

## **CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**

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

**Date:** Monday, 7th April, 2014

**Time:** 10.30 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 meetings held on 25th February 2014, 3rd March 2014 and 31st March, 2014 (Pages 1 - 9)
5. Minutes of the meeting of the Rotherham Townscape Heritage Initiative Group held on 3rd March, 2014 (Pages 10 - 11)
6. Environment and Development Services - Revenue Budget Monitoring 2013/14 (Pages 12 - 18)
7. Petition - Rotherham By the Sea - request for extended time (Pages 19 - 23)
8. Objections to proposed waiting and one-way street restrictions - Winlea Avenue, Brecks Crescent and Bawtry Road, Brecks (Pages 24 - 33)
9. Proposed Traffic Calming Scheme on Doe Quarry Lane, Dinnington (Pages 34 - 38)
10. Masbrough Parking - Consultations and Proposals (Pages 39 - 49)
11. Proposed 'No Waiting at Any Time' restrictions at St Ann's Road, Eastwood (Pages 50 - 54)
12. Highways Capital Works Programme 2014/15 (Pages 55 - 60)

13. Proposed Designated Disabled Persons parking Space at 12 Wesley Road, Kiveton Park (Pages 61 - 67)
14. Petition - condition of road surface at Cook Avenue, Maltby (Pages 68 - 69)
15. Exclusion of the Press and Public  
The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006 – information relates to finance and business affairs)
16. Standing Lists of Contractors (Pages 70 - 75)
17. Date and time of next meeting - Monday 2nd June 2014 at 10.30 am

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**  
**25th February, 2014**

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

**G94. RERF - MARKETS GROWTH PLAN AND OPTIONS ASSESSMENT**

Consideration was given to a report presented by the Economic Development Manager concerning a proposal that £19,000 of revenue funding is allocated from the Rotherham Economic Regeneration Fund (RERF) towards work on a growth plan and physical options assessment for the Rotherham Markets complex. Members noted that approval was also being sought for the work to be awarded directly to the Retail Group, with exemption from the usual tendering procedures set out in the Council's standing orders. This latter proposal is due to the tight timescales for both spending the money and requiring the outcomes of the work.

The report listed the objectives of the proposal, which are to identify:-

- i) the future strategy and growth plan for Rotherham Markets, the right markets offer for the town and its customers;
- ii) the rationale for investing in improvements to the markets, and the optimum additional physical requirements both short and long term; and
- iii) actions to improve performance and to effectively utilise the development opportunities available.

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

(2) That £19,000 of revenue funding be allocated from the Rotherham Economic Regeneration Fund (RERF) towards work on a growth plan and options assessment for Rotherham Markets, as detailed in the report now submitted.

(3) That, further to (2) above, exemption be granted from the requirements of Standing Order 47.6.2 (requirement to invite at least two oral or written quotations for contracts with an estimated value of £5,000 or more, but less than £20,000) enabling the work on a growth plan and options assessment to be undertaken by the Retail Group, so that the work may be completed by 31<sup>st</sup> March 2014.

**G95. 'GET UP TO SPEED WITH ENGINEERING' EVENT**

Consideration was given to a report presented by the Sector Growth Manager (Rotherham Investment and Development Office) concerning the 'Get up to speed with Engineering' event, held annually for the past three years and provided free for young people and other stakeholders, enabling them to engage with businesses and learn about the world of work in engineering and manufacturing.

The report sought approval for the suspension of standing orders with regard to the procurement of event-related costs, to allow the Rotherham Investment and Development Office to provide a marquee, workshops, networking opportunities and support to small and medium enterprises and companies at this event.

Members noted that revenue funding for this proposal was available from the South Yorkshire Sector Growth Enhancement Programme, administered by Sheffield City Council. The event was also supported by the European Regional Development Fund.

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

(2) That exemption be granted from the requirements of Standing Order 47.6.2 (requirement to invite at least two oral or written quotations for contracts with an estimated value of £5,000 or more, but less than £20,000) in respect of the expenditure needed to provide additional venue space for small and medium enterprise businesses at the 'Get up to speed with Engineering' event.

(3) That approval be granted for the necessary expenditure to be incurred with immediate effect.

**G96. ASSOCIATION FOR PUBLIC SERVICE EXCELLENCE - HIGHWAYS SEMINAR ON 6TH AND 7TH MARCH 2014 - NEWCASTLE**

Resolved:- That two Elected Members be authorised to attend the above seminar.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**  
**3rd March, 2014**

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

Apologies for absence were received from Councillor Clark.

**G97. MINUTES OF THE MEETINGS HELD ON 3RD FEBRUARY AND 14TH FEBRUARY, 2014**

Resolved:- That the minutes of the meetings of the Cabinet Member and Advisers for Regeneration and Development, held on (i) 3rd February, 2014 and (ii) 14th February, 2014, be approved as correct records for signature by the Chairman.

**G98. PROPOSED RESPONSE TO THE HIGHWAYS AGENCY CONSULTATION ON MAXIMUM MANDATORY SPEED LIMIT - M1 JUNCTIONS 28 TO 35A**

Consideration was given to a report, presented by the Transportation and Traffic Manager, containing this Council's proposed response to the Highways Agency's consultation on a maximum mandatory speed limit for the M1 motorway between junction 28 (Mansfield) junction 35a (Chapeltown, Sheffield).

The report stated that the Highways Agency, on behalf of the Department for Transport, is currently progressing proposals for the implementation of the Smart Motorways Project (previously known as the Managed Motorways Project), which if implemented, will see the hard shoulder of the M1 Motorway between Junctions 28 and 31, and Junctions 32 and 35a converted to a live running lane for all traffic.

An environmental assessment had been carried out indicating that the scheme, which has all-lane running at all times could have a significant adverse effect on local air quality at sensitive receptors and in Air Quality Management Areas, particularly in the Sheffield and Rotherham areas, when operating at the national speed limit and the predicted levels of traffic growth.

In order to mitigate the adverse impacts on air quality which arise from operation at the national speed limit, the Highways Agency is proposing to implement a maximum mandatory 60mph speed limit on the section of the M1 Motorway between Junctions 28 and 35a.

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

(2) That this Council's response to the Highways Agency's consultation on a maximum mandatory speed limit for the M1 motorway between junction

28 (Mansfield) junction 35a (Chapelton), as now submitted, be approved.

(After the meeting, His Worship The Mayor agreed to exempt this decision from the call-in process, because of the nearness of the deadline for submission of responses to this consultation)

**G99. TEMPLEBOROUGH TO KIMBERWORTH CYCLE ROUTE**

Further to Minute No. G79 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 7th January, 2013, consideration was given to a report, presented by the Transportation and Traffic Manager, concerning the proposed construction of a new off-road cycle path between Centurion Street and the Rotherham to Sheffield canal towpath, to allow a new, direct cycle route to be signed between Templeborough and Kimberworth.

The report stated that scheme involves the introduction of a three metres wide, bound, waterproof surface constructed of tarmacadam or similar material between Centurion Street in Templeborough and the canal towpath. This section of the route is in a poor condition with no hard surface and is almost impassable during wetter months. Part of this route falls within Sheffield and the proposals have been agreed with landowners. The improvements would allow a longer cycle route to be signed from Sheffield Road in Templeborough, along Bessemer Way and Centurion Street to the canal towpath and along Steel Street and Psalters Lane towards Kimberworth. The route was outlined on the submitted drawing number 126/17/TT274. The scheme will provide a new cross-town cycle route to the south east of the Rotherham town centre, improving sustainable access between the residential areas of Kimberworth/Holmes and employment in Templeborough. The route will also provide direct access to the canal towpath and employment in the Lower Don Valley. The works are estimated to cost £50,000 and will be funded from the Local Sustainable Transport Fund.

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

(2) That detailed design work and construction be undertaken to provide a new cycle path from Centurion Street, Templeborough to the Rotherham to Sheffield canal towpath, as shown on drawing number 126/17/TT274 submitted, incorporating a three metres wide, waterproof surface constructed of tarmacadam or similar material.

(3) That appropriate cycle signage be provided for a new cycle route between Templeborough and Kimberworth, as described in the report now submitted.

**G100. AMENDING FEES AND CHARGES FOR THE PROVISION OF HIGHWAY SERVICES**

Further to Minute No. G119 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 5<sup>th</sup> April, 2013, consideration was given to a report, presented by the Principal Engineer, Streetpride, containing proposed amendments to the current fees and charges made for a range of highway services provided by the Council. The fees and charges were for the provision of a licence and a temporary traffic regulation order to allow for the:-

- (i) placement of a builder's skip and container on the highway;
- (ii) installation and maintenance of apparatus and the making of an excavation in the highway;
- (iii) construction of permanent and temporary vehicle access crossings in the highway;
- (iv) installation of scaffolding and hoarding in the highway; and
- (v) the regulation of traffic during planned and unplanned (emergency) activities on or near the highway.

Members were informed that properly licensed highway services help fulfil the aims of the Local Transport Plan (LTP3) and the Traffic Management Act 2004, in terms of helping to keep the highway safe and reducing disruption. A review has been carried out to benchmark the appropriate cost of providing highway and street works licences and the cost of arranging a temporary traffic regulation order, against eleven other local authorities including the three other South Yorkshire district councils.

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

(2) That, with effect from 1st April, 2014:-

- (a) the fee for a licence to enable skip companies to place a skip on the highway for two weeks shall be increased from £17.50 to £20.00;
- (b) the current charge of £450.00 for processing and implementing a Street Works License under Section 50 of The New Roads and Street Works Act 1991 shall be increased to £500.00;
- (c) the fee for a highways licence for a trial hole shall be increased from £300.00 to £400.00;
- (d) the fee for a licence to construct a permanent vehicle access crossing at a residential premise, which involves dropping kerbs, shall be increased from £50.00 to £60.00;
- (e) the fee for a temporary vehicle access crossing at a development site, for construction vehicles, shall be increased from £100.00 to £120.00;

(f) the fee for permission to install scaffolding and hoarding in the highway shall be increased from £150.00 to £170.00 for two weeks, plus £50.00 per additional four weeks;

(g) the fee for a temporary traffic regulation order, for a planned activity, shall be increased from £800.00 to £900.00, which includes a fee for the required advertisements in the press; and

(h) the fee for an emergency temporary traffic regulation order shall be increased from £625.00 to £700.00.

#### **G101. ADOPTION OF SUPPLEMENTARY PLANNING GUIDANCE**

Further to Minute No. 70(a) of the meeting of the Planning Board held on 13th December, 2012, consideration was given to a report, presented by the Planning Manager stating that separate guidance documents have been prepared to assist in dealing with planning applications. The guidance documents are:-

: Householder Design Guide (for residential properties); and

: Development in the Green Belt.

It was noted that both of these documents have been referred to in officer reports for approximately twelve months and the intention is to adopt them formally as the Council's supplementary planning guidance. The documents will eventually form part of the Rotherham Local Development Plan.

Both documents were appended to the submitted report. Reference was made to the feedback received as part of public consultation process.

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

(2) That the two supplementary guidance documents: (i) Householder Design Guide (for residential properties); and (ii) Development in the Green Belt be adopted by the Council as Interim Planning Documents, to ultimately be adopted as Supplementary Planning Documents as part of the Local Plan.

#### **G102. LAND REGISTRY, WIDER POWERS AND LOCAL LAND CHARGES**

Consideration was given to a report, presented by the Principal Planning Officer, concerning the consultation by the Land Registry, entitled "Land Registry, Wider Powers and Local Land Charges", affecting the Local Land Charges service.

The report stated that the Land Registry is proposing to take over the Local Land Charges Register and provide search information (a statutory duty of the local authority), whilst leaving local authorities with



responsibility for completing enquiries of the local authority (via form CON29), effectively splitting the interdependent service currently provided by Local Land Charges. Such a proposal would reduce the income to local authorities from the operation of these services.

This Council's proposed response to the consultation was appended to the submitted report.

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

(2) That this Council's proposed response to the Land Registry consultation, as now submitted, be approved.

(After the meeting, His Worship The Mayor agreed to exempt this decision from the call-in process, because of the nearness of the deadline for submission of responses to this consultation)

**G103. ENVIRONMENT AND DEVELOPMENT SERVICES REVENUE BUDGET MONITORING REPORT TO 31ST JANUARY 2014**

Consideration was given to a report submitted by the Finance Manager concerning the budget monitoring of the Environment and Development Services Directorate Revenue Accounts for the period to 31st January, 2014, including the forecast out-turn of overspending of £449,000 to the end of the 2013/14 financial year. The submitted report included information on the variances reported by each Division of Service.

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

(2) That the latest financial projection against budget for the 2013/14 financial year, for the Environment and Development Services Directorate, based on actual income and expenditure to 31st January, 2014, be noted.

(3) That the report be referred to the Self-Regulation Select Commission for information.

**G104. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 as amended (information relating to the financial/business affairs of any person (including the Council)).

**G105. OBJECTIVE ONLINE SOFTWARE SUPPORT AND MAINTENANCE (LOCAL PLAN CONSULTATION PORTAL)**

Further to Minute No. G105 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 4th March, 2013,

consideration was given to a report, presented by the Planning Policy Manager, concerning the need to purchase support and maintenance for the Objective Online software used by the Council to prepare, publish and consult on all stages of the Local Plan. Members noted that the costs could be contained within existing revenue budgets and the report included a detailed business case of this proposal.

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

(2) That the contract for the support and maintenance of the Objective Online software shall be exempt from the provisions of standing order 47.6.2 (requirement to invite at least two oral or written quotations for contracts with a value of between £5,000 and £20,000) and the contract be awarded to Objective Corporation UK Ltd., in accordance with the details contained in the report now submitted.

**G106. FASTSUITE - CIVICA PRODUCTS FOR PLANNING, BUILDING CONTROL AND LAND CHARGES**

Further to Minute No. G122 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 5<sup>th</sup> April, 2013, consideration was given to a report, presented by the Planning Manager, proposing an exemption from Standing Order number 47.6.2 (relating to contracts valued at more than £5,000 but less than £20,000) to allow the appointment of the Civica company to continue to provide the back office functionality (FastPlanning, FastControl, FastCharges) for the Development Management, Building Control and Local Land Charges services. The report stated that this software is used by all three of these Council services and the user licence is renewed annually.

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

(2) That, for the reasons stated in the report, approval be granted for an exemption from Standing Order 47.6.2 (requirement to invite at least two oral or written quotations for contracts with an estimated value of £5,000 but less than £20,000) to facilitate (i) the purchase of the back office functionality (FastPlanning, FastControl, FastCharges) from the Civica company and (ii) the annual renewal of the user licence.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**  
**Monday, 31st March, 2014**

Present:- Councillor Akhtar (Deputy Leader - in the Chair, in the absence of the Cabinet Member).

Apologies for absence were received from Councillors Clark, Godfrey, Pickering and Smith.

**G107. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 as amended (information relating to the financial/business affairs of any person (including the Council)).

**G108. CLOSED CIRCUIT TELEVISION SYSTEMS - TRANSMISSION CONTROL EQUIPMENT**

Consideration was given to a report, presented by the Team Manager (Transportation and Highways Projects), concerning a proposed new contract to provide improved communications and lower rental charges to some of the Borough's Closed Circuit Television (CCTV) cameras. Authorisation was also being sought for an exemption from standing order 48 (requirement to invite three written tenders for a contract with an estimated value of over £50,000).

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

(2) That exemption from the provisions of standing order 48 (requirement to invite three tenders for a contract with an estimated value of more than £50,000) be approved and that a new contract be entered into with Virgin Media, for a period of five years, as detailed in the report now submitted, to ensure a robust CCTV service is provided.

(nb: subsequent to this meeting and in view of the need to incur expenditure during the 2013/2014 financial year, The Mayor gave the necessary authorisation to exempt this decision from the Council's call-in procedure)

**TOWNSCAPE HERITAGE INITIATIVE**  
**Monday, 3rd March, 2014**

Present:- Councillor Smith (in the Chair); Councillors Dodson, Godfrey, McNeely and Pickering; also in attendance were Canon David Bliss (Rotherham Minster) and Mr. Peter Hawkrigde (Rotherham Civic Society).

Apologies for absence were received from Councillors Clark, Hussain and Wootton.

**1. MINUTES OF THE PREVIOUS MEETING HELD ON 4TH MARCH 2013**

Consideration was given to the minutes of the previous meeting held on 4<sup>th</sup> March, 2013. The minutes were approved as a correct record.

