue	S13 9XR
N Hemslock	12 Coalbrook Avenue	"
J. Hamstock	12 Coalbrook Av	"
S. Whitton	1 Rodman Dr	S13 9WN
C Wales	32 Coalbrook Ave	S13 9XR
S Wales	32 Coalbrook Ave	S13 9XR
P Wales	11 Hockton Ave	S13 9QP
D Wales	11 Hockton Ave	S13 9QP

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Name	Address	Post Code
G Jasper	29 St James walk	S13 9XP
M. Hopewell	18 ROTHERWOOD AVE	S13 9XY
E. Parkinson	14 HAIL MARY DRIVE	S13 9XW
D Parkinson	61 GRANGE FARM DRIVE	S26 2QY
P J Hems.	8 COALBROOK AVENUE	S13 9XR
S Nash	21 ST JAMES WALK	S13 9XP
C Dennison	33 Coalbrook AV	S13 9XQ
D Dennison	33 Coalbrook AV	S13 9XQ
O Dennison	33 Coalbrook AV	S13 9XQ
C Dennison	33 Coalbrook AV	S13 9XQ
C Borley	12 Coal Brook Grove	S13 9XT
L Borley	12 Coal Brook Grove	S13 9XT
M. Bunting	175 SHEFFIELD RD	S13 9ZB
D. Bunting	175 SHEFFIELD RD	S13 9ZB
C Ward	28 Furnace Lane. S13.	S13 9XS
G Martin.	"	"
J.M Martin.	"	"
J G Martin	"	"

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Name	Address	Post Code
Laura Turner	26 Hall road, Moorgate, Rotherham	S60 2bp
Katie Turner	26 Hall Road	S60 2bp
Rachael Parkes	20 Park Crescent, Sheffield.	S35 9XX
SHARON TURNER	26 HALL ROAD MOORGATE ROTH	S60 2BP
Craig Turner	26 Hall Road, Rotherham	S60 2BP
NICOLE BOULIS	31 ROTHERWOOD AVE	S13 9XY
Steve Quick	9. COALBROOK AVE	S13 9XQ
DAWN JORDAN	9 COALBROOK AVE.	S13 9XQ
CRAIG WALES	38 COALBROOK AVE	S13 9XR
Vincent wales	. . . . .	S13 9XR
HANNAH WALES	" " "	S13 9XR
Ella Moon	16. Coalbrook Ave	S13 9XR.
M. Hardy	58 HANNAH ROAD	S13 7RU
V. Hardy	" " "	" "
M LEE	37 ROTHERWOOD AVENUE	S13 9XS
L Dunne	14 Holyoake Ave, Handsworth	S13 8HY
JOHN DUNNE	" " " "	" "
J. Garner	36 Lainwright Avenue	S13 8EL

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Name	Address	Post Code
Deborah Morris	451 Retford Road, Sheffield	S13 9WB
Ian Morris	451 Retford Road, Sheffield	S13 9WB
Janice Ives.	5 Rodmor Drive, Sheffield	S13 9LW
Valerie Ballard	42 OLD RETFORD ROAD	S13 9QZ
Ron Ballard	42 OLD RETFORD ROAD	S13 9QZ
Jessica Ballard	18 Medlock Road	S13 9AY
Thomas Bramwell	13 Medlock Road	S13 9AY
LAURA CHRISTOPHER	28 ROSEDALE ROAD	S26 2DA
Sam Morris	451 Retford Road, Sheffield	S13 9WB
Remy Morris	451 Retford Road, Sheffield	S13 9WB
David Morris	25 St James Walk, Sheffield	S13 9XP
Patricia Morris	25 St James Walk, Sheffield	S13 9XP.
GRATHAM PIPER	162 Haigh Moor Way	S26 4SG
Robert Harris	34 RYAN DRIVE	S13 9UZ
CAROLE HARRIS	34 RYAN DRIVE	S13 9UZ
SARAH NEWMAN	116 SWALLOW WOOD RD	S26 4SZ
JENNIFER SHERRATT	23, HAIL MARY DRIVE	S13 9XW
MARK COOMBER	" " " "	S13 9XW
DEACON SHERRATT	" " " "	S13 9XW
MACKENZIE SHERRATT	" " " "	S13 9XW.
Chloe Crossland	38 hail mary drive	S13 9XW.
Dawn Hughson	21 Haigh Moor Way	S26 4SW.
Dawn Hughson	21 Haigh moor Way	S26 4SW
Carolyn BLUNDEN	52 HAIGH MOOR WAY	S26 4SW
Stephen Blunden	—— " ——	—— " ——
[illegible]	44 Coalbrook Ave	S13 9XR

