

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Friday, 14th June, 2013

Time: 11.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered as a matter of urgency.
3. Apologies for absence
4. Minutes of the previous meeting held on 3rd June, 2013 (herewith). (Pages 1 - 5)
5. Revenue Outturn report for 2012/2013 (Pages 6 - 10)
6. Proposed Toucan Crossing, Centenary Way (Pages 11 - 14)
7. Proposed pedestrian improvement scheme, Main Street, Rotherham Town Centre (Pages 15 - 18)
8. Proposed accessibility improvements A6021 Broom Road, Rotherham (Pages 19 - 29)
9. Date and time of next meeting: -
 - Monday 1st July, 2013, to start at 10.30 a.m. in the Rotherham Town Hall.

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
Monday, 3rd June, 2013

Present:- Councillor Smith (in the Chair); and Councillor Clark; together with Councillors Dodson and Pickering.

Apologies for absence were received from Councillor Godfrey.

G3. MINUTES OF THE PREVIOUS MEETING HELD ON 17TH MAY, 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 17th May, 2013, be approved as a correct record for signature by the Chairman.

G4. PETITION - CLOSURE OF OAK TREE YARD PUBLIC FOOTPATH, WATH UPON DEARNE

Consideration was given to a petition, containing 181 signatures, from residents of Wath upon Dearne, seeking to prevent the closure of the Oak Tree/Oak Yard public footpath, situated near to Oak Road, Avenue Road and Beech Road, Wath upon Dearne.

Resolved:- (1) That the petition be received and its contents noted.

(2) That the appropriate officers investigate this matter and submit a further report to a future meeting of the Cabinet Member and Advisers for Regeneration and Development.

G5. ROTHERHAM LOCAL PLAN HOUSING TARGET: MEMORANDUM OF UNDERSTANDING WITH SHEFFIELD CITY COUNCIL

Further to Minute No. 54 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 29th October, 2012, consideration was given to a report submitted by the Senior Planner seeking endorsement of a Memorandum of Understanding with Sheffield City Council with regard to Rotherham's approach to setting a local housing target as part of the Local Plan Core Strategy.

The report stated that the Localism Act 2011 placed a statutory "duty to co-operate" on local planning authorities in drawing up their local plans. The National Planning Policy Framework (NPPF) elaborates on this duty. The Council is expected to identify any strategic issues that need addressing in the Local Plan and to demonstrate a positive outcome to co-operation. To meet this duty, planning officers have held extensive discussions with all neighbouring local authorities, both district and county. These discussions have identified the issues requiring further work and agreement in order to ensure the Core Strategy is considered to be "sound" at the forthcoming Examination in Public. Advice from the

Planning Inspectorate stresses that the duty to co-operate must have been met before the inspector will examine the Core Strategy at a public inquiry. One of the main issues to resolve under the duty to co-operate is around local plan housing targets. The Regional Strategy set a housing target for Rotherham of 23,880 net new dwellings between 2004 and 2026. The Regional Strategy has now been revoked by the coalition Government. The Core Strategy proposes a local housing target of 12,750 net new homes between 2013 and 2028 (plus 1,600 homes to cover shortfall in delivery between 2008 and 2013).

Consultation on the Publication Core Strategy took place between 25th June, 2012 and 6th August 2012, to allow for formal representations to be made on soundness and legal compliance only. In response to this consultation, objections were received from Sheffield City Council expressing concern that the lower housing target would have implications for the wider Sheffield/Rotherham housing market area; and that clarification on the role of safeguarded land was required.

This process led to the preparation of the Memorandum of Understanding, a copy of which was included with the submitted report. The Memorandum of Understanding sets out an agreed position regarding Rotherham's housing target and will enable Sheffield City Council to withdraw its objection to the Publication Core Strategy.

Resolved:- (1) That the report be received and its contents noted.

(2) That the Memorandum of Understanding with Sheffield City Council, with regard to Rotherham's approach to setting a local housing target as part of the Local Plan Core Strategy, as now submitted, be endorsed.

(nb: subsequent to this meeting, The Mayor gave the necessary authorisation to exempt this decision from the Council's call-in procedure)

G6. A6021 BROOM ROAD, ROTHERHAM - PROPOSED ACCESSIBILITY IMPROVEMENTS

This item was withdrawn from the agenda.

G7. REVIEW OF THE EXPERIMENTAL CLOSURE OF BROOM AVENUE AT ITS JUNCTION WITH WICKERSLEY ROAD, ROTHERHAM

Further to Minute No. 20 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 16th July, 2012, consideration was given to a report presented by the Transportation and Highways Projects Manager detailing the outcome of the review of the experimental closure of Broom Avenue at its junction with the A6021 Wickersley Road at Herringthorpe, Rotherham. Included with the report was a petition signed by residents of Ledsham Road stating their continuing concerns about the effects of the proposals upon the volume of traffic travelling along Ledsham Road.

The report stated that the experimental closure of Broom Avenue had:-

: removed non-residential traffic from Broom Avenue, Beachwood Road Oakwood Drive and Vernon Road, thereby addressing residents' concerns about traffic speeds;

: simplified the Broom Avenue/Wickersley Road/Middle Lane South junction with an implied reduction in the risk of accidents

: reduced traffic flows on Middle Lane South.

However, this change has led to:-

- a major increase in traffic on Ledsham Road, which residents consider to be unsuitable for such large volumes of traffic

- an increase in the number of vehicles turning right out of Middle Lane South and Broom Lane; some residents who contacted the Council were concerned that this would increase the risk of an accident occurring;

- residents have reported an increase in traffic on Stag Crescent;

- reports of increased delays on Middle Lane South and Broom Lane.

The report also stated that whilst a large amount of traffic which previously used Broom Avenue has migrated to routes away from the locality, a significant amount of traffic has diverted to Ledsham Road. Despite the narrow feel of Ledsham Road and the presence of parked vehicles, this traffic flow has remained resistant to the alternative routes.

Members noted that during the period of the experimental closure, there have been no reports from the South Yorkshire Police of accidents resulting in personal injury at the junction of Wickersley Road and Broom Avenue, but it is difficult to assess accident trends over such a short period. It was further noted that, in the period leading into the experimental closure, the accident history at this junction showed a declining trend. This junction will continue to be monitored after the experimental closure has been removed.

Members were informed that, in view of the detrimental effects on Ledsham Road it is proposed that the experimental closure should be removed. In order to address some of the concerns originally identified, it is also proposed to reduce the speed of traffic entering the Broom Avenue from Wickersley Road, and improve pedestrian accessibility, by realigning and slightly widening the junction and providing an additional pedestrian refuge in this location (as shown on the drawing number 126/17/TT228 submitted to the meeting).