**2. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (financial/business affairs).

**3. TOWNSCAPE HERITAGE INITIATIVE GRANT**

Consideration was given to a report, presented by the Townscape Heritage Initiative Officer, detailing an application for a grant under the Rotherham Townscape Heritage Initiative Scheme, for improvements to a retail premises at High Street, Rotherham.

The award of grant funding would enable the building to be repaired and made safe. In addition, the building's architectural features would be reinstated so that it could both be returned to a useable condition and become an historical asset to the Rotherham town centre.

Members viewed drawings and plans of the proposed improvements to this building.

Discussion took place on the benefits to the Rotherham town centre from the improvements being made to the appearance and structure of various buildings at High Street and the investment was welcomed.

Members noted that the Townscape Heritage Initiative, a scheme which has lasted seven years, will end in September 2014. However, there is the possibility of a second phase of the Initiative beginning in 2015, with Heritage Lottery funding. Discussion took place on the general appearance of properties in and around the Rotherham town centre.

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

(2) That the grant application for the building situated at High Street,

within the Rotherham town centre, as now submitted, be approved and the grant awarded in accordance with the amounts and details contained in the report.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member for Regeneration and Development Services
2	Date:	Monday 7 <sup>th</sup> April 2014
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 28th February 2014
4	Directorate :	Environment and Development Services

## 5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of February 2014** and to provide a forecast outturn for the whole of the 2013/14 financial year.

Members are asked to note the forecast outturn position of an overspend of £65k for the Environment and Development Services Directorate based on expenditure and income as at February 2014.

## 6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of February 2014, as outlined in the Briefing Note already circulated (*as agreed there will be no Officer to present this report*). This report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

Please note the figures in the report now include Asset Management, Audit and Insurance.

## 7 Proposals and Details

**7.1.1** Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2013 to 28 February 2014

**7.1.2** The table below summarises the forecast outturn against approved budgets for each service division:

Division of Service	Net Budget	Forecast Outturn	Variation	Variation
	£000	£000	£000	%
Business Unit	709	640	-69	
Regeneration, Planning and Cultural Services	8,045	8,274	+229	
Streetpride	29,125	28,995	-130	
Communications	777	768	-9	
Asset Management, Audit and Insurance	8,825	8,869	+44	
<b>Total Environmental and Development Services</b>	<b>47,481</b>	<b>47,546</b>	<b>+65</b>	<b>0.13%</b>

Following the February cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£65k (0.13%)** against its total net revenue budget of **£47,481**. All possible actions to mitigate this are being taken.

**7.1.3** The details below are as offered in the Briefing Note already circulated to relevant Cabinet Members :

**CABINET MEMBER BRIEFING NOTE**

For Cabinet Members: Cllrs McNeeley, Rushforth, R.Russell, Smith, Wyatt.

**SUBJECT: EDS REVENUE BUDGET MONITORING****1. Update on the current projections for EDS Revenue Budget Monitoring at the end of February 2014.**

The table below shows the monitoring figures for April – February with narratives explaining the current projections.

	<b>April - February</b>
<b>Service</b>	<b>£000</b>
Business Unit	-69
Regeneration, Planning, Customer & Cultural Services	+229
Streetpride	-130
Communications	-9
Asset Management, Audit and Insurance	+44
<b>TOTAL</b>	<b>+65</b>

**Business Unit -£69k**

The service are now reporting an underspend due to a decision being made to implement a reduced training programme -£53k. Further surplus is being released from staff savings -£7k, and reduced spend as a result of the moratorium across the service, -£9k.

**Regeneration, Planning, Customer and Cultural Services +£229k**

At April – January +£399k overspend was reported. Budgets from Policy and Partnerships are now showing within this Service Area. The details below are the key pressures as at the end of February.

**Regeneration and Planning (+£160k) :**

The key pressures within Regeneration and Planning are : (+£329k) from Planning due to reduced income from planning applications, additional required spend on the Local Development Plan and a VAT payment due from previous years, resulting from an audit. Smaller pressures are reported from Markets (+£24k). These are being partially offset by identified savings (-£92k) from higher than expected occupancy



levels at the Business Centres and (-£59k) savings has been declared by RIDO (Rotherham Investment and Development Office) due to grant funding being used. Further net savings of (-£42k) have been identified from other areas.

### Customer and Cultural Services (+£69k) :

Customer Services are showing a combined overspend of **(+£233k)** : Customer Access continue to report an unachievable saving from 2012/13 of (+£80k) and a further (+£110k) from the 2013/14 savings proposals, partially mitigated by some staff savings (-£5k) and further pressures within the Customer Contact Centre (+£31k), Some further savings have been declared due to reduced support costs (-£25k) and due to a delay on spend for a computer refresh (-£15k).

Riverside Library is now reporting an over spend largely due to the need to pay relief staff (+£7k), Registrars are reporting an overspend of (+£16k) and Cashiers are reporting (+£36k) due to increased charges from use of pay point and post offices for receipt of income. A pressure still remains on the Customer Service Centre regarding security costs (+£20k). There are some small savings across Customer Services (-£22k) due to the moratorium.

### Cultural Services are reporting an underspend (-£164k)

The change in venue for celebratory services did create a financial pressure which has now been fully mitigated by some staff savings and the impact of the moratorium across Heritage Services. Savings of (-£4k) are being shown on museum stores having vacated a site earlier than anticipated, together with (-£7k) on Heritage Services due to reduced running costs for Boston Castle and general sites. . Across Theatres and Arts. there is a combined saving of (-£123k), due to some salaries savings, additional income at the Theatre and due to the moratorium. Within Library Services due to the moratorium and staff leaving under the voluntary severance scheme net savings have been declared totalling (-£30k).

All the pressures continue to be reviewed, and wherever possible, the budget holders will look to reduce any costs to mitigate the forecast overspend.

### Streetpride -£130k

The position at April – January was £51k+ over spend. Streetpride are now reporting an improved position of **-£130k** under spend.

### Network Management is projecting a pressure of+£218k.

Network Management is now showing a projected pressure for winter maintenance (+£166k) month. Parking continues to report a pressure of (+£182k) which is mainly due to a shortfall on income recovery where income targets were inflated on Parking Services budgets by 2.5%. Other service pressures (+£19k) within Drainage. These are being offset by increased income from Streetworks and Enforcements(-£56k) and reduced Street Lighting energy costs (-£44k), and reduced costs on Highways Maintenance (-£46k) and in Public Rights of Way (-£3k).

Waste Services -£30k

Waste Management services have pressures primarily on income from sale of recyclables as a result of a general reduction in waste volumes, and from commercial waste contracts which are still less than budgeted following the downturn in economic activity. Current projections have been reduced to a pressure of (+£193k), this is being mitigated by Waste Disposal projecting to be underspent by (-£181k) based on known changes to tipping locations, fluctuations in waste streams and there is also an underspend of (-£42k) on the Waste PFI project mainly due to the late implementation of recruiting to a Project Support post.

Corporate Transport Unit is showing a forecast saving of **-£293k** mainly due to expected reduced costs on Home to School Transport (-£184k) and (-£52K) due to savings on operator licences and receipt of operator grant payments. A surplus on Stores is still anticipated -£57k as a result of the materials issued, in the main for Street Lighting schemes.

Leisure and Green Spaces +£110K.

Green Spaces position now shows a pressure **+£110K** ;+ £32K allotments saving proposal, +£123K Country Parks due to VAT issue, this position has worsened from last month due to approved additional spend at TCP for cafe improvements and a boat/container purchase (this position may change as further VAT analysis being undertaken on RVCP income for train/playdales/watersports). Further savings £45k- have been reported on recreational grounds and urban parks mainly due to vacant posts.

Leisure Services are reporting a net nil pressure as follows : Sports Development(+£9k) late implementation of Stadium saving and (+£4K) on Landscape Design, (-£7K) on Trees & Woodlands due to increase in works and (-£6K) on LGS Management and Admin. due to a vacant post, moratorium and savings on Project Development as fewer projects than anticipated.

Across the rest of Streetpride services an improved position is being reported, - **£189k** partially due to increased income from current transportation and highways work which is offsetting some pressures within Community Services, mainly due to increased pressures regarding fly-tipping and a shortfall in income within grounds maintenance totalling **+£54k**.

Communications -£9K

The pressures within this Service are around staffing (+£17k) within the Communications Team. These costs are being mitigated due to additional external income for ICT Design Studio (-£8k) and Rotherham Show (-£3k), and further savings of (-£15k) due to the imposed moratorium on spend.

## **Asset Management, Audit and Insurance +£44K**

There are pressures across the Asset Management service: unbudgeted property disposal fees (+£37k), Land & Property income under-recovery (+£62k), operational costs of Community Buildings (+£36k), increased accommodation costs, Emergency Planning (+£9k). and Internal Audit (+£20k). Further savings have been declared within Facilities Services (-£29k), and across property related services (-£59k), and Design and Corporate Projects (-£32k). Identified pressures on the Land Bank are being reported centrally.

## **Summary**

The EDS reported pressures at April – February Monitoring shows an over spend forecast overspend of +£65k. **The forecast overspend now includes £166k for Winter Pressures, this could increase if a spell of bad weather occurs before the financial year end. It should be noted that in 2013/14 this budget overspent by £466k**

## **Agency Costs**

Total expenditure on Agency staff for Environment and Development Services for the period ending 28th February 2014 was £532,460. This is higher than the same period last year, mainly due to changes in pay for seasonal workers and due to agency staff being used whilst a waste management restructure is implemented, and EDS now includes Customer Services, Asset Management, Audit and Insurance.

## **Consultancy**

For the period ending February 2014 the total expenditure on Consultancy was £159,392 this follows a review of spend by staff in EDS.

## **Non contractual Overtime**

Actual expenditure to the end of February 2014 on non-contractual overtime for Environment and Development Services is £475,526 whilst the same period to February 2013 spent was £423,038, some of the increased costs are due to the new services now being included and reported within EDS (Customer Services and Asset Management).

The actual costs of Agency, Consultancy and Overtime are included within the financial forecasts.

## **8. Finance**

There are no other details to report this month.

## **9. Risks and Uncertainties**

The overall Directorate budget shows an overspend of £65k which has been identified and explained above and in the appendices. Winter Maintenance pressure is now included at £166k in the figures above, however, if a period of winter weather

occurs before the financial year end this figure could increase. Last financial year the pressure was reported as £466k.

### **10. Policy and Performance Agenda Implications**

Directorate budgets are aligned only to corporate priorities and spending within the agreed Directorate cash allocation is key to demonstrate the efficient Use of Resources.

### **11. Background Papers and Consultation**

This is the fifth budget monitoring report in this format for the Directorate for 2013/14 and reflects the position from April 2013 to February 2014. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

**Contact Name: Andy Sidney – Finance Manager (EDS and Capital) – 01709 822025**

**E-mail: [Andy.sidney@rotherham.gov.uk](mailto:Andy.sidney@rotherham.gov.uk)**

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>Cabinet member and Advisers for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 7<sup>th</sup> April, 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Petition requesting that Rotherham by the Sea be extended to two weeks</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

A report was presented on 4<sup>th</sup> November, 2013, to consider a 406 signature petition requesting that Rotherham by the Sea be extended from one week to two weeks. A decision was deferred pending further consideration of this request. This report details the original report and those further considerations.

**6. Recommendations**

- 6.1 That Rotherham by the Sea be extended to two weeks for 2014 and appropriate additional funding be identified.**
  - 6.2 That the petitioners be informed of the decision and be thanked for their appreciation of, and support for, the event.**
-

## **7. Proposals and Details**

A petition has been received from some of the attendees of Rotherham by the Sea requesting that the event be extended to two weeks (see Appendix A).

Rotherham by the Sea has been running for the last 11 years. It started out as a two-week event but it has been a one-week event since 2005. The event consists of transforming All Saints' Square into a beach for the week, complete with deckchairs and buckets and spades. Daily entertainment is provided by professional entertainers working to various theme days.

The event is extremely popular with approximately 2,000 attendees over the week. Businesses in the immediate vicinity of the Square report additional trading during the week. However, businesses in other parts of the town have said that it has no effect on their trading.

While parents and accompanying adults are expected to take appropriate responsibility for children attending the event, Council and Police staff are required to provide the necessary additional safeguarding support. The RMBC Events Team, Town Centre Wardens and PCSOs all concentrate their time around the Square area during the event in order to prevent any adverse incidents.

## **8. Finance**

The cost for staging the one-week event is £6,500. The event management company which currently runs the event has indicated that to extend to two weeks would cost approximately £12,000. This would mean that an additional £5,500 would have to be found, exclusive of costs to market and promote the event.

It should, however, be pointed out that the petitioners have offered to fund raise towards the additional costs. £5,500 is an ambitious figure to reach via fundraising and requests for donations to subsidise a Council run event may not be received favourably by some members of the public.

If the additional week for Rotherham by the Sea was to be funded from the town centre events budget it would necessitate the diversion of funds from two Christmas events. However, a commitment has been made to identify appropriate funding to meet the additional costs of the second week corporately.

## **9. Risks and Uncertainties**

The timing of Rotherham by the Sea is close to Rotherham Show. Any extension of the event beyond its current week will impact significantly on the Event Team's capacity to organise and deliver the Show – the biggest event in Rotherham's calendar.

If the event is extended to two weeks, this would put an additional strain on the Town Centre Wardens/PCSOs, deflecting them from duties elsewhere in the town centre.

As outlined in Finance above, given current budgetary constraints, other events would have to be cancelled if budgetary resources had to be re-allocated from the town centre events budget to extend this event. Town centre businesses place a great deal of importance in the December trading period and events throughout December help to increase footfall across the town. Any reduction in the Christmas events programme could have a detrimental effect on potential trading opportunities.

A decision to extend the event to two weeks in 2014 may raise unrealistic expectations of this becoming a permanent fixture in the town centre events diary. The proposed extension to two weeks is for one year only, subject to review after the 2014 event.

## **10. Policy and Performance Agenda Implications**

The town centre events programme directly relates to actions/priorities contained within the Corporate Plan, namely “More people come to the town centre for work, shopping and for things to do and see”. Events are aimed at increasing footfall, creating a vibrant and fun atmosphere and enhancing the shopping experience. A varied programme of different events is essential to achieve the desired objectives.

## **11. Background Papers and Consultation**

Appendix A – Letter and petition from attendees of Rotherham by the Sea

**Contact Name: Marie Hayes, Marketing and Events Manager, Communications and Marketing. Ext. 55501. [Marie.Hayes@rotherham.gov.uk](mailto:Marie.Hayes@rotherham.gov.uk)**

To Carl Battersby,

Firstly, please accept our petition with 406 signatures on.

The reason for the petition is, we as a group love spending our time at the Rotherham by the Sea event. It's a fantastic experience for both children of all ages as well as the adults who bring them. We would really like you to consider the idea of extending the experience back to the two week event, as it was when it first started as the whole experience is not just beneficial to families, but also to a lot of businesses in the town. They have been a lot busier with shoppers who are spending time at or have visited the beach. They are wanting to buy anything from a simple coffee to a full meal or just crisps and pop. The increase in business is increasing business revenues which in the current climate cannot be a bad thing. The event is also helping with the towns regeneration, as we have been getting families from all over the county coming to our small town, all because they want a good time. It would be great if you could be the same entertainment team as this year as they were awesome. They managed to get



Everyone involved, no matter age or ability.  
That even includes us crazy mums.

We appreciate that we are asking alot. We know that everything costs money and that prices are rising all the time. Me and my amazing group of friends are very willing to give up our spare time to get a licence that will then allow us to fundraise to help cover some of the costs. I have spoken to alot of people while getting the petition signed and everyone i spoke to said that they would be happy to donate.

I have also been around some of the businesses and got them to write down testimonials about how Rotherham by the sea helps them.

The People of Rotherham love this event and for that we can't thank you enough.

I hope to hear from you soon.

Yours faithfully

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 7 April 2014
3.	Title:	Objections to proposed waiting and one-way street restrictions – Winlea Avenue, Brecks Crescent and Bawtry Road, Brecks
4.	Directorate:	Environment and Development Services

**5. Summary**

Reporting receipt of objections to the proposed No Waiting At Any Time restriction on Brecks Crescent, Winlea Avenue and the proposed one-way street order on Bawtry Road service road.

**6. Recommendations**

- That the 3 objections to the waiting restrictions are not acceded to and the Order be made by the Director of Legal and Democratic Services
- That the 2 objections to the One-way street Order are acceded to and the proposal is withdrawn
- That all objectors are informed of the outcome.