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Name	Address	Post Code
C. Capper	6 Hallside Court Mosborough Sheffield	S20 5EP
J Heap	42 Coalbrook Ave, Woodhouse Mill, Sheffield	S13 9XR
J. Stephenson	40 Horsewood Road Woodhouse Mill Sheffield	S13 9WL
S Rippitt	Ravenscroft Road	S13 8PG
C Heap.	42 Coalbrook Ave Woodhouse Mill	S13 9XR
P Bamforth	190 Retford Road Woodhouse Mill	S13 9RB.
L. Elliott	5 Retford Road Handsworth	S13 9LD
S. Sutherland	25, Orgreave Lane	S13 9NG.
A Smith.	6 Retford Rd Handsworth.	S13 9LE.
D. Norcliffe.	The Car People Europa Link. Catcliffe.	S65.
L Bunn	Orgreave Lane	S13 9NG
Y. Fairbanks	24 Badger Place Woodhouse	S13 7TL
T. Hodgson.	2 West Park Drive Swallownest	S26 4uy.
D. Denison	Orgreave Lane	S13 9NG
J. Deakin	3A Retford Road.	S13 9LA
C. Deakin	28 Wheatly Grove.	S13
P. Archer	4, Birklands Drive	S13 8SC
T Craig	24 Coalbrook Rd	S13 9XU

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Name	Address	Post Code
Alicia Alexander	10 retford road	S13 9LE
Kayley Holmes	190 retford road	S13 9RB
D. TOMLINSON	5 KIRKDALE DRIVE	S13 9LH
A. Wood	10 PENNINE VIEW	S36 1ER
[illegible]	9 Marlow Grove S13 7H	—
MARK SHAW	51 COALBROOK GROVE	S13 9XS
Jackie Shaw	51 COALBROOK Grove	S13 9XS.
Vic Brown	11 Coalbrook Grove	S13 9XS
Julie Lee	37 Rotherwood avenue	S13
John Richardson	108 Houstead Rd	S9 4DA
DAVID Cooper	9 JOHN HIBBARD AVENUE	S13.
R. ARBER	BARDEN CRES	S60 5HR
J. Stafford	55, JOHN CALVERT RD.	S13
R. Westland	44 orgreave lane, S13	S13 9NF.
A COULSON	171 Retford rd	S13 9LD
T Betson	162 Retford rd	S13 9LD
S. Tomlinson	5 Kirkdale Drive	S13 9LB
S O'Keefe	107 JOHN HIBBARD AVE.	S13 9UT.

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Name	Address	Post Code
P Wilcox	10 Leyburn Dr	S26 4ST
M Barnes.	Willow DRIVE.	S26 4AS
P. Hobson	" "	S12 3DY
D Cope	269 Drover Street.	S13.
Nikki Whitehead	24 Rodman Street	S13 9WY.

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Name	Address	Post Code
Lee Knowles	44 Coalbrook Ave	S13 9XR
Jake Knowles	44 Coalbrook Ave	S13 9XR
Abbie Knowles	44 Coalbrook Ave	S13 9XR
A. Levick.	38. Kirkdale Dr	S13 9LH
S. Levick	38 Kirkdale Drive.	S13 9LH
J. Levick	38. Kirkdale Drive Handsworth	S13 9LH.
Heather Hinson	170 Haigh Moor Way	S26 4SG
Eve Hinson	170 Haigh Moor Way	S26 4SG
Sharon Timperley	4 Coalbrook Avenue.	S13 9XR.
Andrew Lewis	4 Coalbrook Avenue.	S13 9XR
Margaret Holder	21 Hail Mary Dr.	S13 9XW
Stephen Holder	21 Hail Mary Dr.	S13 9XW
Joan Slater	22 Hail Mary Dr	S13 9XW
Cliff Slater.	22 Hail Mary Dr.	S13 9XW

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Name	Address	Post Code
S WOODHEAD.	SHEFFIELD.	S2 5FE
A WHITE	SHEFFIELD	S26 4UN.
J.B GRADY	ROTHERHAM	S65 3DF
[illegible]	SHEFFIELD	S13 7RU
K. W[illegible]	Sheffield	S13 7LG
R [illegible]	ASTON	S26 2BR
C. Dapsworth	ASTON	S26 2BR.
P. [illegible]	aston	S26 [illegible]

Rotherham Metropolitan Borough Council
Where Everyone Matters

HOME TO SCHOOL TRANSPORT POLICY

''If you or someone you know needs help to understand or read this document, please contact us'':

☎ 01709 **822527** education.transport@rotherham.gov.uk

Slovak **Slovensky**
Ak vy alebo niekto koho poznáte potrebuje pomoc pri pochopení alebo čítaní tohto dokumentu, prosím kontaktujte nás na vyššie uvedenom čísle alebo nám pošlite e-mail.

Kurdish Sorani **کوردی سۆرانی**
ئەگەر تۆ یان کەسێک کە تۆ دەیناسی پێویستی بەیارمەتی هەبێت بۆ ئەوەی لەم بەڵگەنامە یە تێبگات یان بیخوێنێتەوە، تکایە پەیوەندیمان پێوە بکە لەسەر ئەو ژمارەیەی سەرەوەدا یان بەو ئیمەیڵە.

Arabic **عربي**
إذا كنت انت أواي شخص تعرفه بحاجة إلى مساعدة لفهم أوقراءة هذه الوثيقة، الرجاء الاتصال على الرقم اعلاه، أو مراسلتنا عبر البريد الإلكتروني

Urdu **اُردو**
اگر آپ یا آپ کے جاننے والے کسی شخص کو اس دستاویز کو سمجھنے یا پڑھنے کیلئے مدد کی ضرورت ھے تو برائے مھربانی مندرجہ بالا نمبر پرھم سے رابطہ کریں یا ھمیں ای میل کریں۔

Farsi **فارسی**
اگر جناب عالی یا شخص دیگری که شما اورا می شناسید برای خواندن یا فهمیدن این مدارک نیاز به کمک دارد لطفا با ما بوسیله شماره بالا یا ایمیل تماس حاصل فرمایید.