Resolved:- (1) That the report be received and its contents noted.

(2) That the experimental closure of Broom Avenue at its junction with the A6021 Wickersley Road be rescinded and the existing barriers be removed upon completion of the improvement scheme for this junction, as described in the report now submitted.

(3) That, further to (2) above, a pedestrian refuge and realignment of the junction of Broom Avenue with the A6021 Wickersley Road, as shown on drawing No 126/17/TT232 submitted, be installed and implemented, subject to the Council's "call in" procedure and no objections being received.

(4) That it be noted that implementation of the scheme is likely to begin during the week commencing Monday, 1st July, 2013.

(5) That all residents who have previously been consulted on these proposals be informed accordingly.

G8. EXISTING RESIDENTS PARKING SCHEME AT WELLGATE, ROTHERHAM - PROPOSED CHANGES TO RESTRICTIONS

Consideration was given to a report submitted by the Transportation and Highways Projects Manager concerning the receipt of objections from local residents and a locally-based organisation to:-

(i) the proposed changes to the hours of operation of existing parking restrictions on Wellgate Mount and Clifton Bank, Rotherham; and

(ii) the proposed reduction of a controlled parking bay at Wellgate Mount.

The report also sought approval to proceed with an amended version of the parking scheme, as follows:-

(a) Hours of Operation – a proposal to extend the existing hours of operation in the evening from Monday to Saturday 9.00 am to 4.00 pm to Monday to Saturday 9.00 am to 7.00 pm.

(b) Parking bay at Wellgate Mount – a proposal to replace the section of parking bay opposite the access with a double yellow line "No Waiting At Any Time" restriction.

Resolved:- (1) That the report be received and its contents noted.

(2) That the objections to the proposed change in hours of operation be not acceded to and the objectors be informed accordingly.

(3) The objections to the proposed waiting restrictions together with the revocation of a section of existing permit holder bay on Wellgate Mount, as described in the report and shown on drawing 126/18/TT522 submitted, be acceded to and the proposed restriction be not

implemented, the parking bay shall remain unaltered and the objectors be informed of this decision.

(4) The Director of Legal and Democratic Services shall make the necessary Traffic Regulation Order.

(5) That an appropriate press release be issued, describing the details of the proposed scheme.

G9. DATE AND TIME OF NEXT MEETING

Resolved:- That the next meeting of the Cabinet Member and Advisers for Regeneration and Development be held at the Town Hall, Rotherham on Friday, 14th June, 2013, commencing at 10.30 am.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	14th June, 2013
3.	Title:	Revenue Outturn report for 2012/2013
4.	Directorate :	Environment and Development Services

5. Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue accounts for the financial year April to March 2012/13.

6. Recommendations

That Members note:

- **The outturn position for the Environment & Development Services Directorate Revenue budgets for the 2012/2013 financial year of an overspend of £185k.**
- **There are no requests for earmarked balances to be carried forward to 2013/14.**

7. Proposals and Details

Members have been asked to receive and comment upon budget monitoring reports on a monthly basis from December onwards. This report reflects the actual outturn position for the Directorate for the period 1st April 2012 to 31st March 2013.

At the close of the 2012/13 financial year the Environment and Development Services Directorate has produced an outturn which shows an overspend of £185,032 against a net revenue budget of £35,877,844 for 2012/13. The position is analysed by Service area below;

Table One: EDS Revenue Budget Outturn 2012/13

Service Area	Revenue Budget	Net Outturn	Outturn Variance	Net Variance
	£	£	£	%
Business Unit	582,910	525,623	-57,287	-9.83
Regeneration, Planning & Culture	5,751,196	5,673,591	-77,605	-1.35
Streetpride	29,543,738	29,863,662	+319,924	+1.08
EDS Total	35,877,844	36,062,876	+185,032	

Business Unit (£57k underspend)

The underspend on the Business Unit was due to:

- Managed vacancies
- The moratorium on spend
- A controlled Training programme

Regeneration, Planning and Cultural Services (£78k underspend)

There are some key pressures within the service area. Markets have reported a pressure £47k+ due to fewer traders renting stalls and required repairs. Development Control have under recovered against an income budget reporting a pressure of £103k+. Economic Strategy have reported pressure of £94k+, in the main due to the suspension of the European Social Fund, which funded staff time and can now no longer be recovered causing an income shortfall. Other pressures across the service amount to £64k+.

These are being mitigated by some savings which are mainly due to the council wide moratorium on spend. Culture and Heritage Services was £68k- mainly due to a review of service delivery so staff vacancies are contributing to this. Similarly, the Libraries review has meant the service are reporting £210k-; this is not sustainable. Further savings in other areas amount to £108k-.

Streetpride (£320k overspend)

General Overview

There have been some budgets which have reported significant pressures during the year, namely the winter maintenance budget which provides for a below average winter was overspent by £536k+, mainly due to a prolonged periods of severe weather throughout the winter months. Were it not for this overspend the Service would be reporting a favourable underspend of £216k-.

Service Area Analysis

Network Management – reporting a £662k+ over spend.

The pressure relating to winter accounts (as outlined above £536k+) for the majority of these, but other areas with reported pressures are mainly due to unachievable income targets. Parking has under recovered by £142k+ but has shown some savings to mitigate this £15k-. Other pressures total £58k+, which are being mitigated by savings of £59k- from Streetworks and Enforcements additional income recovery, this is unlikely to be recurrent.

Waste Management – reporting £74k- under spend, due to some savings from renegotiations of contracts and from changes to collection arrangements for Green Waste over the winter period. These continue to more than offset some income pressures on waste collection, but may be subject to change, as contractual arrangements remain under review.

Leisure and Community Services has reported £103k- There are a number of areas which have made substantial savings due to the imposed moratorium. Freeze on sports revenue grant & third party funding and various vacant posts. Increase in income at country parks.

Corporate Transport Unit and associated services are reporting £132k- mainly due to transport services reduction to cost of bus passes from SYPTE & reduction of Post 16 charges from colleges, with some additional income from driver training courses, and the impact of the imposed moratorium. Further combined savings across the service amount to £77k-.

Transportation - reporting an over spend of £39k+ and there are other small pressures reported across the Service of £5k+.

Members have requested details of Agency and Consultancy spend to be included in Budget Monitoring reports. These costs are included in the overall Directorate forecast outturn position.