**7. Proposals and Details**

In June 2013 Traffic Regulation Orders were promoted that would see the introduction of No Waiting At Any Time restrictions and a one-way street Order. Objections were received from residents for each of these proposals (Appendix C).

**Proposed No Waiting At Any Time restrictions**

The introduction of No waiting At Any Time restrictions was proposed for sections of Winlea Avenue, Brecks Crescent and the Bawtry Road service road. Drawing No. 126/18/TT553 indicates the extents of the restrictions proposed (Appendix A). These

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restrictions were proposed to address problems caused by vehicles parking too close to junctions, in inappropriate places and on footways in this area.

The area has a mix of commercial and residential uses and vehicles that are regularly parked on Winlea Avenue and Brecks Crescent can interfere with the free and safe movement of traffic. The introduction of waiting restrictions would deter drivers from parking in these locations and ensure the free movement of vehicles.

Following the advertisement of the proposals three objections were received from residents (Appendix C). One of the objectors considered that the introduction of restrictions on Winlea Avenue would be beneficial but would not be so on the other streets. The main concern stated in the three objections is that the introduction of waiting restrictions in the proposed locations could lead to an increase in parking stress further into the estate and near their own homes thereby causing access problems. Whilst this is a possibility, the likelihood is that those drivers currently parking on the streets in question do so because of the close proximity to the businesses. With the introduction of the waiting restrictions these drivers may then opt to use the closer car parks of the Listerdale Shopping Centre, the Sainsbury's or off street on Brecks Crescent rather than park in the residential areas having to then walk back to the businesses. However, if some parking were to displace into the residential area it should have a limited impact as the properties close to the commercial area all have off street parking facilities available.

Whilst the above concerns have been raised it is recommended that the waiting restrictions are introduced to ensure adequate visibility and access is maintained.

#### Bawtry Road (service road) – Proposed One Way Street

Bawtry Road service road is a short link parallel to A631 Bawtry Road that serves Brecks Crescent, Beech Avenue and the Listerdale Shopping Centre. There is a bus stop but there are currently no restrictions to traffic movements.

It was considered that introducing a One-Way Order for traffic travelling in an easterly direction would eliminate any potential for vehicle conflict that could exist when traffic is travelling in both directions. Drawing No. 126/18/TT565revA. indicates the location and extent of the proposed one-way (Appendix B)

Two objections and one letter of support were received. The objections were on the grounds that introducing a one-way restriction would affect the mobility of Brecks residents. If the one-way were implemented movement within the estate would require drivers heading westwards to cross the A631 Bawtry Road dual carriageway or travel via Gibbing Greaves Road.

After further review it is now recommended that the proposed one-way street is not implemented. On site observations indicate that only a very small amount of vehicles travel in a westward direction on this road either to the Listerdale shopping Centre or onto Brecks Crescent. There is also no record of injury accidents on this road in the last five years.

## **8. Finance**

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Funding for the Traffic Regulation Orders is from the council's revenue budget.

**9. Risks and Uncertainties**

Without waiting restrictions the safe operation and movement of traffic through the area will continue to be compromised.

**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.

**11. Background Papers and Consultation**

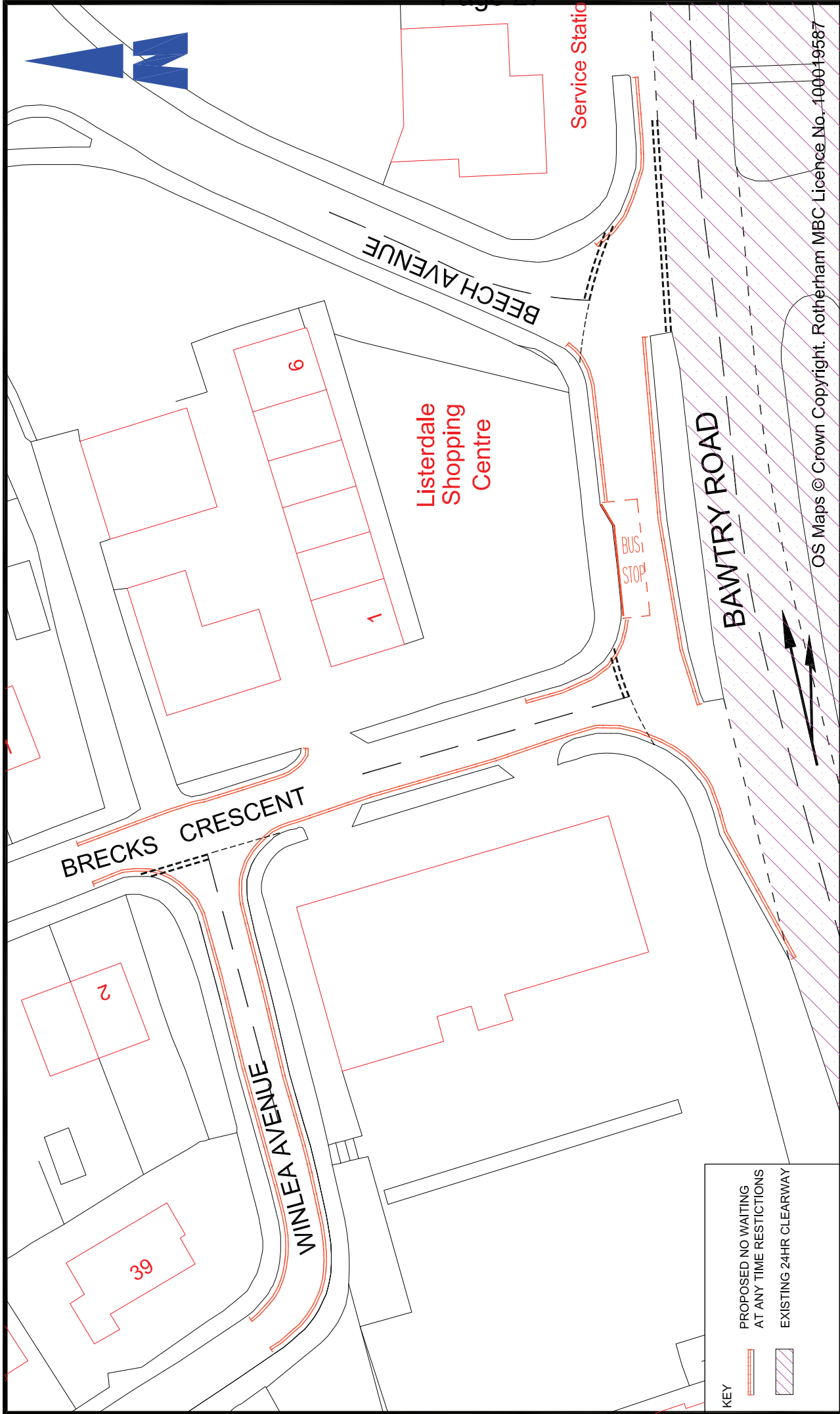
June 2013 public consultation and advertisement of proposed Traffic Regulation Orders

Appendix C - Objections


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

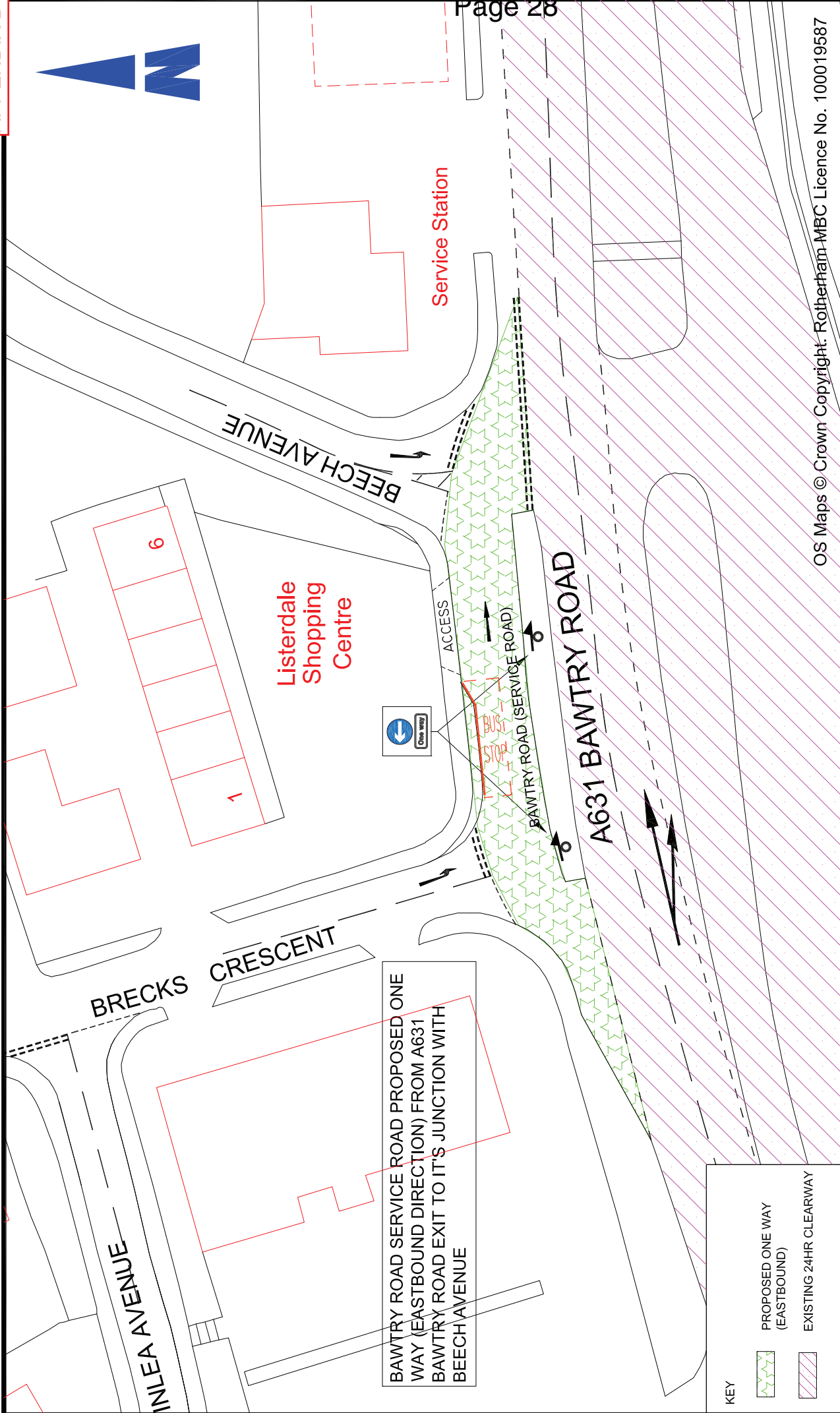
[richard-eds.baker@rotherham.gov.uk](mailto:richard-eds.baker@rotherham.gov.uk)

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<b>Client:</b>  Rotherham Metropolitan Borough Council Environment & Development Services Balley House, Rawmarsh Road, Rotherham S60 1TD		<b>Title</b> PROPOSED WAITING RESTRICTIONS ON BRECKS CRESCENT AND WINLEA AVENUE	
 Rotherham Metropolitan Borough Council Environment & Development Services Strategic Director Karl Battersby Bsc (Hons) MTPA, MRTPI		<b>Dwg. No.</b> 126/18/TT553	<b>Scales</b> (if A4) 1:500
<b>APPENDIX A</b>		<b>Drawn</b> RB	<b>Date</b> 22-07-11 <b>Chd. by</b> ASB



<b>Client:</b> Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		<b>Appendix B</b>	
<b>Title</b> PROPOSED ONE WAY (EASTBOUND DIRECTION), BAWTRY ROAD SERVICE ROAD, BRECKS		<b>Dwg. No.</b> 126/18/TT565-REV-A	<b>Scales</b> (If A4) 1:500
<b>Drawn</b> RB	<b>Date</b> APR 2013	<b>Chd. by</b> ASB	



Dear Mr Baker,

In answer to your letter 7th June 2013 regarding the proposed plan for The Brecks area. We think the proposed plan to make the service road one way is long overdue and the no parking on Winlea Avenue will make it better. The plan to make the top of Brecks Crs no parking will make it very difficult to park in front of our houses.

We are experiencing problems already with The Bay Tree Bistro opening, cars are parking on the pavements I have approached drivers and asked them to please park on the road also I have put no parking stickers on their cars if they are not near their car. I repeat the incidents I personally know of with my friend losing her son through someone parking on the pavement and he had to step on the road and was killed also a neighbour of ours tipped of his scooter owing to a car parked on the pavement.

I saw two school boys only last week walk round a 4x4 that was on the pavement below me they never looked before stepping into the road but it could have been another tragedy, which will only get resolved when a tragedy happens mores the plty.

We would love to have Resident Parking but I suppose we are asking too much our Rates obviously don't take that into consideration. We will have to wait for the Chaos to begin.

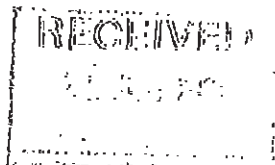
Yours Sincerely

Brecks Resident

**Winlea Avenue  
Brecks  
Rotherham,**

20<sup>th</sup> June 2013

J Collins  
Director of Legal and Democratic Services  
Rotherham Borough Council  
Riverside House  
Main Street  
Rotherham  
S60 1AE



Dear Sir

Reference: 126/18/1414

Winlea Avenue, Brecks Crescent and Bawtry Road (service road)

Proposed no waiting at anytime

I wish to object to the above proposals on the grounds that if the no waiting restrictions are introduced the vehicles currently parking in these areas will move further down Brecks Lane and Winlea Avenue forcing them to park outside residential properties.

Parking on these quite narrow roads is already at a premium for the residents and visiting friends and relatives. Many households have two or more vehicles with only drive space for one car. Forcing more vehicles to park further down these roads will increase the problem for residents.

I have been a resident on Winlea Avenue for more than six years and have not seen an accident due to vehicles parked in the proposed no waiting areas. The problem is perceived and I have never had an issue driving my car in these areas. If vehicles are forced to park further down the road, mixed with the residential vehicles, there will be a possibility that the area will become congested creating problems for emergency vehicles and restricting pedestrian's views when crossing.

With regard to the proposed one way system on the service road on Bawtry Road, again this is a perceived problem. There is no evidence of any accidents caused by vehicles turning right onto Brecks Crescent. There could be some confusion with drivers from outside the area with rights of way; however this could be solved with clearer signs and road markings.

Making this road one way would either force drivers onto Beeche Avenue, which is school access road, and to go around the estate or across the dual carriageway. Crossing Bawtry Road at this point has been the cause of numerous accidents over the years and forcing more vehicles to cross will increase the likelihood of more accidents.

As a resident of Winlea Avenue I am totally against the introduction of the proposed changes and restrictions.

Yours faithfully 







BRECKS CRESCENT  
ROTHAMHAM

15TH DECEMBER 2011.

R. WALKER  
LEGAL & SPECTORAL SERVICES  
RIVERSIDE HOUSE.

Dear Sir,

REF 148003 - WAITING RESTRICTIONS  
WINARA AVENUE - BRECKS CRESCENT.

The proposal raises concerns that will move the difficult parking problems further down Brecks Crescent, which is already suffering from inconsiderate motorists parking on footpaths, giving no thought to the dangers to pedestrians negotiating around vehicles with small children, prams and disability scooters.

Much of the obstructive vehicles are driven by clients of the gym and clinic at the Welsh Chiropractic Clinic which provides very limited parking facilities and also customers of the local shops.

I feel that residents that may be affected should be informed individually and the date for objections and comments should be extended beyond 23 December.

The proposed scheme needs to be looked at holistically and with residents interests to be the main consideration. Parking problems need policing and inconsiderate parking needs a campaign to deter offenders.

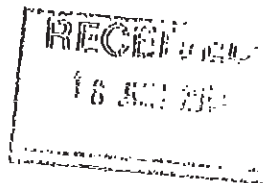
Yours faithfully,

(Mrs.)