April 2012

ENVIRONMENT AND DEVELOPMENT SERVICES

TRANSPORT ASSESSMENT AND PROVISION SERVICE

Passenger Transport Services - Corporate Transport Unit,
Hellaby Depot, Sandbeck Way, Hellaby, Rotherham S66 8QL
Fax 01709 334323

Principal Officer – Education Transport
Tel: 01709 822527 (24 hours voicemail service is available)
e-mail: education.transport@rotherham.gov.uk

Useful Contacts	**Telephone Contact**
Education Transport Enquiry Service (24 hours voicemail is available)	01709 822649 or 822525
Passenger Transport Service	01709 822527 or 822416
Contract Operating Service (24 hours voicemail is available)	01709 334322 or 334325 Or 334324
Contract Monitoring Service Mobile/Text Service	01709 334319 07789 650085
South Yorkshire Passenger Transport Executive Traveline / Enquiries	01709 515151
Children's Social Care Access Team	01709 823987
Other South Yorkshire Local Authorities Barnsley – School Transport Doncaster – Pupil Support and Transport Sheffield – Home to School Transport	 01226 773584 or 773590 01302 737325 or 736080 0114 2735831

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1 INTRODUCTION

The Statutory Duty to provide free transport assistance to eligible learners

Section 508B of the Education Act 1996 (amended by the Education & Inspections Act 2006) deals with the duty on local authorities to make such travel arrangements as they consider necessary to facilitate attendance at school for "eligible" children to "qualifying schools". Schedule 35B of the Act defines "eligible" children.

Parents/Carers are responsible for ensuring that their children attend school regularly. Section 444 of the 1996 Act outlines the situations in which a parent/carer may have a defence in law against a prosecution by a local authority for their child's non-attendance at school. Section 444(3B) provides a parent/carer with a defence if he or she proves that the Local Authority has not fulfilled its statutory duty to provide this.

This Policy explains the criteria used in establishing a learner's eligibility for transport assistance for those living in the Rotherham Authority area.

This Policy is correct at the time of publication. It should not be assumed, however, that there will be no changes to this information before the start of, or during the school year. Every effort will be made to update this Policy in a timely manner according to changes in statutory duties**.**

Key information submitted for assessments and reviews will be treated in a confidential manner and may be shared with the transport operator/provider of Home to School Transport

2 TRANSPORT ASSISTANCE AND ELIGIBILITY

Transport assistance may consist of one of these options:-

i) A zero fare bus pass which allows a pupil to free bus travel between the nearest bus stop to their home address and their registered school base.
ii) Refunded travelling expenses according to the cheapest available public transport route for those learners able to access public services.
iii) Mileage expenses in accordance with the Council's current rate, for pupils requiring special arrangements.
iv) Free or subsidised travel on a coach, minibus, taxi or specially adapted vehicle if the learner is unable to travel by public transport due to the distance, their mobility, or effect of their complex special educational needs (see section 2.08).

Eligibility to free transport assistance – mainstream settings

2.01 **Pupils under the age of 5 years**

There is no statutory duty to provide transport assistance to children under the age of 5 years. Parents/Carers are expected to accompany children under the age of 5 years to their early years provider and on public transport.

Currently, there is no charge for children under the age of 5 years to travel by public transport if accompanied by a parent/carer paying full fare. Financial assistance is not given to parents/carers for their personal transport costs when they accompany their child to early

years provision. The bus operator may charge the concessionary fare to a child under the age of 5 years if they are travelling with older siblings paying a concessionary fare.

2.02 **Pupils aged 5-7 years**

For pupils less than 8 years of age (on 1st September) attending their nearest appropriate qualifying school* (unless an alternative appropriate school has been determined by the Local Authority), a zero fare bus pass will be provided where the distance between home and school is more than 2 miles (otherwise referred to as the lower statutory qualifying distance). Parents/carers are responsible for ensuring their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey as appropriate.

2.03 **Pupils aged 8-16 years**

For pupils aged 8-16 years of age (on 1st September) attending their nearest appropriate qualifying school* (unless an alternative appropriate school has been determined by the Local Authority), a zero fare bus pass will be provided where the distance between home and school is more than 3 miles (otherwise referred to as the upper statutory qualifying distance). Parents/Carers are responsible for ensuring their child's safety by making appropriate arrangements for their child to be accompanied to and from the nearest bus stop and during the journey as appropriate.

2.04 **Pupils attending denominational schools**

Some transport assistance to denominational schools has historically been provided on a discretionary basis. There is no statutory duty to provide it except for those secondary aged pupils from low income families (see section 2.07).

Following consultation, changes in Policy have been made which will affect some pupils attending denominational schools. **As from the academic year commencing September 2013, only new applications for secondary aged denominational pupils who qualify under low income criteria (see section 2.07) will receive free transport assistance**.