1. EDS Agency Spend For the Period : April 2012 to March 2013 (Table 1)

Month	On Contract	Off Contract	Total
	£	£	£
April	9,024	0	9,024
May	7,616	0	7,616
June	14,697	0	14,697
July	23,837	0	23,837
August	25,643	0	25,643
September	17,125	0	17,125
October	21,249	0	21,249
November	36,375	0	36,375
December	10,327	0	10,327
January	21,943	0	21,943
February	16,919	0	16,919
March	13,001	0	13,001
Total	217,758	0	217,758
Annual Total	On Contract	Off Contract	Total
	£	£	£
2011/12	265,263	0	265,263

The above shows a reducing spend on Agency during 2012/13, all of it now being part of the contract arrangements.

2. EDS Consultancy Spend For the Period : April 2012 to March 2013

Month	£
April	0
May	2,134
June	1,640
July	850
August	2,500
September	0
October	14,424
November	16,191
December	2,085
January	34,330
February	12,103
March	110,597
Total	172,647

The spend for April 2011 to March 2012 was £77,402.

3. EDS Overtime Spend For the Period : April 2012 to March 2013

April – March	£
Regeneration, Planning & Cultural Services	43,558
Streetpride (including Leisure & Green Spaces	412,521
Total	456,079

The total spend for April 2011 to March 2012 was £471,135 the analysis was :

April – March	£
Regeneration, Planning & Cultural Services	46,835
Streetpride	391,050
Total	471,135

Summary

The figures as reported above are still subject to final accounts quality assurance work and whilst any material amendment is considered unlikely it cannot be ruled out entirely.

Directorate spend is aligned only to Service area and corporate priorities. A tight control has been maintained on all areas of expenditure through-out 2012/13 which is reflected in the final outturn position.

This is the final outturn report for the Directorate for 2012/13 and reflects the actual outturn position against budget from April 2012 to March 2013, showing a spend above budget of £185,032+. This report has been discussed with the Strategic Director for Environment and Development Services and Finance.

Contact Name: Andy Sidney – Finance Manager (EDS)

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	14 June 2013
3.	Title:	Proposed Toucan Crossing, Centenary Way
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of a proposed scheme to install a staggered Toucan Crossing on the A630 Centenary Way near Bailey House and the Rotherham Community Health Centre.

6. Recommendations

Cabinet Member is asked to resolve that

- i. Detailed design and consultation is carried out**
- ii. Subject to no objections being received the scheme be implemented**
- iii. the footways identified on drawing number 126/17/TT175 be designated as shared pedestrian and cycle use under Section 66(4) and 65(1) of the Highways Act 1980.**

7. Proposals and Details

It is proposed to provide a Toucan crossing (for both pedestrians and cyclists) on the A630 Centenary Way, close to Bailey House and the Rotherham Community Health Centre. This would enable the existing subway outside Bailey House to be closed. A level walk way/cycle route would then replace the existing ramped access to the subway.

The proposed crossing would form part of a link to the Local Sustainable Transport Fund funded A633 Rotherham town centre to Parkgate/Rawmarsh cycle route. The Local Sustainable Transport Fund bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers. The proposed scheme would utilise Rawmarsh Road to link cyclists to this route.

Closing the subway and levelling the footway would also address concerns about personal safety and accessibility for people visiting the Rotherham Community Health Centre and would also improve access to the north of the town centre. The existing subway although well used is dated and not a desirable walking route especially during hours of darkness. Details of this proposal are shown on drawing number 129/17/TT175, a copy of which is attached as Appendix A.

In order to reduce traffic delay the proposed crossings will be linked to both the existing signals on Centenary Way at the junction with Greasbrough Road and the proposed signalised junction with Drummond Street as part of the Tesco development. This will be implemented such that traffic is able to flow through the junctions and crossings without unnecessary delay. The Toucan Crossings will be equipped with both 'On Crossing' and 'Kerbside Detectors' to improve safety and reduce delay.

A proposed new shared use footway will link the proposed crossing with the Rotherham Community Health Centre via the informal parking track at the side of Bailey House, requiring the parking to be removed. It is also proposed to designate the footway in front of Bailey House towards Rawmarsh Road as shared pedestrian/cycle use together with the footway in front of the Trades Club on Greasbrough Road.

8. Finance

The works are estimated to cost £350,000. Funding has been identified from the South Yorkshire Local Sustainable Transport Fund and work is expected to start in the 2013/2014 financial year.

9. Risks and Uncertainties

The presence of Statutory Undertaker's equipment may affect the scheme; enquiries regarding services have been made with no response received at the time of this report.

10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Councils' Corporate Plan objective of 'Improving the environment' through improving road safety, and the perception of safety, and encouraging more people to walk and cycle.