Winlea Avenue, Brecks, Rotherham, South Yorkshire,  
01709- ( ) email -

13<sup>th</sup> June 2013

J. Collins  
Director of Legal and Democratic Services,  
Rotherham Borough Council,  
Riverside House,  
Main Street,  
Rotherham,  
South Yorkshire  
S60 1AE



Re Schedule 96 – One Way Street

Dear Sir

With reference to the recent application for the Bawtry Road (service road), Brecks to be made one way (travelling in an easterly direction) I would like to object to the proposal in that it is neither needed nor required. Local residents access the Listerdale Shopping Centre from both directions, if the proposal was accepted it would force residents from the Toll Bar Estate to cross Bawtry Road (dual Carriageway) and to travel down Bawtry road and go round the island to return up the opposite carriageway in order to access the Shopping area. This proposal is dangerous as Bawtry Road is a very busy road, there was an accident at this crossing area 2 weeks ago and the council should not be forcing motorists to cross this busy road needlessly. The same would apply to residents who live further down Brecks Crescent, residents of the Winlea Avenue Estate and residents of the Blackhill Road Estate. The only other way for these residents to return from the shopping area is up Beech Avenue along Toll Bar Road, down Gibbing Greaves Road and along Brecks Crescent, putting additional traffic volume along these estate Roads. Incidentally on December 14<sup>th</sup> 2012 a Council Transit Tipper Truck skidded on Gibbing Greaves Road and crashed through a garden wall on Brecks Crescent, the driver and passenger managed to get out of their vehicle and were examining their truck for damage when a second vehicle skidded on Gibbing Greaves Road and struck the driver of the 1<sup>st</sup> vehicle carrying him approximately 25 yards, he was hospitalised with broken bones.

Some years ago the service road was remodelled, the kerb edge was moved out into the carriageway resulting in the perfectly serviceable bus bay further encroaching into the service road, currently because bus drivers are too idle to turn their steering wheel we get the situation of the rear end of the buses sticking out into the service road and making it difficult for other road users to pass. Instead of making the service road "one way" it would be more beneficial to local residents to restore the service road to its earlier configuration.

Yours



**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 7<sup>th</sup> April 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Proposed Traffic Calming Scheme on Doe Quarry Lane, Dinnington (Ward 4 Dinnington)</b>
<b>4.</b>	<b>Directorate:</b>	<b>Economic and Development Services</b>

**5. Summary**

To report the results of the consultation process regarding the proposed traffic calming scheme on Doe Quarry Lane at Dinnington.

**6. Recommendations**

**It is recommended that Cabinet Member resolves that:**

- i) the objections to the proposed traffic calming scheme be not acceded to, and the objectors including the lead petitioner be informed of the decision;**
  - ii) the proposed traffic calming scheme is approved and that the scheme is implemented.**
-

## 7. Proposals and Details

Each year the Council undertakes an annual assessment of locations within the Borough which have a history of reported Personal Injury Accidents. Doe Quarry Lane, together with the junction of Lordens Hill, was identified as a location requiring further investigation as a consequence of the number of collisions taking place; these had resulted in 1 seriously injured casualty and 18 casualties with slight injuries during the three year period between 1<sup>st</sup> August 2010 and 31<sup>st</sup> July 2013 (representing the most up-to-date data held at the time). The Local Safety Scheme programme for 2013/14 including this location was reported to Cabinet Member on the 2<sup>nd</sup> September last year, minute number G41 refers.

From these investigations a scheme was devised which proposed the introduction of vertical traffic calming measures along the road in the form of speed cushions and flat top road humps, see drawing number 126/17/TT245.rev1 attached as Appendix B. As vertical traffic calming measures require a Statutory Consultation process to be undertaken, the emergency services, bus companies, Ward Members and Dinnington Town Council were initially consulted.

In order to obtain the views of residents, each household in the area was also consulted. This consultation, which had an end date of 20<sup>th</sup> December 2013, gave each household an opportunity to state whether they were in agreement with the proposal to install a traffic calming scheme or not. 31 responses to the consultation were received out of 125 households canvassed, a 24.4% return rate. Of these 23 residents (74% of those who returned their form) were in favour of a scheme, 8 letters of objection were also received.

Since the above consultation the associated road hump notice has been advertised on site and in the press.

A 70-signature petition requesting the introduction of speed cameras on Doe Quarry Lane, Dinnington to target motorists exceeding the 30mph speed limit, was received on 17<sup>th</sup> January 2014 attached to our consultation reply form. Out of the 70 names on the petition only 32 have indicated that they are a resident of Doe Quarry Lane with the remainder being from other locations within the borough. A copy of the petitioners request and the first page of the petition are attached as Appendix A.

The petitioner and a number of the other objectors have stated on the comments form that their preference for reducing traffic speeds along Doe Quarry Lane would be speed cameras, as they would be cheaper to install and maintain than vertical traffic calming measures, and would raise revenue for more enforcement or to contribute towards other maintenance issues.

Although speed (safety) cameras can help to reduce the number of personal injury collisions taking place and help to curb the speed of motorists there are strict criteria which need to be met prior to their implementation. These criteria relate to the number of reported Personal Injury Accidents within a specific distance, the number of motorists exceeding the speed limit and the 85<sup>th</sup> percentile speed of vehicles along the road. When applied to Doe Quarry Lane, the criterion for installing a camera is not met.

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In addition, the evidence from sites where speed (safety) cameras have been installed suggests that they have a relatively localised effect on vehicle speeds. This means that in the case of Doe Quarry Lane the provision of a safety camera will not be as effective at reducing speeds and collisions as the proposed traffic calming which will target the whole length of the road.

Other issues raised by the objectors include the potential for an increase in road noise caused by the introduction of vertical traffic calming features and the additional wear and tear caused to vehicles through having to negotiate such features. However, trials undertaken by the Department for Transport indicate that where vehicles travel over roads humps at an appropriate speed they should not suffer damage and, although it is difficult to predict accurately, it is not expected that the traffic calming schemes would cause any significant increase in existing (traffic) noise levels as the majority of vehicles using the road are cars, as opposed to commercial vehicles.

## **8. Finance**

Funding for the proposed traffic calming scheme will come from two sources, the first being a contribution of £12,000 from the developer of the housing estate on the former Dinnington Community Primary School and the remainder (estimated at £88,000) from the LTP Integrated Transport Programme for 2014/15.

## **9. Risks and Uncertainties**

The proposed traffic calming scheme may not completely eliminate the number of reported Personal Injury Accidents taking place, however, results from other similar schemes indicate that a reduction of around 65% can be expected.

## **10. Policy and Performance Agenda Implications**

This scheme is in line with the objectives set out in the Sheffield City Region Transport Strategy, and the associated road safety and casualty reduction strategy for improving road safety.

## **11. Background Papers and Consultation**

Consultation with the Emergency Services, Bus Companies, Ward Members and Dinnington Town Council were undertaken. No objections were received from the Emergency Services, Ward Members or Dinnington Town Council, however a number of issues were raised by Stagecoach, TM Travel and Mass Brightbus regarding the siting and type of traffic calming measures proposed and as a result changes were made to the scheme to overcome their concerns, prior to consulting with residents.

**Contact Name :** *Andrew Lee, Assistant Engineer, Ext. 54489,  
andrew.lee@rotherham.gov.uk*

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Please find enclosed a petition of residents in and around Doe Quarry Lane. The preference expressed would be speed cameras:

INITIAL INSTALLATION: Speed bumps would be cheaper

MAINTENANCE: Speed bumps would be less to all that affects normal road surfaces whereas speed cameras could potentially pay for their own ~~maintenance~~ maintenance.

TRAFFIC DISRUPTION: Speed bumps = considerable; cameras = minimal

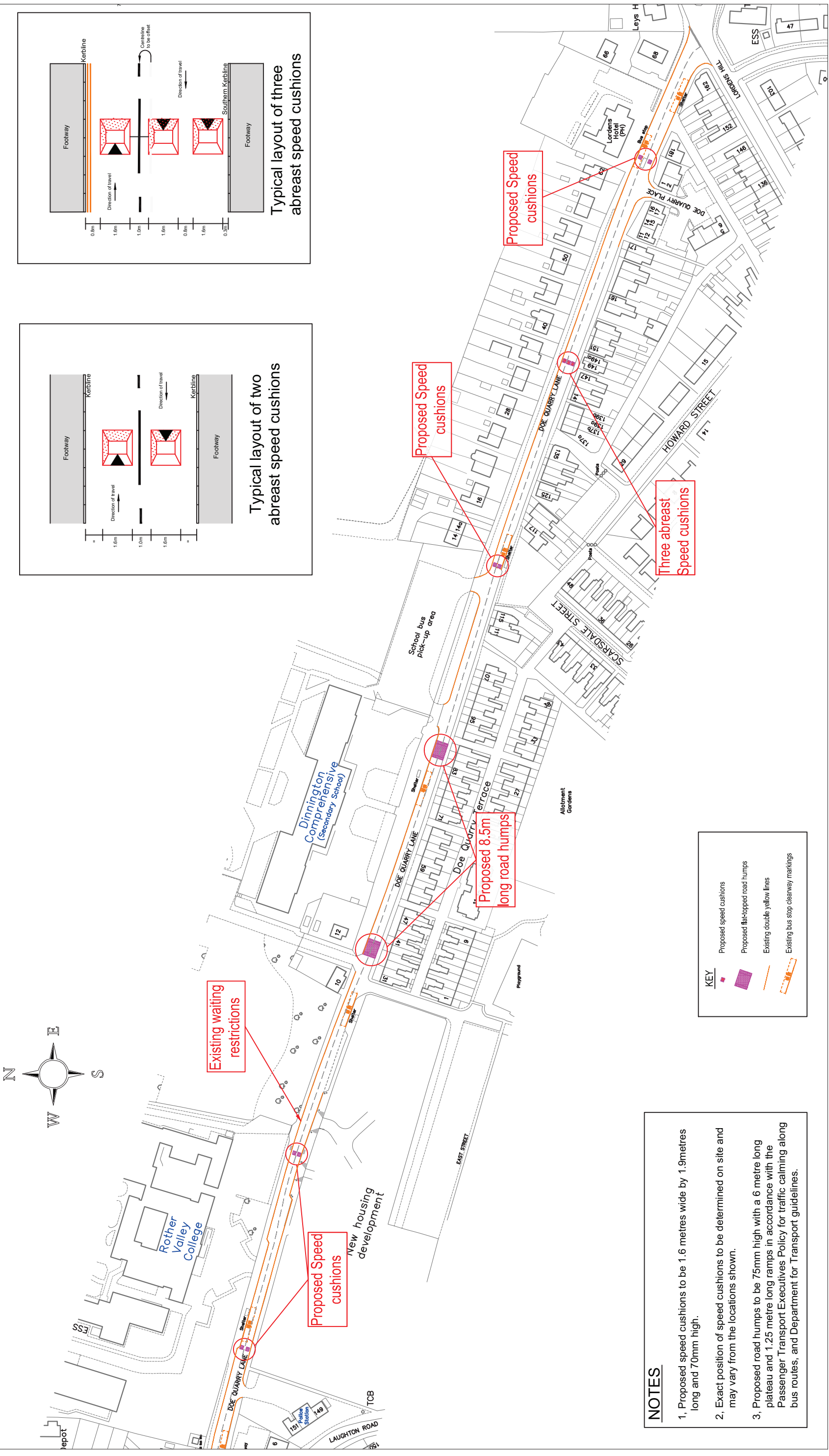
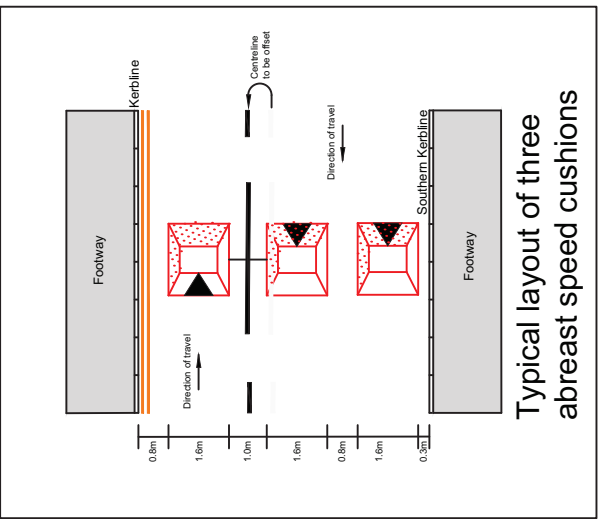
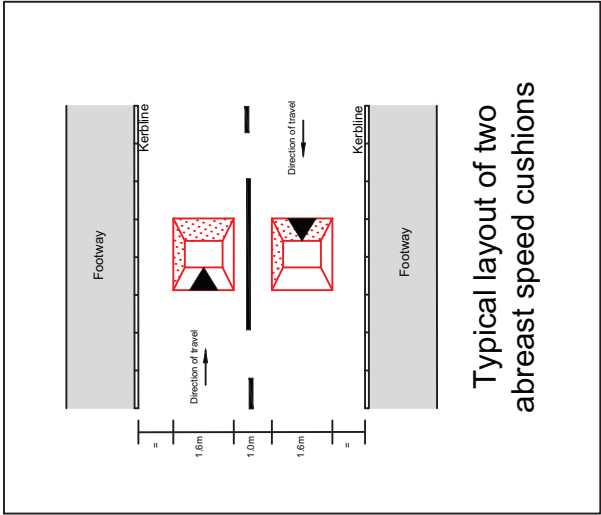
Also, speed bumps ~~which~~ were installed on London Hill and had to be removed exp X 2 cost.

Finally, speed bumps punish the innocent (even and even to vehicles) whereas speed cameras only punish the guilty and raise additional revenue for either local law enforcement or highway maintenance.

With regard to the crossroads, a mini-roundabout or traffic lights may prove to resolve SAFETY issues rather than attempting to regulate ~~up~~ APPROACH SPEEDS ONLY.

We, the undersigned residents of Doe Quarry Lane, and surrounding area wish to petition for the installation of speed cameras on Doe Quarry Lane

APPENDIX B



- NOTES**
- 1, Proposed speed cushions to be 1.6 metres wide by 1.9metres long and 70mm high.
  - 2, Exact position of speed cushions to be determined on site and may vary from the locations shown.
  - 3, Proposed road humps to be 75mm high with a 6 metre long plateau and 1.25 metre long ramps in accordance with the Passenger Transport Executives Policy for traffic calming along bus routes, and Department for Transport guidelines.

<p><b>Rotherham</b> Metropolitan Borough Council Environment &amp; Development Services</p> <p>Strategic Director: Karl Battersby Bsc (Hons) MRTPL MRTPI</p>	<p><b>Client:</b></p> <p>Rotherham Metropolitan Borough Council Environment &amp; Development Services Riverside House, Main Street, Rotherham S60 1AE</p>	<p><b>Title</b></p> <p>Doe Quarry Lane - Proposed traffic calming scheme (Revision 1)</p>
<p><b>1</b> Traffic calming amended</p>	<p><b>Rev.</b> Description</p>	<p><b>Dwg. No.</b> 126/17/TT245.rev1</p>
<p><b>Drawn</b> A.L.</p>	<p><b>Rev.</b></p>	<p><b>Scales</b> (if A3) 1:2000</p>
<p><b>Date</b> December 2013</p>	<p><b>Chd. by</b></p>	



<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
2.	<b>Date:</b>	<b>Monday 7 April 2014</b>
3.	<b>Title:</b>	<b>Masbrough Parking Consultations and Proposals</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

Reporting on parking issues in part of Masbrough, the consultations undertaken and proposals presented to the community.

**6. Recommendations**

- **That the outcome of the consultations is noted**
- **The redesigned proposal to provide a turnover of parking spaces whilst still maintaining safe access and some on street parking without restriction is approved**
- **That the legal notices for the scheme as shown on Drawing No.126/17/TT284 are prepared and advertised by Legal and Democratic Services with a view to implementation in the 2014/15 financial year.**
- **The Masbrough Community are informed of the outcome of the consultation and amended proposal.**

**7. Proposals and Details**Background

Local businesses, residents and churches in Masbrough have expressed concerns about the amount of commuter parking occurring in that area and the negative impact it can have on them. A 330 signature petition from St. Bede's Catholic Church was received requesting the introduction of parking restrictions on the surrounding roads (first page of the petition attached as Appendix A).

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There is a mixture of residential, business and visitor needs in this area with the area north of Station Road being primarily residential thus requiring parking for residents and visitors. The area south of Station Road is partly residential but mostly commercial or business related and therefore requires space for customers or visitors.

The relocation of a large number of Rotherham Council staff and services to Riverside House has brought about a change in where some staff and visitors that commute by car choose to park their vehicle.