All pupils attending denominational schools who currently receive free transport assistance (including new pupils who qualify for the academic year commencing September 2012), will continue to receive this; for primary aged pupils up until the end of Y6, and for secondary aged pupils up until the end of Y11. If individual circumstances change, e.g. a change of address or school, pupils will need to be re-assessed for entitlement and transport assistance may be withdrawn.

2.05 **Pupils not attending their nearest appropriate qualifying school,* (unless an alternative appropriate school has been determined by the Local Authority).**

The Local Authority recognises its obligations under the School Standards and Framework Act 1998, as amended by the Education Act 2002, to comply with parental preferences regarding choice of school. In order to ensure the efficient use of its resources the Local Authority will only provide transport assistance where the school attended is the nearest appropriate qualifying school* (unless an alternative appropriate school has been determined by the Local Authority) from the pupil's main home address.

Parents/Carers who apply for a place in a school for their child/children which is not the nearest appropriate qualifying school* (unless an alternative appropriate school has been

determined by the Local Authority) do so knowing that free transport assistance will not be available regardless of the distance involved (unless section 2.07 applies).

Please note that the ultimate responsibility for the safety and conduct of any pupil during the journey to or from school rests with parents/carers.

2.06 **Exceptions**

Exceptions to this policy may be made in the following circumstances:-

i) A zero fare bus pass may be given to pupils who attend a school outside Rotherham, providing that it is the nearest appropriate qualifying school* to the home address, beyond the statutory walking distance and is within South Yorkshire.

ii) If a pupil is permanently excluded from their school and attends an alternative base of educational provision (which is located beyond the appropriate qualifying distance from the home address), a zero fare bus pass may be allocated via the Behaviour Support Service (01709 336611).

iii) Pupils from low income families (see section 2.07).

iv) A pupil attending their nearest appropriate qualifying school,* (unless an alternative appropriate school has been determined by the Local Authority) who has a medical condition affecting their mobility may be provided with free transport assistance. Parents/Carers who wish to request such assistance should do so in writing, along with supporting formal medical evidence, to the Transport Assessment Officer (01709 822649).

v) Consideration for providing a zero fare bus pass for pupils attending their nearest appropriate qualifying school,* (unless an alternative appropriate school has been determined by the Local Authority) will be made if the route is not considered available to walk. Set criteria have been established by Road Safety GB in “Assessment of walked routes to school” guidelines. These criteria and assessments are common to all the South Yorkshire Authorities. A zero fare bus pass will not be issued where an assessed available walking route to school (determined by the Council in accordance with the above guidelines) exists.

vi) Transport assistance may be available for pupils whose parents/carers have disabilities. Where it is a condition of the availability of the walking route that they are accompanied, but their parents/carers disabilities prevent this, alternative arrangements will be considered. These disabilities may include dual sensory impairment or physical difficulties.

2.07 **Pupils from low income families**

The Education and Inspections Act 2006 introduced free transport assistance for qualifying pupils from low income families. Those who qualify are pupils in receipt of **free school meals** or from families in receipt of **Maximum Working Tax Credit.**

Please contact the Council’s Customer Services on 01709 336006 to make an application for free school meals.

Please contact the Tax Credit Helpline on 0845 300 3900 to make an application for Working Tax Credit.

There are changes pending according to the Welfare Reform Act 2012 and the introduction of the Universal Credit System.

Pupils meeting these criteria will receive free transport assistance (usually a zero fare bus pass) on condition that:

i) Pupils aged 8 to 10 attending their nearest appropriate qualifying school*, (unless an alternative appropriate school has been determined by the Local Authority) where the distance between home and school is more than 2 miles.

ii) Pupils aged 11 to 16 attending any 1 of their 3 nearest appropriate qualifying schools*, where the distance between home and school is more than 2 miles, but not more than 6 miles.

iii) Pupils aged 11 to 16 attending their nearest appropriate denominational school on grounds of religion or belief, where the distance between home and school is more than 2 miles but not more than 15 miles.

The distances referred to are measured as:

Up to 2 miles – as per the statutory walking distance, along the nearest available walking route.
The 6 mile or the 15 mile upper limit – along road routes passable by suitable motorised transport.
** The nearest appropriate qualifying school is one with places available that provides education appropriate to the age, ability and aptitude of the child.*

2.08 **Pupils with Special Educational Needs (SEN)**

Pupils under the age of 5 years

Parents/Carers are usually required to take children under the age of 5 to their early years provider. If, however, a child is assessed as requiring specialist transport, parents/carers will be requested to make subsidised contributions towards this transport, for those attending non statutory education. The cost will (currently) be a maximum of £1.20 per day but if families qualify under the low income criteria (as above) then no charges will be applied.

Pupils aged 5 to 16 years

Pupils with SEN will have their individual transport needs assessed against set criteria taking into account the distance, their age, mobility and the effect of their complex needs on their ability to travel. This may include:-

- Complex communication difficulties
- Severe and complex learning difficulties
- Complex learning and behavioural difficulties
- Physical and medical difficulties
- Dual sensory impairment

Under the provisions of paragraph 3 of Schedule 27 to the Education Act 1996, parents/carers may express a preference for a child with a Statement of SEN to attend a school which is not the nearest suitable school identified by the Local Authority. If the Local Authority considers that it would be incompatible with the efficient use of its resources to

provide and fund home to school transport to the more distant parental preference, it may name both schools within the child's Statement of SEN (paragraph 8:87 of the SEN Code of Practice), on the express condition that parents/carers accept, and continue to accept, liability for arranging and funding home to school transport.