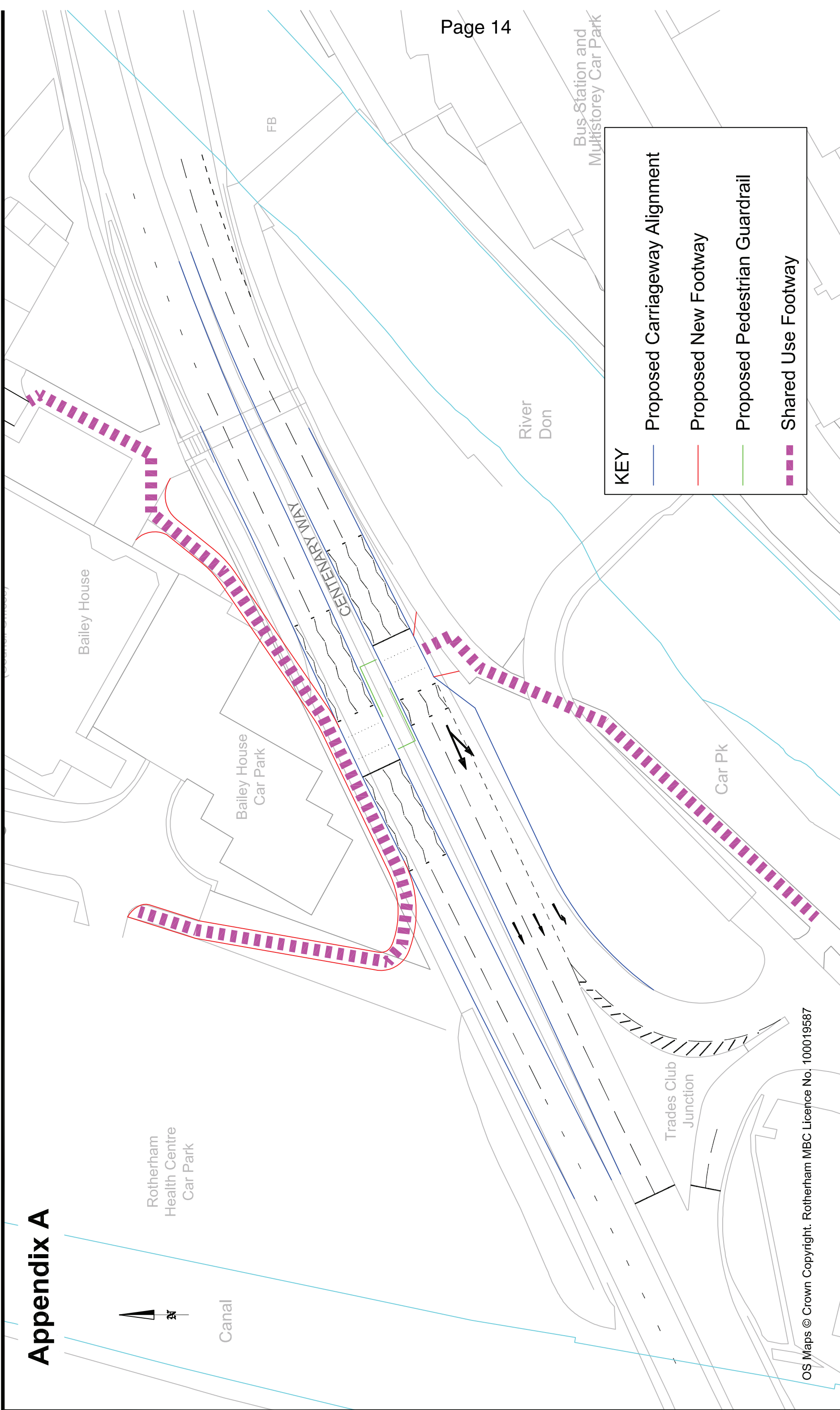
11. Background Papers and Consultation

Consultation with the South Yorkshire Police and Ward Members has been undertaken and no adverse comments or objections have been received. Further consultation will be undertaken with the Emergency Services, SYPTE and the Barnsley and Rotherham Chamber.

Appendix A –drawing number 129/17/TT175 showing the layout of the proposed scheme.

Contact Name: *Andrew Butler ext 22968*
Andy.butler@rotherham.gov.uk

Appendix A



KEY

- Proposed Carriageway Alignment
- Proposed New Footway
- Proposed Pedestrian Guardrail
- - - Shared Use Footway

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Rotherham
Metropolitan
Borough Council
**Environment &
Development Services**

Strategic Director:
Karl Battersby Bsc (Hons) MTP, MRTPI

Client:
Rotherham Metropolitan Borough Council
Environment & Development Services
Riverside House, Main Street,
Rotherham S60 1AE

Rev.	Description

Title A630 Centenary Way Proposed Toucan Crossings Preliminary Design	
Dwg. No. 126/17/TT175	Rev.
Drawn CA	Date November 2012
Scales (if A3)	Chd. by 126/17/TT175
Not to scale	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	14th June, 2013
3.	Title:	Proposed pedestrian improvement scheme, Main Street, Rotherham Town Centre.
4.	Directorate:	Environment and Development Services

5. Summary

The report details the proposal for a pedestrian improvement scheme on Main Street, Rotherham Town Centre

6. Recommendations

It is recommended the Cabinet Member resolves that:

- a) consultation and detailed design for the proposal is undertaken and,**
- b) subject to no objections being received, that the scheme be implemented.**

7. Proposals and Details

The number of pedestrians visiting Riverside House has steadily increased following the phased consolidation of town centre offices into the new offices since 2011.

The main pedestrian routes to access Riverside House are along **Main Street** from both directions including from **Market Street** across the Main Street zebra crossing. A further route is available from the railway station via **The Statutes**, however, there is no controlled crossing where The Statutes meets Main Street. Requests have been received from visitors, employees and the Council's Disabled Workers Group for a controlled crossing in this location to make it easier to cross the road.

A pedestrian/vehicle survey was undertaken, which demonstrated that the criteria for a controlled crossing were met. Several design options were considered including:

- a signal controlled pelican / puffin crossing - the highway layout does not permit a crossing of this kind to be installed due to the proximity of the side roads being less than the permitted 20m distance to the crossing.
- A signalised junction including a pedestrian crossing - modelling of traffic flow showed that at peak times traffic would back up along Main Street in both directions particularly affecting the efficiency of the Westgate traffic signals. In view of the impact on the road network it was decided that a signalised junction would not be the most appropriate option to improve crossing facilities at this location.
- A formal crossing point on Main Street near to The Statutes and also to improve the pedestrian crossing provision along the whole of Main Street.

This third option has been worked up into an outline scheme (see appendix A) which includes:

- a new zebra crossing outside Riverside House between the junctions with Don Street and The Statutes;
- the creation of 2 (net) additional disabled parking spaces next to Riverside House;
- an extension of the town centre 20mph zone to include Don Street, The Statutes and Main Street (from Westgate to New York Way);
- amendments to the kerb lines of The Statutes and Don Street to reduce the crossing widths for pedestrians;
- amendments to the existing imprint surfacing on Main Street to form a gateway feature tied into the start of 20mph zone and also an imprint surface on side road entrances at Don Street and Market Street;
- new enhanced paving materials along parts of Main Street.

It is also planned to paint lighting columns and signposts black and that several bollards along Main Street will be removed in order to reduce street clutter.

Consultation with the emergency services and other organisations will have to be undertaken in order to promote the change in speed limit. South Yorkshire Police have informally raised concerns that vehicle may not comply with the proposed

20mph speed limit however unless traffic calming is installed as part of the scheme. It is proposed that, following completion of the scheme, vehicle speed surveys will be undertaken and, if they are not commensurate with the proposed 20mph limit, then we will consider further measures (including vertical traffic calming) to ensure that the proposed speed limit is adhered to.

8. Finance

The cost of the recommended scheme is estimated at £350,000; funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2013/2014.

9. Risks and Uncertainties

Any objections to the scheme including the proposed Traffic Regulation Orders may result in design changes being required which could lead to a delay in implementation and an increase in scheme costs.