There is suitable parking provision on street and off street close to the Town Centre but this requires the driver to pay to park. In the Masbrough area there are currently no time restrictions or pay and display requirements for on street parking. Unfortunately, even with the option of relatively low cost all day on street parking near the Town Centre, reduced price staff permits and private car parks some drivers will still opt to park for free on unrestricted roads and have an extended walk to their destination. The close proximity of the Town Centre has always made this area of Masbrough attractive for parking for those visiting or working in the Town Centre. The only way to give priority to the local community is through parking controls such as a Controlled Parking Zone or Residents Parking to introduce permit parking or the provision of some short stay parking to ensure a turnover of parking capacity.

### Consultation on Parking issues – May 2012

In 2012 the views of residents and businesses in the area of Masbrough were sought by way of questionnaire about on-street parking pressures in Masbrough. The area consulted was the area east of the railway line as this was considered the furthest extent that the commuters would walk from into town. Consultation was undertaken with 450 properties – resulting in 142 responses. The responses were then used to guide the development of a proposal to improve movement on the highway and accommodate on-street parking with various levels of control.

Various parking related questions were asked to gather information about the types of users in the area and problems that they considered to exist. These questions included asking whether they considered on street parking to be a problem, the time or day of week it was worst, how many vehicles were used by the household or business and for any other comments that were considered relevant. Two questions that were asked best summarise the extent of the problem and the likely support for the introduction of measures:

- Do you experience on street parking problems?
- Would you like to see the introduction of a Resident or Controlled Parking Zone?

63% of respondents reported experiencing parking problems during the working day. The responses identified a definite pattern of parking problems in some of the streets south of College Rd which was backed up by observations of parking practices. 55%

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of the respondents were in favour of a Controlled Parking Zone but this only represents 20% of all those consulted. However of the 45% against or unsure of the need for parking controls around half of those still reported parking problems but wanted the introduction of measures without charges.

The majority of respondents who said that they did experience parking problems were located on the streets south of College Road. The current known issues with commuter parking are mostly associated with the streets around Station Road and Masbrough Street (in the mostly commercial areas).

Common comments received from the consultation:

- That unsafe and inconsiderate parking practices, parking on both sides of a road, parking too close to junctions causes obstruction issues and makes negotiating the streets difficult.
- The lack of free town centre or staff car parks has led to the increase in commuter parking in the area.
- A lot of businesses are reliant on the availability of on street parking for staff and customer parking.
- That the council made this parking problem by locating staff in Riverside House without enough parking.

These responses were used to develop proposals to try to improve the area by prioritising the on street parking for residents, businesses and visitors. Very few issues were identified on the streets north of College Road and any lack of parking capacity that may occur appears to mostly result from the number of residents and their visitors on the streets. It was therefore decided to concentrate the proposals on the area south of College Road.

### Consultation on Scheme proposal – Spring 2013

Since the 2012 consultation some other changes had occurred in the area that could influence parking in the Masbrough area. Football returned to Rotherham at the New York Stadium which had the potential to affect the Masbrough community once again at weekends and when evening matches were scheduled. Rotherham Council Parking Services provided additional car parking capacity for staff in the Sheffield Road car park with staff permits available at a reduced cost through salary sacrifice. A new private car park on Masbrough Street at the former pub site and reduced long stay car parking charges on Masbrough Street provided additional cheap long stay parking capacity.

The scheme proposed was designed to address 3 key points:

1. To ensure the free and safe movement of traffic on the Highway by addressing problems of obstructive or dangerous parking practices.
  2. Enable on-street parking in appropriate places with a mixture of short and long period maximum stay
-

3. Allow affected residents, businesses and community facilities preferential treatment and more flexibility by way of permit parking.

The proposal was centred on the streets around Masbrough Street and Station Road including the side streets from them. These were the areas favoured by commuters parking to then visit the Town Centre rather than the Masbrough area. The scheme proposed the introduction of Pay & Display parking bays that would operate Monday to Saturday 9am to 4pm Drawing No. 126/17/TT223-SCH indicates the proposals (Appendix B). It included a mixture of 2 and 7 hours maximum stay at a charge of 20pence per hour. Annual permits for residents or businesses would be available to purchase which would entitle the permit holder to park in the Pay & Display bay. The permit charges were in line with other permit schemes in Rotherham; £17.50 for the first permit, £35 for a second. These could be used by residents or visitors with businesses in the area being able to apply for up to 3 permits at £17.50 each.

This proposal was considered to provide much greater opportunity for the Masbrough Community to access on-street parking. The introduction of low cost parking on the streets of Masbrough would likely discourage those drivers seeking free parking to the Town Centre whilst being inexpensive enough as to not discourage customers or visitors to the immediate area.

270 households and businesses south of College Road were consulted with the opportunity to respond as to whether they were in support of the proposal. An exhibition was held on Tuesday 12 March 2013 at the Robert Street/Victoria Street Community Room to which 21 people attended. The response to this consultation was very low with replies from 48 addresses which is just 18% of the total consulted. Table 1 on the next page summarises the responses by street and the level of support for, or objection to, the scheme.

It is clear from the response level that there is very low support for the proposal. While just fewer than half the responses were in favour of the proposal this actually represents only 8% of those consulted.

Common comments received from the consultation:

- Don't want to have to pay to park so no to Pay & Display or permits.
  - Resident parking should be free.
  - Saturday parking is less of an issue.
  - Businesses on Lyme Street do not want any measures introduced.
-

Street	No. properties on street	No. consultation replies	% response	No. in support	% support as proportion of total properties	No. not in support	% not in support as proportion of total properties	No. Unsure	% unsure as proportion of total properties
ALBERT STREET	21	2	9.5%	1	4.8%	1	4.8%		0.0%
CHAPEL WALK	1	0	0.0%		0.0%		0.0%		0.0%
COLLEGE ROAD	36	4	11.1%	2	5.6%		0.0%	2	5.6%
ELIZABETH WAY	27	3	11.1%	2	7.4%		0.0%	1	3.7%
JOHN STREET	1	0	0.0%		0.0%		0.0%		0.0%
LYME STREET	8	8	100.0%		0.0%	8	100.0%		0.0%
MASBROUGH STREET	27	7	25.9%	3	11.1%	4	14.8%		0.0%
MILLMOOR LANE	1	0	0.0%		0.0%		0.0%		0.0%
ORCHARD PLACE	29	5	17.2%	3	10.3%	1	3.4%	1	3.4%
PRINCES STREET	4	0	0.0%		0.0%		0.0%		0.0%
PROVIDENCE STREET	2	1	50.0%	1	50.0%		0.0%		0.0%
ROBERT STREET	46	5	10.9%	4	8.7%		0.0%	1	2.2%
ST. BEDES ROAD	3	1	33.3%	1	33.3%		0.0%		0.0%
STATION ROAD	15	6	40.0%	2	13.3%	2	13.3%	2	13.3%
VICTORIA STREET	35	6	17.1%	3	8.6%	2	5.7%	1	2.9%
VINE CLOSE	14	0	0.0%		0.0%		0.0%		0.0%
	270	48	17.8%	22	8.1%	18	6.7%	8	3.0%

Table 1 – 2013 Scheme consultation response

It is recommended that there is insufficient support to introduce permit parking in this area or even on a street by street basis. Whilst Pay & Display parking would likely reduce commuter parking by introducing time restrictions and creating a turnover of parking it is clear that residents and businesses have little support for this method and in general consider that it would be detrimental to business.

#### 2014 recommendation to promote and implement

Since the 2013 consultation additional low cost car parking capacity has been created close to Riverside House and the Town Centre near Brinsworth Street. This may assist in relieving some pressure on parking in Masbrough. However, some drivers still opt to park all day for free in Masbrough.

Having reviewed the responses and looked at the underlying issues it is recommended that a different form of parking control is introduced on some of the streets in Masbrough. This would address the initial problems raised by the community at the outset that are still relevant. That is to provide some turnover of parking and remove commuter or long stay parking from outside locations which rely on the availability of short stay on street parking. Meetings with St. Bede's Catholic Church and Rotherham Pentecostal Church identified some form of time restriction on street is required to assist with parking availability for weekday services.

The redesigned proposal would continue to see waiting restrictions introduced at locations where parking isn't appropriate, such as junctions, but would also see the introduction of limited waiting on some sections of the streets in this area with the remaining road space to be left unrestricted. The existing No Waiting Monday-Saturday 8am-6pm restriction on the northern side of Station Road west of Albert Street would be revoked and the same type of Order introduced on the southern side. There are no vehicular accesses on the north side and removing the restriction would increase on street parking space. Introducing the restriction on the shorter southern side would still maintain access along the road but also protect the vehicular accesses.

It is also proposed to change the priority at the Station Road / Princes Street junction to better reflect the main movement of vehicles and address concerns about safety. Princes Street (that becomes Masbrough Street) is a no through road so the number of vehicle movements is very low compared to the Station Road-Princes Street (North) movement. Currently vehicles exiting Station Road have to give way; the change to priority would instead see northbound vehicles on Princes Street approaching Station Road give way to traffic on Station Road or Princes Street (north of Station Road).

Drawing No.126/17/TT284 (Appendix C) indicates the extents of restrictions that would be introduced. Limited waiting, where there is a time restriction on parking but without a charge, would be introduced Monday to Friday 9am to 4pm with a maximum stay of 2 hours on Masbrough Street and part of Victoria Street, 3 hours on parts on Station Road, St. Bede's Road and Albert Street. These areas would have a no return in 2/3 hours to allow effective enforcement.

The proposal will not completely remove commuter parking from the whole area. However, providing limited waiting in the areas where businesses rely on the availability of on street parking for customers or visitors will be beneficial. Large areas of on street space would remain unrestricted. This should still provide space for longer term parking whether it is for staff, residents or those town centre workers still unwilling to pay to park on the town centre side of the ring road.

It is recommended that this proposal is accepted as being the best method to provide some areas of short stay parking. It does not require businesses, residents or their visitors to pay for parking but does provide the turnover of parking capacity required.

## **8. Finance**

Funding for the Masbrough Scheme is from Rotherham's allocation from the Local Transport Plan 3 Sheffield City Region Integrated Transport budget.

## **9. Risks and Uncertainties**

Without waiting restrictions the safe operation and movement of traffic through the area will continue to be compromised. The limited stay proposals will assist with parking turnover for the churches and businesses; if they are not implemented their problems will continue.

Certain businesses and residents may at the time of advertising the Traffic Regulation Orders for the proposed scheme choose to object or seek amendments.

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Should this occur the unresolvable objections will be reported to a future Cabinet Member meeting.

**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.

**11. Background Papers and Consultation**

May 2012 public consultation on parking issues

October 2012 meeting with Ward Members

Spring 2013 public consultation of scheme proposal

March 2014 meeting with Ward Members

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

[richard-eds.baker@rotherham.gov.uk](mailto:richard-eds.baker@rotherham.gov.uk)

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APPENDIX A

## ST BEDE'S CATHOLIC CHURCH

(Diocese of Hallam)

Station Road

Rotherham

S60 1HF

01709 562012

The Diocese of Hallam is a registered charity - No, 512021

11th June 2012

Mr Martin Kimber  
Chief Executive  
Rotherham MBC  
Riverside House  
Main Street  
ROTHERHAM  
S60 1AE

Dear Sir,

I write to voice the complaints of myself, my congregation and my neighbours at the car parking chaos which pertains in Masbrough largely caused by the workers at Riverside House.

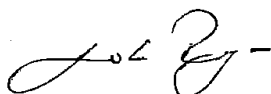
In attempting to find a solution to this problem of the Council's making, may I request that the needs of the residents, the local businesses and the worshippers of the churches in Masbrough have priority.

St Bede's is used on a daily basis by people from across Rotherham and beyond, as well as being a venue for funerals and weddings. It is important that those involved be able to park within reach of the church without severe financial penalty.

I enclose a petition signed by residents and worshippers of St Bede's to request that the needs of the congregations of the churches in Masbrough be recognised, and that if parking meters are to be introduced that there be no charges at the weekend, that there be one hour free of charge and that there be a maximum stay of two hours with no return within four hours.

I look forward to hearing from you.