Mobility Pass

A Mobility Pass is available to Rotherham residents and allows free travel on all buses, trams and trains within South Yorkshire and some cross boundary services. Severely disabled people, who are unable to travel without assistance, can also qualify for a special mobility pass that enables a carer to travel with them free of charge. Please contact the Local Authority on 01709 336010, to discuss qualification criteria. Further details are available on the Travel South Yorkshire website www.travelsouthyorkshire.com

SEN Pupils attending Respite Care

Transport assistance to respite care placements will only be provided where pupils can be accommodated on existing transport provision and this does not incur any additional cost to the Local Authority.

SEN Pupils in Public Care

When a pupil with a Statement of Special Educational Needs becomes a "Looked After Child" by Rotherham Authority they may become eligible for transport assistance to other settings as well as their registered school. Requests for transport need to be made via the social worker and must be authorised by a Service Manager. To arrange, amend or cancel the transport, please contact the Business Support Team in Children and Young People's Services on 01709 334049. The Social Care Out of Hours Team can be contacted on 01709 336080.

2.09 Appeals

Parents/Carers have the right to appeal against the Authority's decision not to provide transport assistance if they feel there are **exceptional circumstances** that breach this Policy. Please request a Notice of Appeal Form from the Transport Assessment Officer on 01709 822649 (24 hours voicemail is available) or e mail: education.transport@rotherham.gov.uk

Parents/Carers must submit their grounds for appeal within one calendar month of the original decision. The appeal must also include any relevant medical reports which are no more than 3 months old. This will then be considered by an independent appeals panel within one calendar month from submission.

3 PARENTS/CARERS GUIDELINES - MAINSTREAM TRANSPORT

Provision and Conditions

The majority of Rotherham pupils assessed as entitled to transport assistance are issued with a zero fare pass allowing them to travel free by public transport to/from school. Where

specific buses are provided for mainstream home to school transport, these may be run commercially by the operators or on contract to the Local Authority. In both instances, these are registered services available to the general public and as such parents/carers should consider the need to accompany the pupil as necessary.

3.01 A pupil's home address is considered to be the one that is in receipt of Child Benefit. Pupils in receipt of free transport assistance will have their eligibility re-assessed following a move of address or circumstances as this may affect both the identity of the qualifying school and the distance.

3.02 The distance between the pupil's home and school is measured using a computerised mapping system. This is from the front door of the home address to the nearest designated school entrance by the nearest available walking route.

3.03 Pupils who do qualify for a zero fare bus pass (see section 2) will continue to be assessed and reviewed each school year.

3.04 Dual residence or parents/carers work and family commitments will not be regarded as valid reasons for determining entitlement to transport assistance. A pupil's home address is considered to be the one that is in receipt of the Child Benefit.

3.05 Where it is not possible for pupils to travel by public transport, the Local Authority may consider other arrangements.

3.06 Secondary aged pupils, not qualifying for transport assistance through the Local Authority need to obtain a concessionary fare pass issued by South Yorkshire Passenger Transport Executive (SYPTE). The MegaTravel (Proof of Age) Pass allows the holder to travel at the concessionary fare on buses trams and trains in South Yorkshire. Further information and application forms are available from the Travel South Yorkshire website **www.travelsouthyorkshire.com** or the Rotherham or Meadowhall Interchanges, or contact **Traveline on 01709 515151.**

3.07 Pupils attending a school in Rotherham, who live outside the Rotherham boundary, must apply to their home Local Authority, for assistance.

3.08 It is the responsibility of parents/carers to meet other transport needs including travel to and from work placements, extra curricular activities, transitional travel or any other arrangements they make with the school.

3.09 The ultimate responsibility for the safety and conduct of any pupil during the journey to and from school rests with parents/carers. Some pupils may need to be taken to the bus stop and supervised until the bus arrives. Similarly, these pupils may need to be met on their return journey. Pupils who are unaccompanied between home and bus stops should follow a safe route known to the parents/carers.

3.10 Parents/Carers are expected to explain to their child that it is important to behave while they are travelling on transport. Parents/Carers who apply for a zero fare pass sign to accept the Code of Conduct that the pupil will follow. If any pupil persistently endangers their own safety, or that of others, by not following the Code of Conduct, transport assistance will be withdrawn.

3.11 Pupils may be excluded from travel and in some circumstances the Police may be involved. Guidance entitled "Promoting Positive Behaviour by Pupils on Public Transport in South Yorkshire" has been developed by Local Authority Education Transport Officers, South

Yorkshire Passenger Transport Executive, South Yorkshire Police and Transport Operators and can be accessed at
www.travelsouthyorkshire.com/onboard/teachers-and-parents/behaviour-guide/

3.12 It is against the law to smoke on buses, coaches, minibuses and in taxis.

Please remember that in the event of serious or persistent misbehaviour, the Local Authority may exclude your child from using school transport or withdraw a zero fare bus pass. Additionally, the bus operator can refuse entry to the vehicle for such pupils.