10. Policy and Performance Agenda Implications

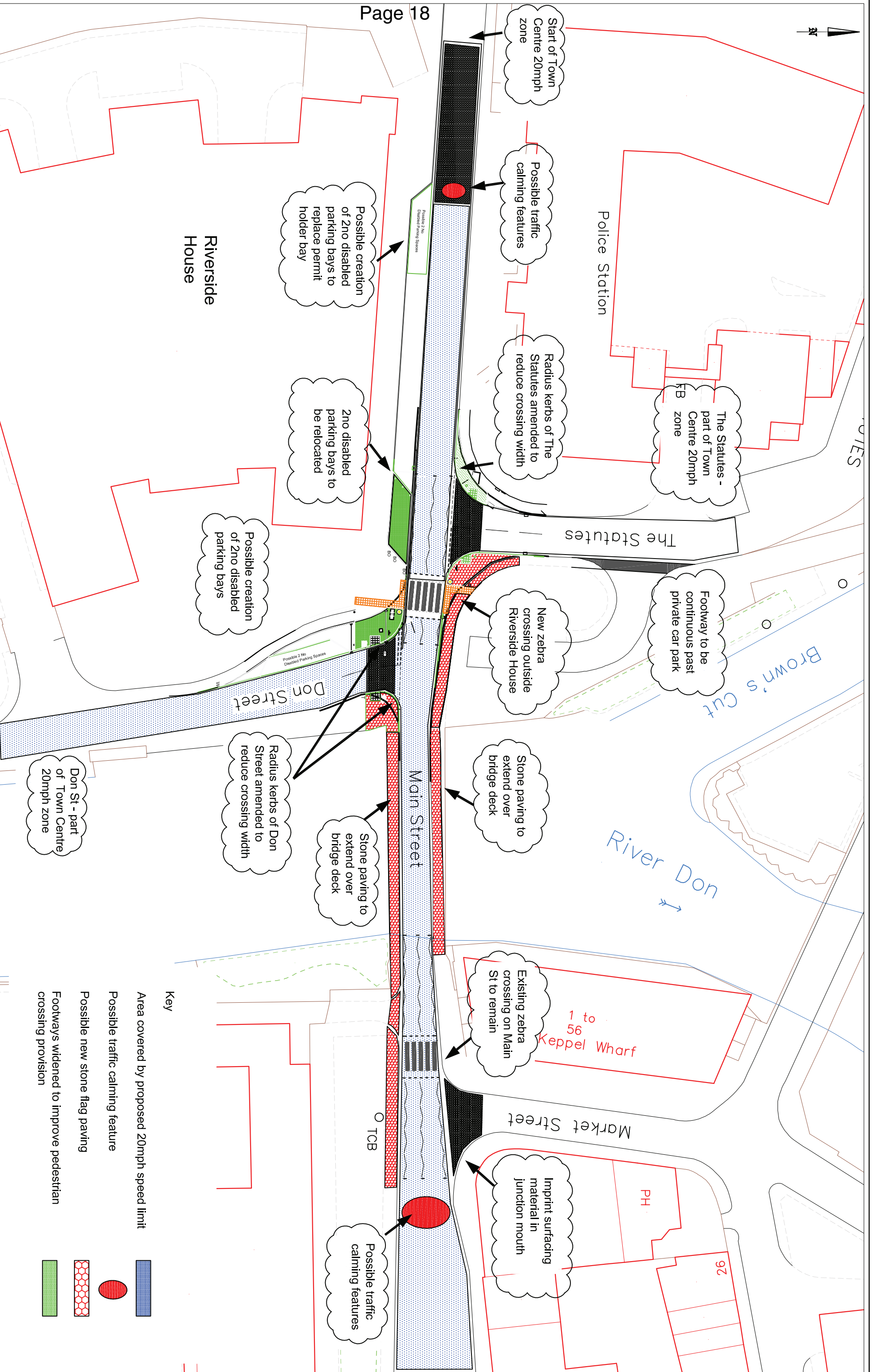
The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated Safer Roads and Casualty Reduction strategy for improving road safety.

11. Background Papers and Consultation

Statutory consultation with the emergency services and Ward members will be undertaken. Plans showing the scheme will also be on display in the Library areas of Riverside House.

A Location map showing outline details is attached as Appendix A

Contact Name: *Nigel Davey, Engineer, Ext. 22380,
nigel.davey@rotherham.gov.uk*



- Key**
- Area covered by proposed 20mph speed limit
 - Possible traffic calming feature
 - Possible new stone flag paving
 - Footways widened to improve pedestrian crossing provision

Rotherham Metropolitan Borough Council
Environment & Development Services

Rotherham Metropolitan Borough Council
Environment & Development Services
Riverside House, Main Street,
Rotherham S60 1AE

Client:

Appendix A

Rev.	Description	Date	Initial	Chk.	Drawn	Checked	Date

Project	Main Street, Rotherham
Title	Pedestrian Highway Improvement Scheme
Dwg. No.	Consultation
Scale	Not To Scale
Drawn	N Davey
Checked	SIS
Date	April 2013

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	14th June, 2013
3.	Title:	Proposed accessibility improvements A6021 Broom Road, Rotherham
4.	Directorate:	Environment and Development Services

5. Summary

The report advises the Cabinet Member of the outcome of resident consultations on the proposed accessibility improvements on the A6021 Broom Road.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) **An enlarged pedestrian refuge be constructed outside the Rudston School and the pedestrian refuge between the hospice and Broom Crescent be constructed, as shown on drawing 126/17/TT232;**
- (ii) **Subject to no objections being received during the statutory consultations for the proposed no waiting at any time and, no waiting Monday to Friday 9am to 4pm restrictions, that the restrictions are implemented;**
- (iii) **A cycle Lane with coloured surfacing and advisory cycle lane and sheltered parking area as shown on drawing No 126/17/TT122 be approved but construction be deferred until funding is available to introduce this in conjunction with a carriageway resurfacing scheme;**
- (iv) **That the petitioners and residents be informed accordingly.**

7. Proposals and Details

The A6021 Broom Road is currently part of a busy route between Rotherham town centre and the east of Rotherham and this causes difficulties crossing Broom Road in the vicinity of Rudston School.

Pedestrian usage here does not justify the provision of a controlled crossing, and there is a small pedestrian refuge directly outside the school but this presents difficulties to the crossing patrol warden who, due to the high volumes of traffic on Broom Road, has to cross children from one side of the road to the refuge and then from the refuge to the other side of the road.

To address these issues proposals were initially developed to:

- remove the pedestrian island outside Rudston School, where the school crossing patrol operates, to allow them to cross children over the full width of the road in one go, rather than in two stages as at present.
- improve the other pedestrian island, close to Rudston School, to provide a safe crossing point for when the school crossing patrol is not operating
- narrow the carriageway with build outs and sheltered parking which would reduce vehicles speed
- introduce a wider up hill lane to assist cyclists riding along Broom Road
- put double yellow lines around the junctions of Fraser Road, Broomfield Grove and Broom Crescent with Broom Road to ensure drivers can see out of these junctions
- improve existing bus stops to make them accessible to all
- install a new pedestrian refuge, near to the Rotherham Hospice, to help people cross between bus stops.