Yours faithfully,



Monsignor John Ryan

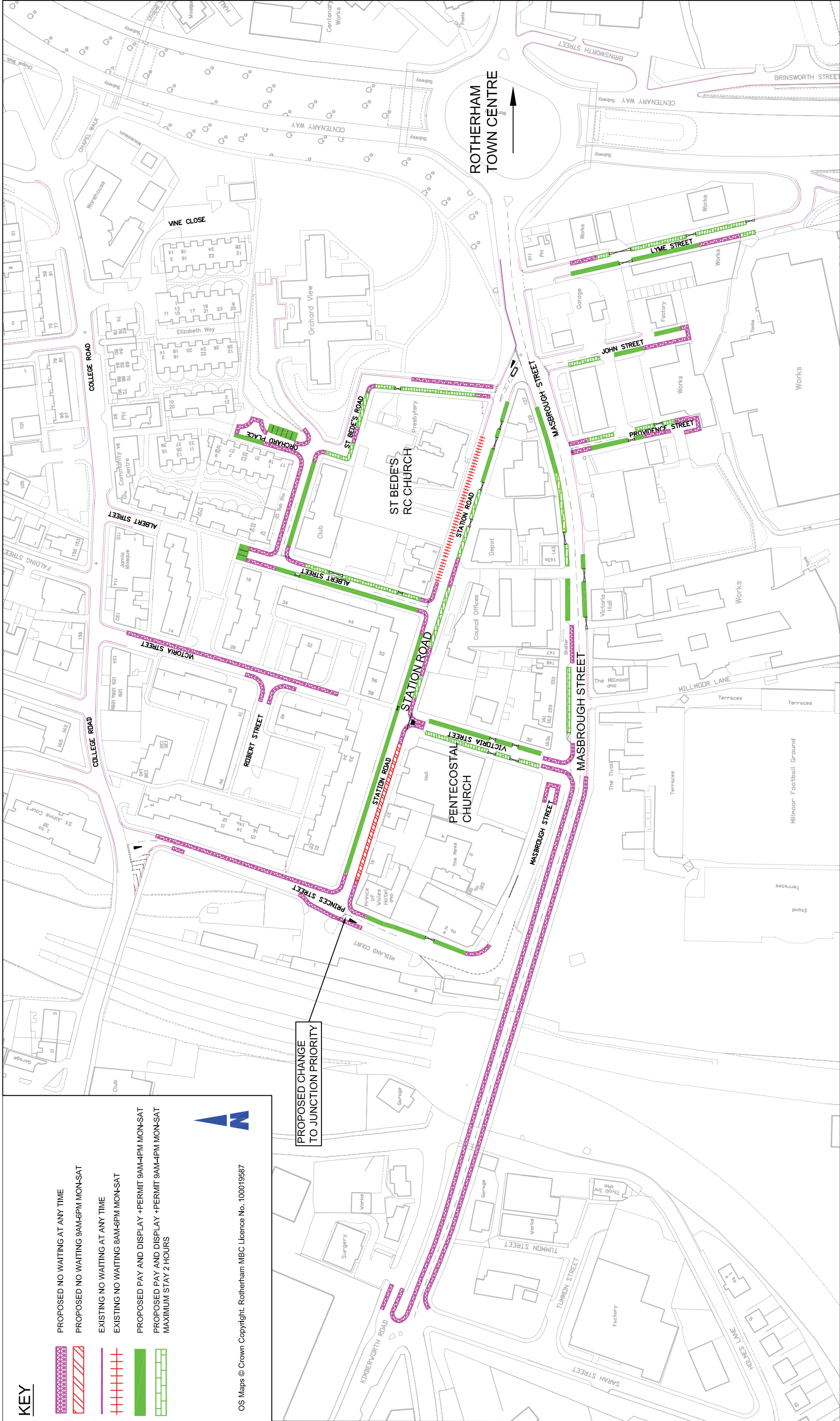


## **PARKING PETITION**

from St Bede's Catholic Church, Station Road, Masbrough

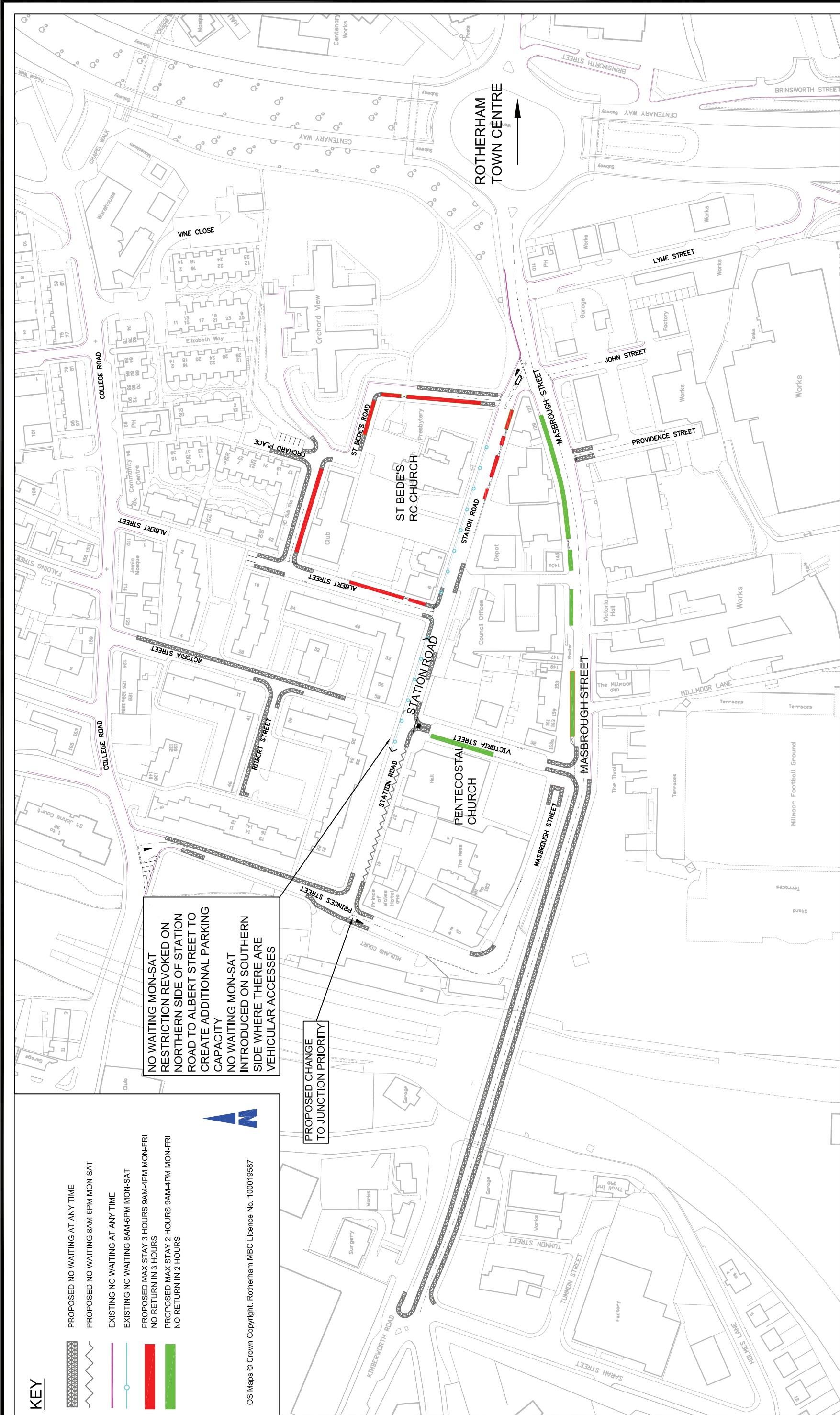
I support the following statement with regard to on- street parking in the area surrounding our church.

1. That the needs of the congregations of the churches in Masbrough be recognised;
2. If parking meters are to be introduced:
  - that there be no charges at the weekend
  - that there be one hour free of charge
  - that there be a maximum stay of two hours with no return within four hours



Client:		Title	
<b>Rotherham Metropolitan Borough Council</b> Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		MASBROUGH ON-STREET PARKING PROPOSAL INTRODUCTION OF WAITING RESTRICTIONS AND PAY & DISPLAY PARKING (WITH PERMIT PARKING) - LOCATION OF RESTRICTIONS	
		Dwg. No.	126/17/TT223-SCH
		Rev.	NTS
Strategic Director: Karl Eatenby Bsc (Hons) MTP L MRTPI		Drawn	RB
		Date	FEB 2013
Description		Chd. by	ASB
		Rev.	





Title		Client:		Description		Rev.	
MASBROUGH ON-STREET PARKING PROPOSAL		Rotherham Metropolitan Borough Council		Environment & Development Services			
INTRODUCTION OF WAITING RESTRICTIONS AND LIMITED WAITING RESTRICTIONS		Environment & Development Services		Bailey House, Rawmarsh Road,			
		Rotherham S60 1TD					
Dwg. No.	126/17/TT284	Rev.		Date	FEB 2014	Chd. by	ASB
Drawn	RB						
Scales (if A3)	NTS						

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
--

<b>1. Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
<b>2. Date:</b>	<b>Monday 7<sup>th</sup> April 2014</b>
<b>3. Title:</b>	<b>Proposed No waiting at Any Time restrictions, St Ann's Road, Eastwood.</b>
<b>4. Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To seek Cabinet Member approval not to accede to an objection to the proposed introduction of no waiting at any time waiting restrictions on St. Ann's Road Eastwood.

**6. Recommendations**

**It is recommended Cabinet Member resolve that:**

- i) The objections to the proposed scheme be not acceded to.**
- ii) The objector be informed of the decision and the reasons why.**
- iii) The Director of Legal and Democratic service makes the proposed Traffic Regulation Order as advertised.**

**7. Proposals and Details**

The proposed introduction of 'No Waiting at Any Time' restrictions around the service road adjacent to St Ann's Road roundabout (Appendix 1) is in response to an increase in commuter and shopper parking at this location. This causes an obstruction of dropped kerbs and private driveways, making it difficult for pedestrians, cyclists and those in mobility scooters to reach the ramped access to the subway.

In order to deter parking in this location it is proposed to introduce 'No Waiting at Any Time' restrictions on both sides of the service road to aid with the free and safe movement of traffic including pedestrians and cyclists at this location. Proposed waiting restrictions are shown on the attached Drawing Number 126/18/TT589 (Appendix 2).

Consultation with Statutory Consultees and Ward Members took place in March 2012, with no objections received. The proposed Traffic Regulation Order (TRO) was advertised on street and in the Rotherham Advertiser on 23<sup>rd</sup> of September

2013. In addition consultation letters were also sent to businesses and residential properties adjacent to the proposed restrictions. A single objection

was received in response to this proposal. The objection was made on the grounds that the proposal would seriously reduce available long term parking at this location; a copy of this objection is attached as Appendix 1.

The objection also states that no vehicles have ever been seen to block the dropped kerbs present at the location and therefore questions the validity of the proposal, putting forward an alternative in which part of the restrictions would be omitted, leaving only short sections. However the Transportation and Highways Unit have in the past received several requests from the Police via Rotherham South Safer Neighbourhood Team (SNT) for restrictions in this location due to complaints from the public of vehicles causing an 'Unnecessary Obstruction' of the dropped kerbs. Additionally long stay parking opportunities are available in the off street car park adjacent to Fitzwilliam Road and at other points around the town centre; however there is a charge to use these car parks.

### **7. Finance.**

Minimal cost associated with the introduction of the yellow lines.

### **8. Risks and Uncertainties**

Should the objection be acceded to and the proposed restrictions not be implemented then obstruction of the dropped kerbs at this location will continue with the result that pedestrians (and especially those with electric wheelchairs/scooters) will be prevented from easily accessing the town centre.

### **9. Policy and Performance Agenda Implications**

This proposal would help to meet the aims of the corporate plan under Improving the Environment which includes reduced CO2 emissions and lower levels of air pollution, and more people are cycling, walking or using public transport.

### **10. Background Papers and Consultation**

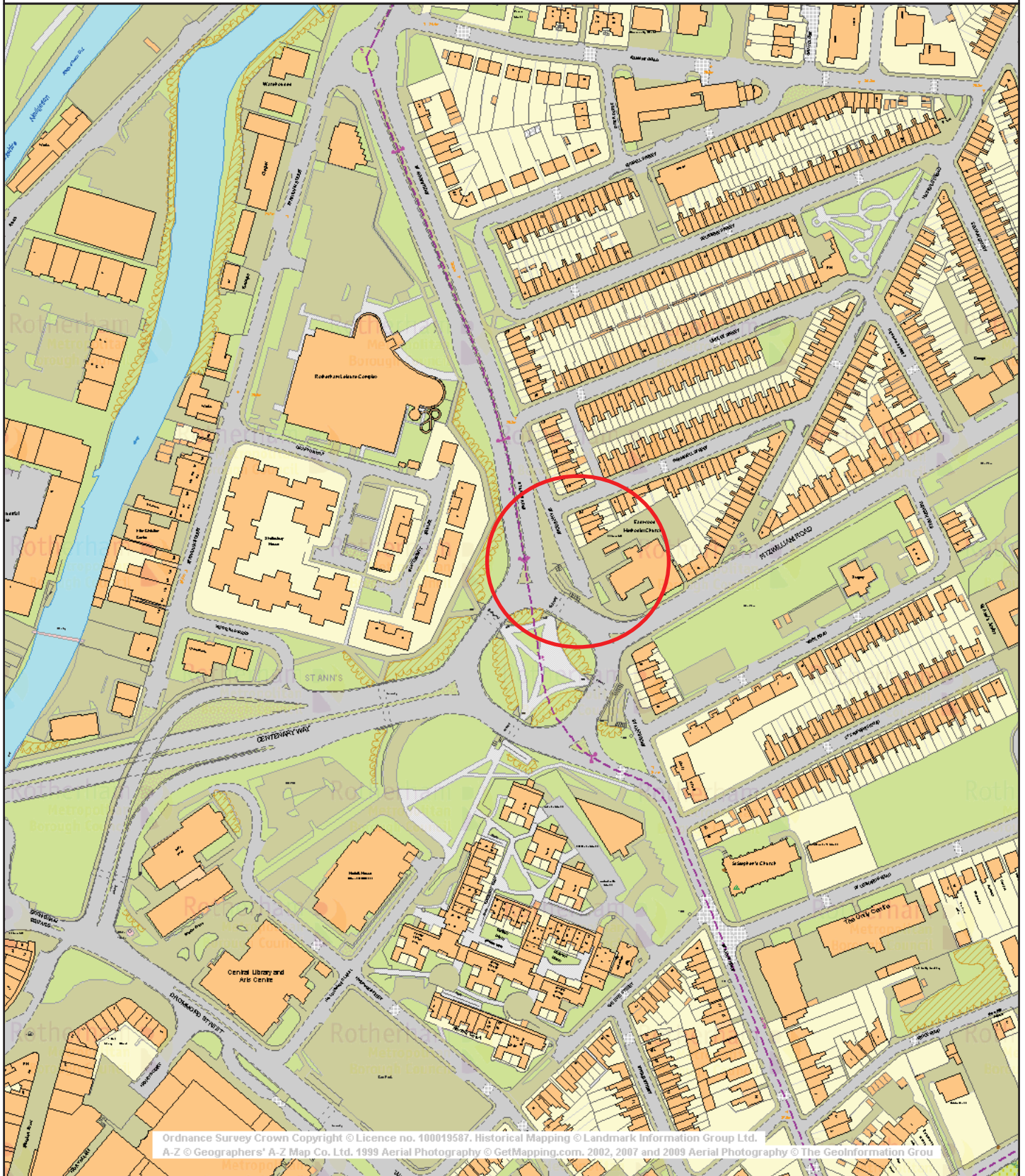
Ward Members have been consulted; and all broadly support the Councils views on this matter,

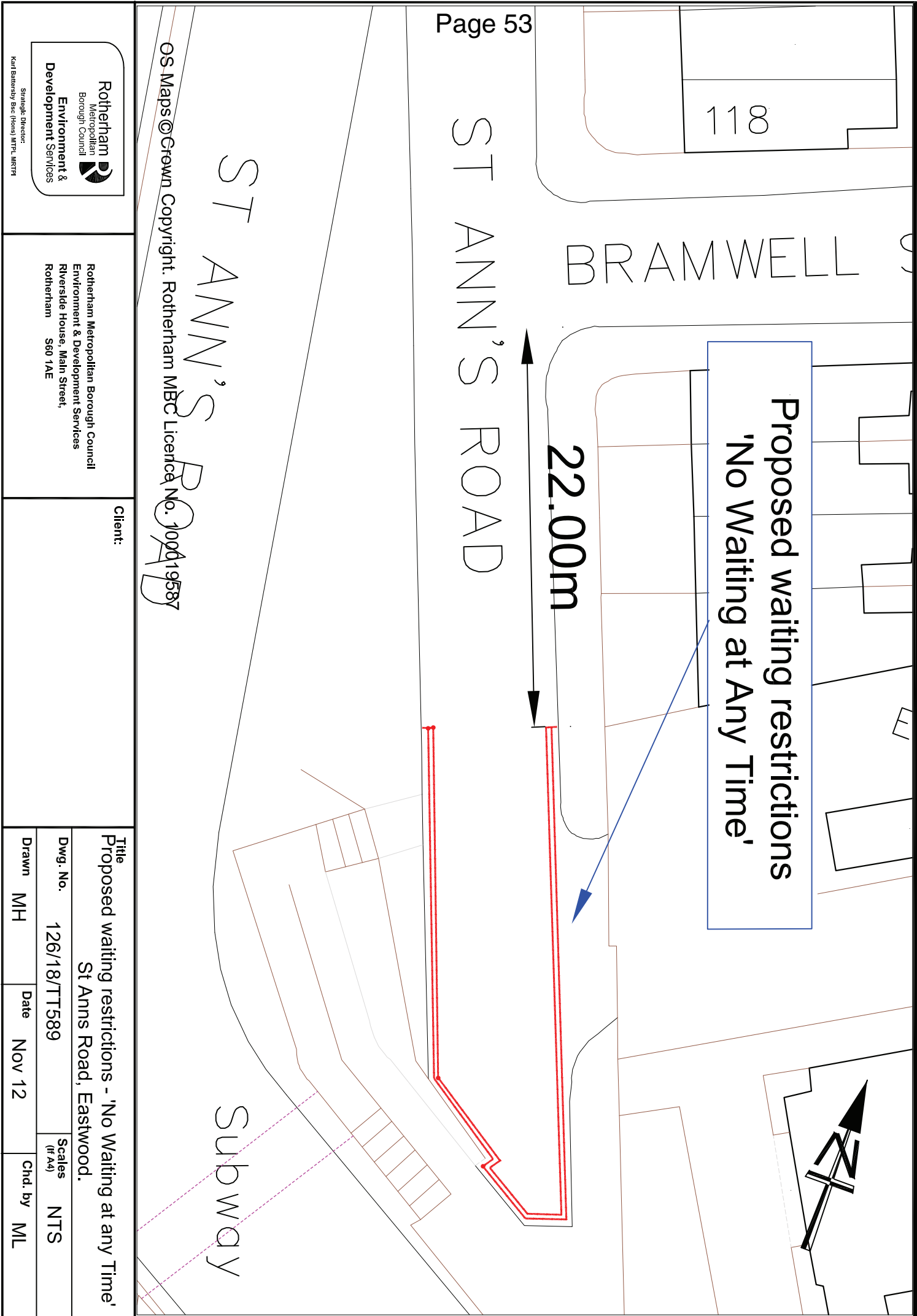
**Contact Name:** Marc Hill. Ext 22814  
marc.hill@rotherham.gov.uk


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Appendix 1. Location of proposed waiting restrictions.







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

Strategic Director:  
Karl Battarby Bsc (Hons) MPhil, MRTP

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

**Client:**

<b>Title</b> Proposed waiting restrictions - 'No Waiting at any Time' St Anns Road, Eastwood.	<b>Dwg. No.</b> 126/18/TT589	<b>Scales</b> (If A4) NTS
<b>Drawn</b> MH	<b>Date</b> Nov 12	<b>Chd. by</b> ML

ST ANN'S ROAD

BRAMWELL S

22.00m

Subway

OS Maps © Crown Copyright. Rotherham MBC Licence No. 100019587



Hill, Marc

From: [REDACTED]  
Sent: 07 August 2013 10:34  
To: Collins, Jacqueline  
Cc: Hill, Marc  
Subject: RE: Objection to proposed St. Anns' Rd Waiting Restrictions

I would like to object to proposed changes as shown in the attach documents.