4 PARENTS/CARERS GUIDELINES – SPECIAL EDUCATIONAL NEEDS (SEN) TRANSPORT

Provision and Conditions

Many secondary aged pupils who have been assessed as requiring transport assistance, other than a zero fare bus pass, will receive support for independence and mobility training as part of their school curriculum. The aim is to reduce their reliance on individual transport in Key Stages 3/4. Plans to encourage independent travel will be considered at the earliest opportunity by the school working in partnership with parents/carers.

4.01 Pupils in receipt of transport assistance will have their eligibility re-assessed following a change of address or circumstances, as this may affect both the identity of the qualifying school and the distance. Dual residence or parents/carers work and family commitments will not be regarded as valid reasons for determining entitlement to transport assistance. A pupil's home address is considered to be the one that is in receipt of the Child Benefit.

4.02 Transport assistance may be reviewed on a term-by-term basis. Any recommended changes to a pupil's transport arrangements will be considered by the Local Authority. Changes, for various reasons, may be necessary during the school term and you will be informed of these as soon as possible. Where individual transport is ceased, pupils may be eligible for a zero fare bus pass, provided they live beyond the statutory walking distance (see section 2).

4.02 Pupils issued with a zero fare bus pass will access free transport which will operate from and to the bus stops nearest to the pupil's home. Parents/Carers should ensure the pupil's safety by making appropriate arrangements for them to be accompanied to and from the nearest bus stop as appropriate.

4.03 It is the responsibility of parents/carers to meet other transport needs such as travel to and from work placements, breakfast and after-school clubs, extra curricular activities, transitional transport or any other arrangements they make with a school.

4.04 Pupils who are assessed as requiring transport on a coach, minibus or taxi will be picked up and dropped off at named points near their home address. If the pupil is not at the boarding point at the agreed time in the morning, the transport will continue its journey to avoid late arrival at schools. If the pupil is collected from home please ensure they are ready to board the vehicle at the agreed time.

4.06 Pupils who attend a residential school (e.g. a term-by-term basis) outside Rotherham, named in their Statement of SEN, will be allocated a maximum of 6 return journeys to/from their place of education. No additional journeys will be funded by the Local Authority.

4.07 Some parents/carers may wish to use their own vehicle to transport their child to and from school. They may be entitled to claim a fuel allowance, when no spaces are available on existing transport, or where no contracted transport provision exists. This will only be paid for the journeys **when the eligible child is travelling in the vehicle.** Further information can be obtained from the Transport Assessment Officer (01709 822649).

4.08 Any special transport equipment, seating, restraints, or training required due to the pupil's physical, medical or behavioural needs which require supervision during travel will usually be arranged by the Local Authority. In some circumstances, an agreed written individual transport care plan will be required to be signed by the parent/carer before the pupil can travel on any contracted vehicle.

4.09 Where a vehicle collects a pupil from the home address, drivers will not usually be expected to leave the vehicle and bring the pupil from the house. It is the responsibility of parents/carers to ensure their child's safety by making appropriate arrangements to accompany their child to and from the designated pick up point, and to see them safely onto and off the vehicle. In exceptional circumstances, agreed by the Local Authority, an escort/driver may assist with movement of the pupil if they are specifically trained to do so.

4.10 If your child will not be going to school for any reason, such as illness or holiday, you must inform CTU as soon as possible (01709 334322 or 334325) to prevent unnecessary charges being made (especially if your child travels alone). You must inform the CTU in advance when you need the transport to start again (**please note that 24 hours voicemail is available**).

4.11 If your child is due to receive medical treatment which affects their mobility and fitness to travel, you must inform the CTU (01709 334319 or 334325) at least 10 working days in advance so that an updated transport assessment can be undertaken. Your child may be refused transport provision until this assessment has taken place and it is deemed safe for them to travel.

4.12 If a pupil is transported in a wheelchair, it is the parents/carers responsibility to ensure that this is in good condition and free of defects. This also includes any wheelchair harness. Any defects should be reported and rectified by contacting **Wheelchair Services (01709 302262)** to ensure the safety of the child. Defective equipment will result in transport being stopped as **all** drivers are instructed to refuse to transport pupils with defective wheelchairs.

4.13 If your child is due to change their wheelchair or buggy, including seating system, you must inform the Contract Monitoring Officer at least 10 working days in advance (01709 334319). It is important that the correct restraints are used to secure the wheelchair into the vehicle. All drivers are instructed to refuse transport provision for pupils until these changes are made and until it is confirmed safe for the pupil to travel.

4.14 If your child has a medical care plan for transport where treatment or equipment is essential for the child's health (e.g. epipen, inhaler, vagal nerve stimulator magnet, suction machine etc) it is the responsibility of parents/carers to ensure this is sent with the child. This should always be in date and in good working order otherwise your child will be refused transport by the operator.

4.15 Transport Staff will **not** administer medicines unless these are part of the Transport Care Plan and staff have received appropriate training. It is important that such medicines are in date, clearly marked with the pupil's name and the dosage prescribed.

4.16 Parents are advised to contact their child's school, to check on their policy for the carriage of

items such as letters, money or medicines. Transport staff may agree to transport these but cannot accept responsibility for any loss.