These proposals were sent out to residents in April 2012 for consultation. As a result of feedback from residents and Facilities Services who operate the school crossing patrol, the proposals were revised to include:

- the pedestrian island outside Rudston School, will be made larger to accommodate more pedestrians and assist the school crossing patrol.
- introducing an up hill cycle lane with coloured surfacing and sheltered parking on the north side of Broom Road.
- introducing double yellow lines around the junctions of Boswell Street, Broomfield Grove and Broom Crescent with Broom Road to ensure drivers can see out of these junctions

Residents were then consulted on the revised proposals. A summary of these comments together with our responses is attached as Appendix A. In Addition a 21 signature petition objecting to the cycle lane proposal between 15 and 39 Broom Road was also received and is attached as Appendix B.

The cycle lane proposals would involve the removal of extensive sections of the existing central hatched lining, this can have a detrimental effect on the condition of the carriageway. Although Broom Road does not appear on the highways maintenance programme, there are certain sections where the condition is

deteriorating; as such, and because of the scale of the lining changes required, it is considered more appropriate that the cycle scheme improvements and associated lining are promoted in conjunction with a future resurfacing scheme

To address the original concerns of the school crossing patrol about accessibility and pedestrian safety outside Rudston School, it is now proposed to enlarge the existing pedestrian refuge as indicated on drawing No 126/17/TT232. It is also proposed to install a new pedestrian refuge within the existing road markings, near the hospice.

Residents were also concerned that there has been a recent increase in non-residential parking on Broom Road and Wickersley Road around the Hospice and the Broom Lane junction. As part of part of the waiting restrictions to be promoted, it is proposed to promote further no waiting at any time restrictions in this area. This will ensure that obstructive parking close to junctions does not occur and the safe and free flow of traffic can be maintained.

Residents also mentioned that vehicles displaced by the proposed restrictions around the hospice, may migrate to Broom Crescent. Therefore prior to any restrictions being implemented, surveys will be carried out to assess the existing level of parking here. If the restrictions are implemented then further surveys will be undertaken and if necessary residents will be consulted on a residents only parking scheme.

8. Finance

The proposal will cost in the region of £60,000 and will be funded by the Local Transport Plan Integrated Transport Block grant for 2013/14.

9. Risks and Uncertainties

The impact of displaced traffic on Broom Crescent is unknown and there maybe insufficient support for residents' only parking here. Objections may also be received to the proposed waiting restrictions during the statutory notice period when the Traffic Regulation Orders are advertised. Parking in this area will continue to be monitored.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3; policy S to encourage active travel and develop high quality cycling and walking networks, policy W To encourage safer road use and reduce casualties on our roads, policy Y to focus safety efforts on vulnerable road groups

11. Background Papers and Consultation

Appendix A – Summary of comments received from residents
Appendix B - Petition from 37 Broom Road

Contact Name : *Simon Quarta, Assistant Engineer, Ext 54491*

Cabinet Member for Regeneration and Development

14 June 2013

Proposed accessibility improvements A6021 Broom Road, Rotherham

Appendix A – Summary of comments received during the July 2012 consultation

Fifteen responses were received including a 21 signature petition objecting to the cycle lane proposal between 15 and 39 Broom Road.

The main comments received were

- The cycle lane was inappropriate and not justified on current usage
 - The Council has an objective of promoting sustainable transport and will always seek to incorporate features which will encourage and promote increase in cycle use in traffic schemes.
- The cycle lane would affect the resident of 37 Broom Road who has off street parking but has a disabled relative living at the address and needs to park directly outside.
 - The cycle lane between 21 and 37 Broom Lane is proposed to be an advisory cycle lane. Waiting restrictions to prevent parking will be considered prior to the introduction of the cycle lane elements of this scheme. The introduction of the cycle lane is considered later in the report
- Broom Road is fine as it is and no improvements are necessary
 - Safety concerns particularly around Rudston School have been identified
- One resident thought there should be waiting restrictions at the Boswell Street junction
 - Whilst this location was felt to be not affected by “school run” parking it is acknowledged that there maybe inconsiderate parking here on rugby match days. No waiting at any time restrictions will be promoted here
- Four residents objected to proposed restrictions at the junction with Frazer Road
 - It is accepted that this location is not usually affected by inconsiderate parking so no restrictions will be promoted here.
- Parking by Hospice staff on the south west side of Broom Road is obstructing driveways and bus stops.
 - it is proposed to introduce a no waiting Monday to Friday 8am to 4pm to on the south east side of Broom Road as shown on drawing No 126/17/TT232
- Broom Crescent already suffers from some parking from the hospice and Rudston, but the loss of further parking because of the cycle lane termination, the pedestrian island and the proposed parking restrictions at the junctions with Broom Road would exacerbate this. Some houses

on Broom Crescent have no off street parking. Could residents only parking be implemented on Broom Crescent

- Surveys will be undertaken to establish the existing levels of parking prior to any restrictions being implemented. If the restrictions are implemented then further surveys will be undertaken and if necessary residents will be consulted on a residents only parking scheme.
- Prevent driveway obstruction in the sheltered parking area
 - A “St Andrew’s cross” demarcation will be provided at every driveway
- The no waiting at any time restriction outside 76 Broom Road will prevent the resident from parking outside his house.
 - Improvements to the adjacent pedestrian island and increasing the size of the island directly outside Rudston School will reduce the road width available. It will be necessary to prevent vehicles parking in the vicinity of the refuge
- The bus stop clear way between 62 to 86 Broom Road will prevent residents parking and inconvenience visitors to 68 Broom Road who park here. There is plenty of room for a bus to pull in.
 - To make buses “accessible to all” the bus must pull up to a specific location which has a raised footway surface to provide step free access. The presence of parked vehicles will prevent this, so it is necessary to implement a clearway around the bus stop, this has been implemented at many locations throughout the Borough
- Inappropriate use of Council funds in a time of austerity and the money should be used for highway maintenance
 - The scheme is primarily aimed at improving the pedestrian crossing facilities outside the school and addressing obstructive and inconsiderate parking which resulted in concerns related to safety.

37 Broom Road

Broom

Rotherham

S60 2SW

29/07/2012

Dear Sir/madam

I am writing in regards to the uphill cycle lane which I am not happy with, the reason for this is that my wife is disabled and we don't have back parking from Boswell street and need to park outside our house for her to have access. She has walking difficulties and breathing and registered disabled, it is hard for her to walk long distance and also I have had two knee operations which make it hard for me to walk long distance, especially with shopping and my ill wife.

The thing I don't understand is why do you need a cycle lane which is 13 house long it doesn't make sense, your not really encouraging anyone to cycle because after that the lane, you got sheltered parking, I have lived here over 25 years and in that time must have seen only a few people riding a bike, it has been that long that I can't remember the last time somebody was riding a bike up hill.