I have parked at this location during the week for approximately 10 years and at no time have I seen the stepped entrance to the sub-way blocked or the entrance to Eastwood Methodist church blocked, although I have seen the ramped access off st anns road to the pavement near the ramped/stepped entrance to the sub-way blocked

Currently the entrance to Eastwood Methodist church, the stepped entrance to the sub-way and the ramped access to the pavement are marked out by White H marking to denote not to park across these entrance, could I therefore propose that simply replacing these with double yellow lines will address all the problems as stated in the St anns SOR Draft Order.doc

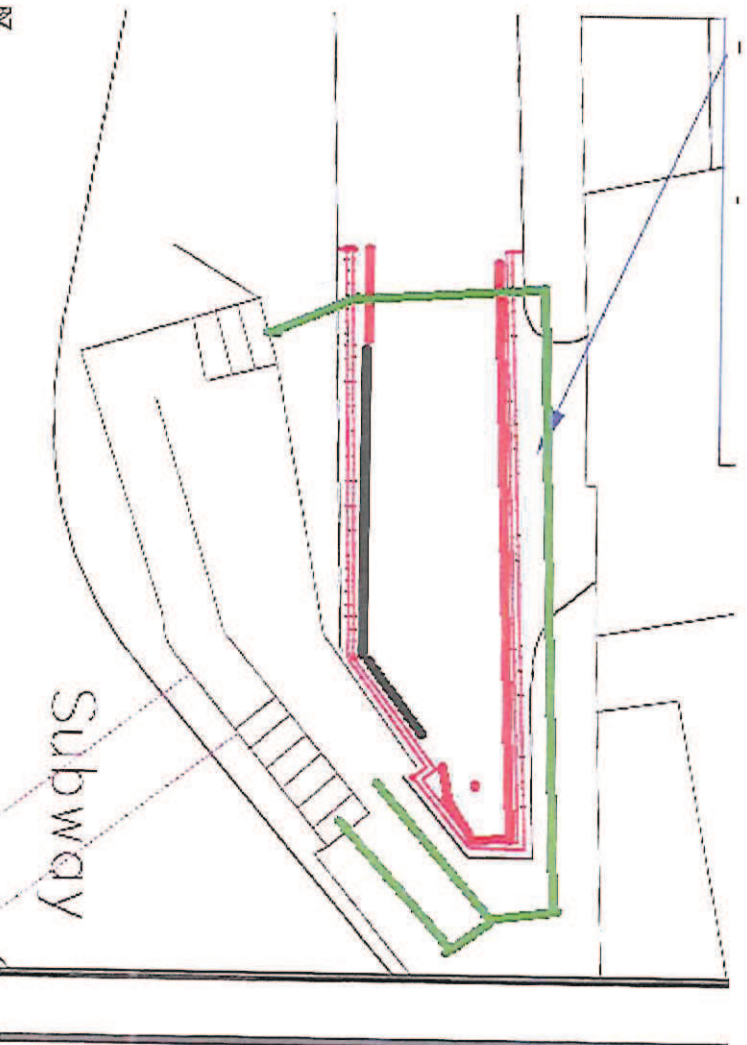
I can see no reason for the double yellow lines to be placed between the stepped entrance to the sub-way and the ramped access off st anns road to the pavement, as there is no pavement there therefore no pedestrian access is required, please see the diagram below for the proposed changes :-

Thick red line : required location of double yellow lines

Thick black line : location where there is no need for proposed double yellow lines (kerb side is either railings or grass verge, therefore statement of reason is not applicable to this location, nothing is being blocked)

Thick Green line : This is the route that pedestrian should be taking i.e walking on the pavement, crossing the car park entrance to st anns Methodist church or accessing the stepped entrance to the sub-way.

Page 2 of 2





<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
--

1.	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
2.	<b>Date:</b>	<b>Monday 7<sup>th</sup> April 2014</b>
3.	<b>Title:</b>	<b>Highways Capital Works Programme 2014/15</b>
4.	<b>Directorate</b>	<b>Environment and Development Services</b>

**5. Summary**

This report outlines the proposed Capital works programme for Highway maintenance and Transportation schemes for 2014/15.

**6. Recommendations**

That Cabinet Member resolves to:

- (a) Note the specific allocation for Integrated Transport and Highways Maintenance for 2014/15 including the Local Sustainable Transport Fund (LSTF).
- (b) Agree in principle of the proposed programme as identified in Appendices A and B as the basis for further feasibility works, detailed design and implementation during 2014/15.

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**7. Proposals and Details**

This report seeks to outline the proposed areas of work for the 2014/15 financial year that are to be delivered from Department for Transport (DfT) grants. The primary grant funding being the capital funding made available from Central Government for Integrated Transport and maintenance as part of the third Local Transport Plan (LTP3). The table below shows the LTP funding made available across South Yorkshire:

	2011/12 £000's	2012/13 £000's	2013/14 £000's	2014/15 £000's
Integrated Transport	11,252	12,002	12,002	16,877
Maintenance	15,932	15,723	9,910*	9,140 *

\* following commencement of the Private Finance Initiative agreement in August 2012 Sheffield City Council no longer receives Highways Capital Maintenance funding.

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As previous reports have outlined central government funding has been considerably reduced in recent years. In the forthcoming year funding for integrated transport has increased whilst funding for maintenance activity is reduced.

The Rotherham allocations are **£2,080,000** for integrated transport (IT) and **£2,729,000** for maintenance (the maintenance funding is further then divided between highway maintenance, highway structures maintenance and street lighting). In addition there is a direct award of **£282,000** for highways maintenance.

As reported in April 2013 the Council gave a commitment to contribute £2,000,000 of funding, through prudential borrowing, towards the cost of the major scheme at the A57. This expenditure was spread over 2 years with £1,300,000 being made available this year (14/15). Furthermore, the Council has given a commitment to contribute £1,000,000 of funding, through prudential borrowing, for the proposed improvements at Pool Green roundabout following a successful bid for 'pinch point' funding from the Department for Transport.

LTP Integrated Transport (IT), Local Sustainable Transport Fund (LSTF) and Local 'pinch point' funding.

Appendix 'A' is a summary of the proposed programme of works for Rotherham in 2014/15.

The LTP IT programme is divided into 5 themed areas, those being:

- Bus Priority and Access improvements;
- Connectivity (walking and cycling),
- Local Safety,
- Traffic Management and
- Smarter choices.

The **bus projects** are predominantly projects funded through the LSTF via the Passenger Transport Executive (PTE). The focus for this is the A633 between Rotherham town centre and Dearne valley, this has been identified as a priority for the Council, the operators (First and Stagecoach) and the PTE. Notable projects include the potential for a traffic management scheme in Parkgate district centre that would better manage the flow of traffic on the A633 particularly where the side road of Greasbrough Road junctions with Broad Street as this has been identified as a hotspot for delay. Additionally we are exploring the potential replacement of the staggered crossing adjacent to Parkgate retail park with a straight across 'Toucan' crossing together with a double length bus lay by.

The second themed area is that of **Connectivity** which aims to introduce measures that assist walking and cycling, there are a number of carry forward projects that have been reported to Members before. The notable new projects seek to improve pedestrian crossing facilities along the A633 at Manvers Way whilst also addressing relatively small scale interventions in Thorpe Salvin and Throapham where missing sections of footway make walking between destinations difficult. It is also proposed to compliment planned maintenance at Clifton Lane crossroads by making the existing crossings into Toucan crossings that can be used by pedestrians and cyclists as well as seeking to introduce a third crossing at the junction across Wharncliffe Street.

As in previous years there is a significant investment in addressing identified accident hotspots through our local safety scheme programme. The notable projects are the implementation of 20 mph zones for East Herringthorpe, which is a carry over scheme from 2013/14 and the extension of the existing 20mph zone in Ferham/Masbrough. It is also proposed to investigate the introduction of 20mph zones in areas that have previously had traffic calming introduced and where measured vehicle speeds are those commensurate with a 20mph speed restriction. A further notable project is the accident study and introduction of measures on the A57 between its Nottinghamshire and Sheffield boundaries where it runs through Rotherham this work is to be funded from a County wide LTP IT allocation and was identified through a South Yorkshire group established to consider accidents on a regional basis.

The fourth theme group is **traffic management** this will seek to implement measures to maximise capacity on sections of the network that currently suffers severe congestion. From the 2014/15 programme there is a £500,000 contribution towards the proposed improvements at Pool Green roundabout. This was a successful bid to the governments pinch point programme the Council will also make available £1,000,000 through prudential borrowing with the remaining funding; £3,500,000 coming from central government grant. Another key junction on the network that we intend to investigate and implement measures to improve congestion is the Rotherway roundabout at its junction with the A630 Rotherway and A631 Bawtry Road. Of the three demand management schemes identified in 2013/14 it is proposed to implement residents' only parking on Queensway to address parking issues generated by the hospital. In the other two areas; Clifton and Masbrough, it is proposed to implement additional waiting restrictions to address parking concerns.

2014/15 is the final year for both LTP and LSTF grants and as in 2013/14 it is proposed that the majority of the **Smarter Choices** programme of the work that was previously funded from the LTP is now developed using LSTF funding however it is proposed to use some of the LTP IT allocation to fund the provision of secure cycle shelters at schools.

The 2014/15 LSTF programme includes both capital and revenue schemes aimed at supporting economic growth whilst cutting carbon emissions by improving access to employment and training opportunities in the Dearne and Don Valleys. As previously discussed it is proposed to introduce bus priority measures along the A633, with a focus on the Parkgate area, and complete cycle infrastructure improvements between Rotherham and Sheffield, in the Don Valley and along the A633 between Rotherham town centre and Parkgate. The town centre will act as hub to these projects and measures are to be promoted that improve accessibility to and across town for those riding a bike. A number of innovative revenue funded schemes will continue to promote and encourage walking, cycling and the use of public transport through sustainable travel events, bike leasing, walking audits, Dr Bike sessions and cycle training.

### Maintenance programmes

As part of the long-term maintenance plan, surveys are carried out on all roads and footways in Rotherham. This information enables us to place roads in priority order,

which ensures that the worst affected and most cost effective repairs are dealt with first. Unfortunately, budgets are limited and it is not possible to carry out all of the programmed maintenance on all roads that have been identified.

The maintenance programme submitted for 2014/15 takes this information into consideration to maximise available budgets, it is attached at Appendix 'B'.

Where works are unable to be undertaken, routine safety inspections will be carried out and if any hazardous defects do occur arrangements will be made for them to be repaired immediately.

The majority of funding available for structural maintenance is to compliment funding made available from the governments pinch point funding at Old Flatts Bridge on the A630 Parkway.

With regard to Street Lighting and street furniture it is intended to upgrade or replace lighting and street furniture in areas where vulnerable persons reside such as sheltered housing for the elderly or where there is a history of high crime rates and amenity areas as part of the wider asset replacement programme. Also it is an opportunity to upgrade signs and bollards which are in need of replacement with energy efficient LED replacement units

### **8. Finance**

The ITA has indicated that £2,080,000 of LTP IT funding is the minimum that Rotherham will receive. The indicated LTP Maintenance allocation is £2,729,000 plus a further £282,000 awarded directly for highway maintenance.

### **9. Risks and Uncertainties**

All funds are either sat with the Council or with the Integrated Transport Authority (combined Authority as of 1<sup>st</sup> April 2014) for us to claim once works are complete. Currently spend against LSTF projects is causing some concern with the central team, although Rotherham is on profile with regards its projects for delivery. If delivery continues to be slow across South Yorkshire there is a risk that central Government could reassign the funds, which would affect delivery of projects in Rotherham.

### **10. Policy and Performance Agenda Implications**

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

### **11. Background Papers and Consultation**

South Yorkshire Local Transport Plan 2011-15

#### **Contact Name:**

Andrew Butler, Senior Traffic Engineer, Planning and Transportation, extension 22968, [andy.butler@rotherham.gov.uk](mailto:andy.butler@rotherham.gov.uk)

DfT CATEGORIES	Description	LTP contribution	other funding inc DfT	PTE Contribution	LSTF funding		Council capital borrowing
					Key	Big	
						2012/15	
Bus Priority and Access Improvement Schemes							
Rotherham - Dearne (South) Key Route A633							
A630/A633 free flow bus lane (PTE LSTF)	bus priority			400,000			
Parkgate shopping toucan crossing and double bus stop	cycle and bus improvements					62,083	
Parkgate district centre traffic management scheme (PTE LSTF)	bus priority			400,000			
Taylors Lane roundabout (PTE LSTF)	congestion improvements			20,000			
A633 Rotherham Road bus lane/turning area	bus priority/congestion improvements			425,143			
Bus Rapid Transit Northern Route	bus priority		465,000				
Sub Total		0	465,000	1,245,143	-	62,083	
Connectivity - Walking and Cycling £605,000 + £440,000 c/f							
Carry over schemes:							
Canal tow path improvements	cycle route Rotherham to Sheffield					18,448	
Doncaster Road St. Ann's Road	pedestrian crossing at junction	25,000					
Green Lane Rawmarsh	Zebra crossing	45,000					
High Street Rotherham town centre	improvements for cyclists				211,000		
Moorgate Road/Mansfield Road	pedestrian crossing improvements	100,000					
Fenton Road kimberworth	toucan crossing	130,000					
Morpeth Street and Catherine Street	walking and cycling improvements	30,000					
A630 Fitzwilliam Road/Hatherly Road Eastwood	Toucan crossing	10,000					
A631 Bawtry Road Canklow	cycle route improvements	60,000					
Potential new schemes including feasibility:							
Clifton Lane crossroads	Pedestrian and cycle links to the park	130,000					
Town centre to Parkgate cycle link including 2 toucan crossings	cycle improvements					40,000	
A630 Centenary Way	Toucan crossing near 'Walk in Centre'					300,000	
A6123 Taylors Lane toucan crossing	cycle and pedestrian improvements					200,000	
A633 Manvers Way Wath	Puffin/Toucan crossings	130,000					
Todwick Road Todwick	footway link	30,000					
A631 Bawtry Canklow	Toucan crossing	20,000					
A618 Swallownest mini roundabout	pedestrian crossing improvements	15,000					
A631 Bawtry Road Bramley inc bus lane	toucan crossing and bus lane	90,000					
A6021 Broom Road/Wickersley Road	improvements for cyclists	65,000					
Ladyfield Road Thorpe Salvin	footway link	15,000					
St Johns Road Throapham	footway link	10,000					
Crowgate jnc High Street South Anston	bus stop and crossing improvements	10,000					
Sub Total		915,000	0	0	211,000	558,448	
Local Safety Schemes £500,000							
Carry over schemes:							
East Herringthorpe 20mph zone	Area wide 20mph zone	150,000					
Stubbin Road Nether Haugh	junction improvement	50,000					
Potential new schemes including feasibility:							
Ferham/Masbrough area extension to 20mph zone	Area wide 20mph zone	136,000					
A631 Rotherham Road/High Street/Tickhill Road Maltby	Signing/lining and improvements to crossings	40,000					
A618 Moorgate Road		10,000					
A633 Wathwood Road/Sandygate Wath	Signing/lining	10,000					
A6123 Aldwarke Lane	VAS	5,000					
A631 Bawtry Road Brinsworth		10,000					
B6059 Wales Road Wales		15,000					
A57 Sheffield boundary to Notts boundary	Contribution towards CRISP scheme	50,000					
Existing traffic calmed areas to be signed 20mph zones	Area wide 20mph zones	40,000					
Route and hotspot studies	feasibility studies	14,000					
Sub Total		530,000	0	0	-	-	
Traffic Management £635,000 + £500,000 pinch point							
Carry over schemes:							
Allow cycling in Clifton Park etc	downgrade of highway to right of way	5,000					
Potential new schemes including feasibility:							
A630/A631 Rotherway roundabout	congestion improvements and cycle improvements	176,000					
Doncaster Gate Rotherham Town Centre	bus and cycle priority	75,000					
Ferham Masbrough area wide	traffic management scheme	50,000					
B6089 Potter Hill Greasbrough	congestion improvements	10,000					
A631 Worrygoose roundabout	congestion improvements and pedestrian crossings	10,000					
A631 Brecks roundabout	congestion improvements and pedestrian crossings	10,000					
A631 Wickersley roundabout	congestion improvements and pedestrian crossings	24,000					
A630 Pool Green roundabout contribution towards pinch point project	congestion improvements	500,000	3,500,000				1,000,000
A618 Pleasley Road Whiston	develop 3 lanes and bus priority	10,000					
A6123 Greasbrough Street	lengthen 2 lane exit from College Road roundabout	160,000					
Demand Management Measures							
Masbrough residents/controlled parking	implementation	5,000					
Clifton area residents parking issues	Feasibility, consultation and implementation	5,000					
Duke of Norfolk and Broom Valley estates assoc. with Hospital parking	implementation	5,000					
Sub Total		1,045,000	3,500,000	0	-	-	1,000,000
Smarter choices £30,000							
Secure cycle parking - schools and businesses	Cycle lockers/parking	30,000	0	0	0	17,000	0
Dearne Towns Cycle to Work	Bike Leasing	0	0	0	35,000	0	0
Lower Don Valley Cycle to Work	Bike Leasing	0	0	0	20,000	0	0
Cycle Training Dearne and Don Valley		0	0	0	5,000	0	0
Cycleboost- Dr Blke	Blke maintenance and repair	0	0	0	10,500	0	0
Cycleboost- Bike Leasing	Bike Leasing	0	0	0	34,000	0	0
Walkboost - Workplace Programme	measures to get people walking	0	0	0	93,000	0	0
Workplace Adult and Family Cycle Training		0	0	0	28,200	0	0
Bike it	Cycling to schools promotion	0	0	0	56,000	0	0
Bikability	level 2 and 3	0	0	0	68,000	0	0
Miscellaneous							
SY Air Quality Modelling	county wide activity		30,000				
SY Air Quality Monitoring	county wide activity		25,000				
Sub Total		30,000	55,000	0	349,700	-	
Major Schemes							
A57(T) M1 to Todwick Crossroads	Council Capital borrowing						1,300,000
Sub Total		0	0	0	-	-	1,300,000
PROGRAMME TOTALS		2,520,000	4,020,000	1,245,143	560,700	620,531	2,300,000
SETTLEMENTS Includes any carry over amounts	2,080,000 + 440,000	2,520,000					