4.17 As a parent/carer you must ensure a responsible adult meets the child when they are dropped off by the transport provider. If an emergency occurs which prevents this, the CTU should be informed urgently (01709 334322 or 334325). In the event of a responsible adult not being available to meet the child, the Transport Operator will contact CTU. The pupil will be taken to a place of safety according to the instructions of Children's Social Care, Contact and Referral Team (CART 01709 823987) until they are collected by a responsible adult. Outside normal school transport hours the Social Care Out of Hours Team will be contacted on 01709 336080.

4.18 In the event of a pupil exhibiting persistent, deliberate, disruptive or dangerous behaviours (including physical and verbal abuse), they will be excluded from transport. Transport provision will be withdrawn by the Local Authority and parents/carers will be expected to make their own arrangements to ensure their child attends school.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member for Town Centres, Economic Growth and Prosperity.**
2.	**Date:**	**28th May 2012**
3.	**Title:**	**Proposed Cycling Improvements in and towards Rotherham town centre.**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To inform Cabinet Member of proposals to improve access to and across Rotherham town centre for cyclists.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) the Director of Planning and Regeneration uses their delegated powers to promote a Traffic Regulation Order (TRO) to permit cycling within the pedestrianised areas as shown on drawing number 126/18/TT576 and that as part of the promotion of the TRO businesses and street market traders within the pedestrianised zone are consulted on the proposal to allow vehicle access during the hours of 4pm to 10am.

ii) the businesses and street market traders within the pedestrianised zone are consulted as to allow vehicle access during the hours of 4pm to 10am and that

iii) preliminary design and consultation be undertaken on the introduction of a cycle link from Westgate to Clifton Park and this be subject to a future report to Cabinet Member.

iv) that detail design and consultation is undertaken on the proposal to extend the existing shared use footways on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow as shown on drawing number 126/18/TT577 and, subject to no objections being received, be implemented

v) Investigations be undertaken into permitting cycling on identified routes through Clifton Park

7. Proposals and Details

Over recent years there has been significant investment into improving routes and facilities for cyclists towards and into Rotherham town centre, to provide a safer and more attractive environment for cycling, for example along Doncaster Road, East Dene and Wellgate. This builds upon the existing cycle facilities along routes into the town centre from Masbrough (cycle lanes on College Road), Moorgate (cycle lanes on Moorgate Road) and Templebrough (cycle lanes and shared use footways on Sheffield Road). However despite the progress being made the facilities along some cycle routes are limited and much more investment is needed within Rotherham to provide more continuous, direct and attractive routes for cyclists who wish to access or cross the town centre.

Rotherham town centre pedestrianised zone

The pedestrianised streets within the town centre are a significant barrier to cyclists who may want to access facilities or services such as employment, retail and education within this area or to those cyclists who may wish to travel across the town centre. Whilst there are a number of roads that cyclists can use to travel around the town centre, many of these roads (particularly the dual carriageways such as the A630 Centenary Way) carry large volumes of traffic and HGV's, travelling at a high speed. These roads are also not direct for cyclists wishing to cross the town centre and many would find the road environment and large junctions uncomfortable and intimidating to use.

In view of this a review of the existing town centre pedestrianised zone has been undertaken to determine which areas could be safely used by cyclists without unduly affecting the safety of pedestrians. The areas of the pedestrianised zone in which it is considered appropriate to allow cycling are shown on the drawing number 126/18/TT576, a copy of which is attached as Appendix A.

These streets have been designed for vehicle access, to accommodate loading and unloading, and therefore both drivers and pedestrians have good visibility of each other, this principle would also apply to cyclists using these streets. Consideration has been given to allowing cyclists to access the pedestrian areas only during certain times of the day, although it is considered that there are benefits in allowing cyclists to access shops and services within the town centre throughout the day and that difficulty related to enforcement are likely to arise if cycling is only permitted for part of the day.

It is also recommended that as part of the process to amend the existing Traffic Regulation Order to allow cycling within the pedestrianised zone that town centre businesses be consulted on changing the restriction on vehicle access between 10am and 5pm to one that applies between 10am and 4pm as after this time pedestrian activity in the town centre is low and this would allow more flexible access for loading/unloading at premises and the street market.

Allowing cyclists into the pedestrianised zone would bring a large number of accessibility benefits for cyclists, and help to promote cycling as a positive, healthy and cheaper mode of travel compared to private vehicles and public transport. This is also essential to ensure the development of a continuous and direct cycle network

and to compliment the investment along routes into the town centre from surrounding suburbs. This revision would be accomplished by changing the current no vehicles restriction to a no motor vehicles restriction and other than a revised TRO the only works required would be new road signs at entry points to the pedestrianised zone.
Allowing cyclists to use pedestrian streets in town centres is not a new concept and this has been adopted by a number of towns and cities throughout England. Many towns/ cities have allowed cycling on some pedestrian streets 24 hours a day including for example Sheffield, Newcastle and Nottingham. Others permit cycling on pedestrian streets during quieter times of the day such as at commuter times including for example York, Ipswich and Leeds (Cycling England: Examples of Cycling Permitted in Pedestrian Areas).