I am also enclosing a petition signed by the local people who object to the cycle lane

Please give consideration to the local people i.e old and disabled people, when making the decision that affects their daily life

I hope to hear from you soon

Your faithfully



Mohammad Nazar

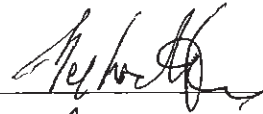
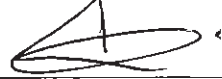


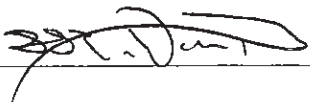
Petition

Proposed accessibility improvements A6021 Broom Road, Rotherham

We the undersign object to the introduction of an uphill cycle lane

<u>Name</u>	<u>Address</u>	<u>Signature</u>
B TAYLOR	35 BROOM RD	B Taylor
REZIA AHMED	33 BROOM RD	R. Ahmed.
M. NAZAR	37 BROOM RD	M. Nazar
M. FORD	27 BROOM ROAD	M. Ford
D. Lomas	25 Broom Rd	D. Lomas
M. Jarvis	17 Broom Rd	M. Jarvis
G. Richardson	15 Broom Rd.	G. Richardson.
P. Richardson	15 BROOM ROAD	P. Richardson.
S. Bashir	44 Broom Road	S. B.
M. Hussain	2 Fraser Road	M. Hussain
J. Griffiths	21 Broom Rd.	J. Griffiths
A. S. A. Ton	36 Broom Rd	A. S. A. Ton
R. Siddiq	62 BROOM RD	R. Siddiq
T. WILDING	64 BROOM RD	T. Wilding
V. TYLER	66 BROOM RD	V. Tyler

We the undersign object to the proposal of an uphill cycle lane

M Clarke	39 Broom Rd	
ABID HUSSAIN	19 Broom RD	
K MASKREBY	31 Broom Road	K. Maskreby
E. CECINAS	46 Broom Road	
P. BERKYS	42 BROOM ROAD	
D Wood	29 Broom Rd	

Bm5

Environment & Development Services

Riverside House, Main Street, Rotherham, S60 1AE

Switchboard: 01709 382121, Direct: 01709 254491

Fax: 01709 822139 Email: simon.quarta@rotherham.gov.ukwww.rotherham.gov.uk

Rotherham 
Metropolitan
Borough Council
Where Everyone Matters

My Reference Your Reference
SAQ/KAC
122/A6021/Broom Road

Please ask for
Simon Quarta

The Owner/Occupier(s)
37 Broom Road
ROTHERHAM S60 2SW

11 July 2012

Dear Sir/Madam

Proposed accessibility improvements A6021 Broom Road, Rotherham

I previously wrote to you in February 2012 regarding proposals to address concerns about difficulties crossing Broom Road in the vicinity of the Rudston School.

Following consideration of the comments we have received, our previous proposals have been revised and will now include:-

- Improvements to the pedestrian island outside Rudston School, to make it larger so that it can accommodate more pedestrians and assist the school crossing patrol.
- Improvements to the other pedestrian island, to the north west of Rudston School to bring it in line with current accessibility standards
- The introduction an uphill cycle lane with coloured surfacing and sheltered parking on the north side of Broom Road.
- The introduction of double yellow lines around the junctions of Broomfield Grove and Broom Crescent with Broom Road to ensure drivers can see out of these junctions
- Improvements to existing bus stops to make them accessible to all
- The installation of a new pedestrian island, near to the Rotherham Hospice, to help people cross between bus stops.

In addition to the above, a white road marking will be provided at all driveways within the sheltered parking area to deter obstructive parking.

If you have any comments to make on these proposals, please do so in writing using the attached form and return this to us using the enclosed pre-paid envelope by **10th August 2012**. Alternatively you can contact me on the above telephone number.

Yours faithfully

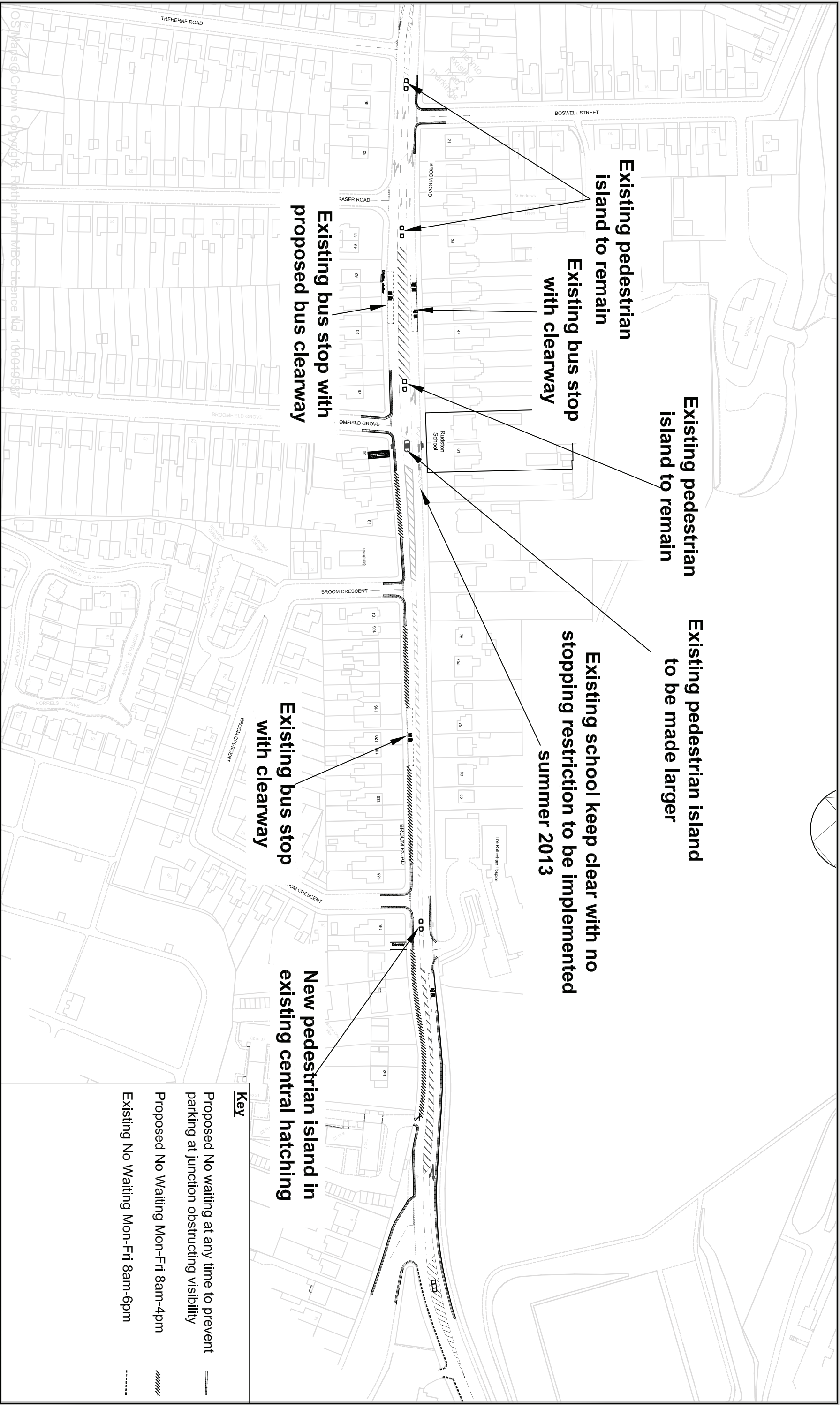
Simon Quarta

Simon Quarta
Assistant Engineer
Planning and Regeneration Service

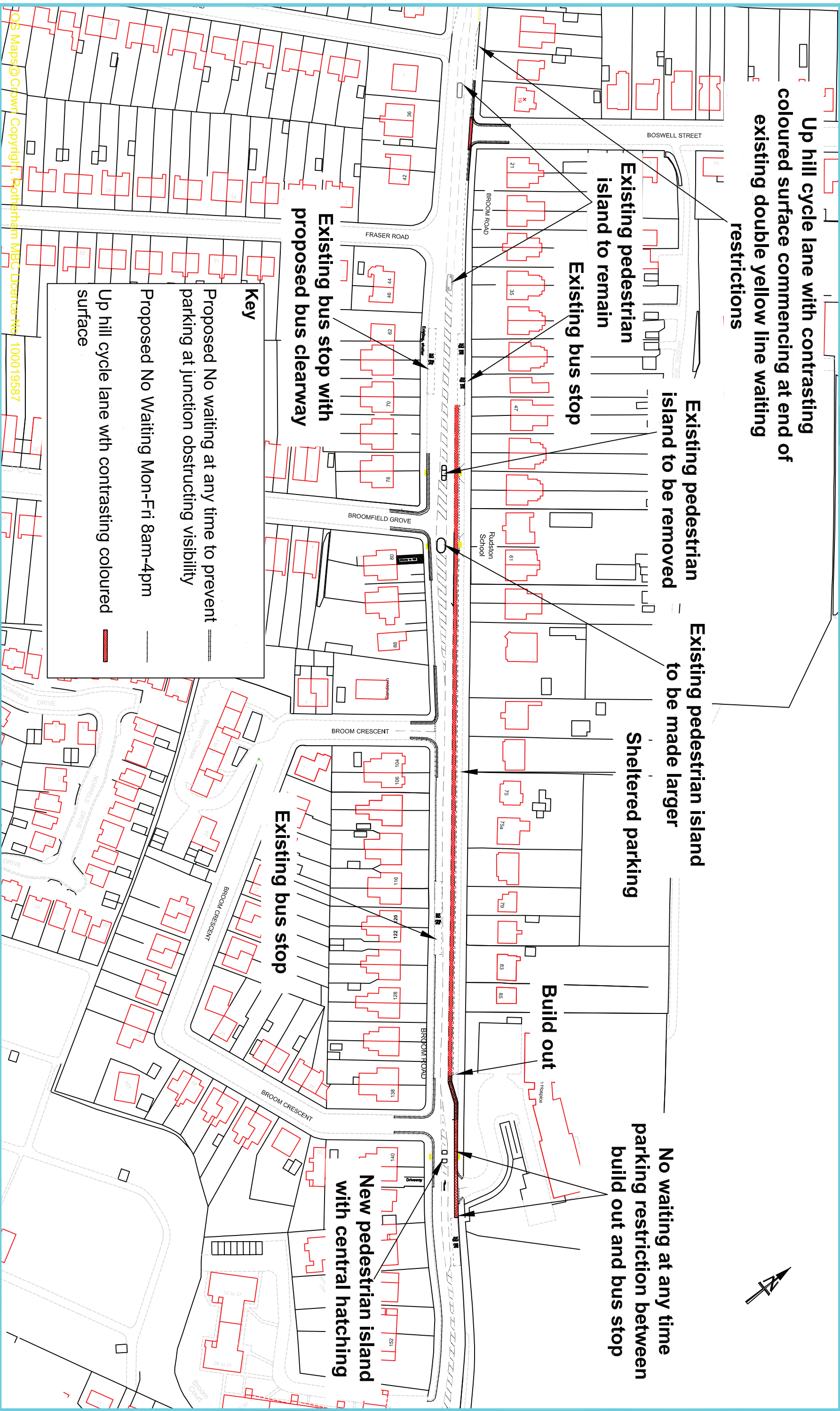
www.rotherham.gov.uk

Enclosure





<p>Rotherham Metropolitan Borough Council Environment & Development Services</p>		<p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Client:</p>	
<p>Strategic Director: Karl Battersby Bsc (Hons) MTP, MRTPI</p>		<p>Rev.</p>		<p>Description</p>	
<p>Title</p> <p>A6021 - Broom Road - Proposed accessibility improvements</p>		<p>Drawn</p> <p>S. Q.</p>		<p>Date</p> <p>May-13</p>	
<p>Dwg. No.</p> <p>126/17/TT232</p>		<p>Rev.</p>		<p>Scales (if A3)</p> <p>N.T.S.</p>	
<p>Chd. by</p> <p>A. S. B</p>		<p>Key</p> <p>Proposed No waiting at any time to prevent parking at junction obstructing visibility</p> <p>Proposed No Waiting Mon-Fri 8am-4pm</p> <p>Existing No Waiting Mon-Fri 8am-6pm</p>			



Up hill cycle lane with contrasting coloured surface commencing at end of existing double yellow line waiting restrictions

Existing pedestrian island to be removed

Existing pedestrian island to be made larger

Sheltered parking

No waiting at any time parking restriction between build out and bus stop

Existing bus stop

Build out

Existing bus stop with proposed bus clearway

Existing bus stop

New pedestrian island with central hatching

Key

- Proposed No waiting at any time to prevent parking at junction obstructing visibility
- Proposed No Waiting Mon-Fri 8am-4pm
- Up hill cycle lane with contrasting coloured surface

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<p>Strategic Director: Karl Battersby Bsc (Hons) MTP, MRP</p>		<p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Client:</p>	
Rev.	Description	Drawn	Date	Rev.	Scales (if A3)
		S. Q.	Jun - 12		N.T.S.
<p>Title A6021 - Broom Road - Proposed sheltered parking and accessibility improvements</p>		<p>Dwg. No. 126/17/TT122</p>		<p>Chd. by A. S. B.</p>	