There can be a perception by some that cycling in pedestrian areas could be dangerous. However the findings of a study undertaken by the Transport Research Laboratory for the Department for Transport published in the Department for Transport's Traffic Advisory leaflet 'Cycling in Pedestrian Areas' states that "*Accidents between pedestrians and cyclists were very rarely generated in pedestrianised areas (only one pedestrian/cyclist accident in 15 site years) in the sites studied* "and that "*observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians*". It should also be noted that all of the schemes within this report will be subject to Road Safety Audit as the detail of the schemes is developed.

Routes into Rotherham town centre
Initial investigations are being undertaken into the possibility of introducing continuous cross town cycle routes. The first area identified for investigation is a link from Westgate and Main Street to Clifton Park via High Street and Doncaster Gate to provide a direct and continuous route for cyclists form the west side of the town centre to the east and vice versa. It is recommended that this route is developed into a preliminary design and that a report be made to a future Cabinet Member meeting with further details and proposals resulting from this investigation.

In addition to this it is proposed to extend an established shared use cycle route that currently runs from the Worrygoose roundabout to the Canklow side of the Rotherway roundabout into Canklow. This would involve converting two sections of existing footway into shared use footway and introducing contra-flow cycling on the service road which runs parallel to Bawtry Road at Canklow Meadows. Details of this proposal are shown on drawing number 126/18/TT577, a copy of which is attached as Appendix B. It is recommended that detail design and consultation is undertaken on the proposal and that, subject to no objections being received, this be implemented.

Together these two schemes would give a direct and continuous cycle route from the Worrygoose to Mushroom roundabouts via Canklow, the town centre and Doncaster Road. It would also link the Whiston area into cycle routes on Sheffield Road, Templebrough which head towards Magna and Meadowhall. Details on this route are shown on drawing number 127/17/TT199, a copy of which is attached as Appendix C.

Clifton Park
Cycling in Clifton Park is currently prohibited by a by-law. Permitting cyclists to use the park would improve access for cyclists towards and out of the town centre from the East Dene and Clifton areas. In conjunction with the Green Spaces team it is proposed to investigate permitting cycling in Clifton Park which would be complemented with the signing of identified routes within the Park.

8. Finance
To permit cyclists to use the pedestrianised zone and to review its hours of operation would require consultation and a revision to an existing Traffic Regulation Order and it is estimated that this would cost approximately £10,000.

No cost estimate has been undertaken for the cycle route from Westgate to Clifton Park although potential funding for this scheme is available from the Local Sustainable Transport Fund bid and the Local Transport Plan Integrated Transport Capital Programme for 2012/2013.

To extend the existing shared use scheme from the Rotherway roundabout towards Canklow would require consultation, a new Traffic Regulation Order with associated signing and it is estimated that this would cost approximately £10,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2012/2013.

A change to the bylaw that prohibits cycling in Clifton Park would cost approximately £5000.

9. Risks and Uncertainties
If cycling along pedestrian streets in the town centre is not permitted in appropriate areas, Rotherham town centre will continue to act as a barrier to accessing employment, retail, and education/ training for the growing number of cyclists in Rotherham. In addition the full benefits of investment into facilities for cyclists along routes into the town centre would not be realised if cyclists could not then continue along a direct, safe routes to access facilities and services within the town centre or on the other side of the pedestrian areas.

Objections to the proposal to permit cycling in the pedestrianised zone may be received from partially sighted people and representative groups. It is considered that the risks in relation to potential conflict, as mentioned within the main body of the report, are low and that similarly to vehicle peak times the highest movements are likely to occur during the times that vehicles access is permitted.

10. Policy and Performance Agenda Implications

This scheme would improve sustainable access by bicycle to the large number of employment, retail, and education/ training opportunities located within the town centre and industrial estates nearby. This scheme will also help to create a more viable cycle network for those who may not be able to afford a private vehicle, rising fuel costs or public transport to access employment. This is inline with the primary goal in LTP3, and the main LSTF priority of supporting economic growth. Promoting cycling as a mode of transport in the town centre through an improved cycle network also enhances social inclusion and health, another priority in LTP3, by encouraging cycling as an active means of everyday travel. Cycling also helps to reduce vehicle emissions inline with the other LSTF main priority and LTP goal. Road safety for cyclists will also be improved by providing traffic free alternative routes to the major roads, and junctions/ roundabouts around the town centre.

By encouraging cycling this scheme will also help to meet the aims of the corporate plan under Improving the Environment which include reduced CO2 emissions and lower levels of air pollution, and more people are cycling, walking or using public transport.

11. Background Papers and Consultation

- Local Transport Plan 3.
- A Sustainable Journey to Work in South Yorkshire: Local Sustainable Transport Fund- Key Component.
- RMBC Corporate Plan 2012-2013
- DfT Traffic Advisory Leaflet 9/93: Cycling in Pedestrian Areas.
- Cycling England: Examples of Cycling Permitted in Pedestrian Areas.
- Cycling in vehicle restricted areas TRL 583 2003.
- Appendix A – drawing number 126/18/TT576 showing the areas of the pedestrianised zone in which it is considered appropriate to allow
- Appendix B – drawing number 126/18/TT577 showing details of the proposed extension an established shared use cycle route
- Appendix C – drawing number 126/17/TT199 showing details of the existing cycling provision between Worrygoose roundabout and Mushroom roundabout

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