ROAD	DISTRICT	Ward	Treatment	Planned Start Date	Planned End Date	Stage	Class
WORKSOP ROAD	LINDRICK	Anston and Woodsetts	CwaySuperPatching	05/05/14	29/03/15	RECORDED	A/
BUTTERMERE CLOSE	NORTH ANSTON	Anston and Woodsetts	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
BUTTERMERE CLOSE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
CONISTON CLOSE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
ELM TREE CLOSE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
GRASMERE CLOSE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
NARROW LANE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
NURSERY ROAD	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	B/
OAKDALE ROAD	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
PARK AVENUE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
THE RISE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
WINBERRY AVENUE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
WOODLAND AVENUE	NORTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
LABURNUM CLOSE	SOUTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
LILAC CLOSE	SOUTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
LOBELIA COURT	SOUTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
NEMESIA CLOSE	SOUTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
ORCHID WAY	SOUTH ANSTON	Anston and Woodsetts	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
TAYLOR CRESCENT	WOODSETTS	Anston and Woodsetts	CwayThinSurfacing(6mm)	01/04/14	29/03/15	ORDERED	U/
BROOM ROAD	BROOM	Boston Castle	CwayResurfacing	01/04/14	29/03/15	RECORDED	A/
HAWORTH CRESCENT	MOORGATE	Boston Castle	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
MOORGATE ROAD	MOORGATE	Boston Castle	CwayResurfacing	05/05/14	30/05/14	RECORDED	A/
HIGH STREET	ROTHERHAM TOWN CENTRE	Boston Castle	FwayResurfacing	31/03/14	29/03/15	RECORDED	C/
AMBLESIDE CLOSE	BRINSWORTH	Brinsworth and Catcliffe	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
BAWTRY ROAD	BRINSWORTH	Brinsworth and Catcliffe	CwayResurfacing	01/04/14	29/03/15	ORDERED	A/
LETARD DRIVE	BRINSWORTH	Brinsworth and Catcliffe	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
WENSLEYDALE DRIVE FOOTPATH	BRINSWORTH	Brinsworth and Catcliffe	FwayResurfacing	01/04/14	29/03/15	RECORDED	P/
ORCHARD CLOSE	CATCLIFFE	Brinsworth and Catcliffe	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
BEECH GROVE	DINNINGTON	Dinnington	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
FURNESS CLOSE	DINNINGTON	Dinnington	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
GLENEAGLES ROAD	DINNINGTON	Dinnington	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
HIGH NOOK ROAD	DINNINGTON	Dinnington	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
SWINSTON HILL ROAD	DINNINGTON	Dinnington	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	C/
LAMB LANE	FIRBECK	Dinnington	CwayThinSurfacing(10mm)	01/04/14	29/03/15	ORDERED	B/
APPLEBY WALK	NORTH ANSTON	Dinnington	FwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
CARTMEL WALK	NORTH ANSTON	Dinnington	FwayMicroasphalt	31/03/14	29/03/15	ORDERED	U/
LANGDALE WAY	NORTH ANSTON	Dinnington	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
FLASH LANE	BRAMLEY	Hellaby	FwayResurfacing	01/04/14	29/03/15	RECORDED	C/
BARRIE GROVE	HELLABY	Hellaby	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
GRANGE DRIVE	HELLABY	Hellaby	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
BAWTRY ROAD	WICKERSLEY	Hellaby	FwayResurfacing	01/04/14	29/03/15	RECORDED	A/
BAWTRY ROAD	WICKERSLEY	Hellaby	FwayResurfacing	01/04/14	29/03/15	RECORDED	A/
MORTHEN ROAD	WICKERSLEY	Hellaby	CwayResurfacing	01/04/14	29/03/15	ORDERED	B/
ROTHER STREET	BRAMPTON BIERLOW	Hoober	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
COVER CLOSE	HARLEY	Hoober	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
ELLIOTT CLOSE	WEST MELTON	Hoober	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
CROWN CLOSE	KIMBERWORTH	Keppel	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
GIPSY LANE	MALTBY	Maltby	CwayResurfacing	06/10/14	27/03/15	RECORDED	U/
ARCON PLACE	RAWMARSH	Rawmarsh	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
BIRCHWOOD AVENUE	RAWMARSH	Rawmarsh	CwayThinSurfacing(6mm)	01/04/14	29/03/15	ORDERED	U/
GREASBROUGH LANE	RAWMARSH	Rawmarsh	FwayResurfacing	31/03/14	29/08/14	RECORDED	U/
GREASBROUGH LANE	RAWMARSH	Rawmarsh	CwayResurfacing	31/03/14	29/08/14	RECORDED	U/
PARK DRIVE	SWALLOWNEST	Rother Vale	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
PICKERING CRESCENT	SWALLOWNEST	Rother Vale	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
COALBROOK AVENUE	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
COALBROOK GROVE	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
COALBROOK ROAD	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
HAIL MARY DRIVE	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
ORGREAVE RISE	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
ROTHERWOOD AVENUE	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
ST JAMES WALK	WOODHOUSE MILL	Rother Vale	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
BADSLEY MOOR LANE	HERRINGTHORPE	Rotherham East	FwayResurfacing	01/04/14	29/03/15	ORDERED	U/
FERHAM PARK AVENUE	HOLMES	Rotherham West	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
TEN ACRE ROAD	KIMBERWORTH PARK	Rotherham West	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
COPLEY PLACE	MASBROUGH	Rotherham West	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
GARDEN STREET	MASBROUGH	Rotherham West	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
MEADOW BANK ROAD	MEADOWBANK	Rotherham West	CwayResurfacing	02/06/14	27/06/14	ORDERED	A/
MAIN STREET	RAVENFIELD	Silverwood	CwayResurfacing	01/04/14	29/03/15	RECORDED	B/
MOOR LANE SOUTH	RAVENFIELD	Silverwood	FwayResurfacing	01/04/14	29/03/15	RECORDED	B/
ASH GROVE	RAWMARSH	Silverwood	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
CREIGHTON AVENUE	RAWMARSH	Silverwood	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
HAWTHORNE AVENUE	RAWMARSH	Silverwood	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
BOWEN DRIVE	THRYBERGH	Silverwood	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
DEER LEAP DRIVE	THRYBERGH	Silverwood	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
DONCASTER ROAD	THRYBERGH	Silverwood	CwayResurfacing	01/04/14	29/03/15	RECORDED	A/
ASPEN WAY	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
CAMPION DRIVE	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
CELANDINE RISE	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
DUKE STREET	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
LAWRENCE DRIVE	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
THE CRESCENT	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
THE GREEN	SWINTON	Swinton	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
LEVERTON WAY	DALTON	Valley	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
BROOKSIDE	HERRINGTHORPE	Valley	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
FOXCOTE LEA	THRYBERGH	Valley	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
PARK CLOSE	THRYBERGH	Valley	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
PARK VALE DRIVE	THRYBERGH	Valley	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
SOUTH VALE DRIVE	THRYBERGH	Valley	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
WALSEKER LANE	HARTHILL	Wales	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
DANBY ROAD	KIVETON PARK	Wales	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
KEETON HALL ROAD	KIVETON PARK	Wales	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
LEEDS DRIVE	KIVETON PARK	Wales	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
SAXON ROAD	KIVETON PARK	Wales	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
VIKING WAY	KIVETON PARK	Wales	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
GOOSECARR LANE	TODWICK	Wales	FwayResurfacing	01/04/14	29/03/15	RECORDED	U/
MANOR ROAD	WALES	Wales	CwayResurfacing	01/04/14	29/03/15	RECORDED	U/
MANSFIELD ROAD	WALESWOOD	Wales	CwayResurfacing	01/04/14	29/03/15	ORDERED	A/
RANWORTH ROAD	BRAMLEY	Wickersley	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
WAYFORD AVENUE	BRAMLEY	Wickersley	FwayCrossings	01/04/14	29/03/15	ORDERED	U/
REDGRAVE PLACE	FLANDERWELL	Wickersley	CwayMicroasphalt	01/04/14	29/03/15	ORDERED	U/
BARBER BALK ROAD	KIMBERWORTH PARK	Wingfield	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/
BENTS ROAD	KIMBERWORTH PARK	Wingfield	CwayResurfacing	01/04/14	29/03/15	ORDERED	U/

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 7<sup>th</sup> April 2014</b>
<b>3.</b>	<b>Title:</b>	<b>Proposed Designated Disabled Persons parking Space, 12 Wesley Road, Kiveton Park.</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To seek Cabinet Member approval not to accede to objections to the proposed introduction of a Designated Disabled Persons Parking Space for the resident of 12 Wesley Road, Kiveton Park.

**6. Recommendations**

**It is recommended Cabinet Member resolve that:**

- i) The objections to the proposed scheme be not acceded to.**
  - ii) The objectors be informed of the decision and the reasons why.**
  - iii) The Director of Legal and Democratic service makes the proposed Traffic Regulation Order as advertised.**
-

## **7. Proposals and Details**

On 9th September 2013 the Streetpride Service received a memorandum from Social Services requesting that consideration be given towards the introduction of a designated-disabled persons parking bay, for the use of the resident of 12 Wesley Road, Kiveton Park. This would ensure that the resident was able to park close to their property and therefore have easy access to their home at times when the road is busy and heavily parked up.

The provision of a standard disabled bay would not fully address the problem, as any blue badge holder would be able to utilise the parking place. It is therefore proposed that the bay is designated as a parking place for a permit holder only, that person being the successful applicant.

Following confirmation that the applicant had met Social Services medical criteria for a designated off highway parking bay, the Transportation and Highways Projects Group assessed whether a parking problem exists in the vicinity of the applicant's residence. It was found that there was indeed a parking problem with significant parking stress outside the applicant's home.

Consultation with Statutory Consultees and Ward Members took place on the 4<sup>th</sup> October 2013, with no objections received. The proposed Traffic Regulation Order (TRO) was advertised on street and in the Rotherham Advertiser on 13th of December 2013. In addition consultation letters were also sent to businesses and residential properties adjacent to the proposed restriction. Two objections were received in response to this proposal. The objections were made on the grounds that the proposal would seriously reduce available long term parking for other residents at this location and would also hinder customer parking to some businesses; copies of the objections are attached as Appendix 3.

It is acknowledged that the introduction of a designated residents permit space for a disabled badge holder in restricting the space for an individual resident and therefore may limit the choice of where other residents may park. However, it is considered that on balance the specific needs of the disabled badge holder as assessed by the Councils Occupational Therapists outweighs any potential inconvenience.

## **8. Finance.**

Minimal cost associated with the introduction of the disabled parking space.

## **9. Risks and Uncertainties**

Should the objection be acceded to and the proposed restriction not be implemented then the accessibility of the applicants home from their vehicle would be seriously compromised.

## **10. Background Papers and Consultation**

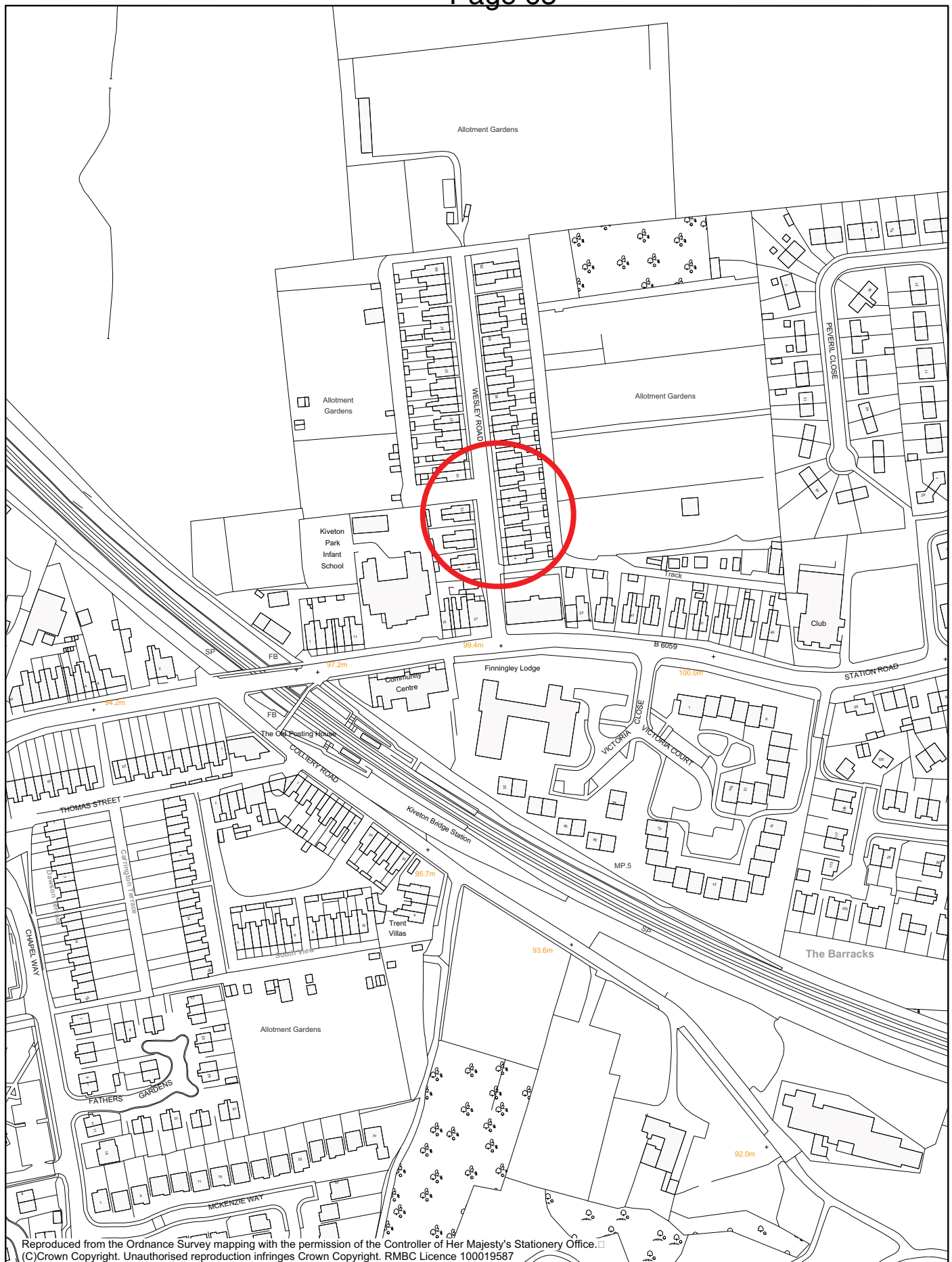
Ward Members have been consulted; with no objections to the Councils views on this matter,

**Contact Name:** Marc Hill. Ext 22814

marc.hill@rotherham.gov.uk

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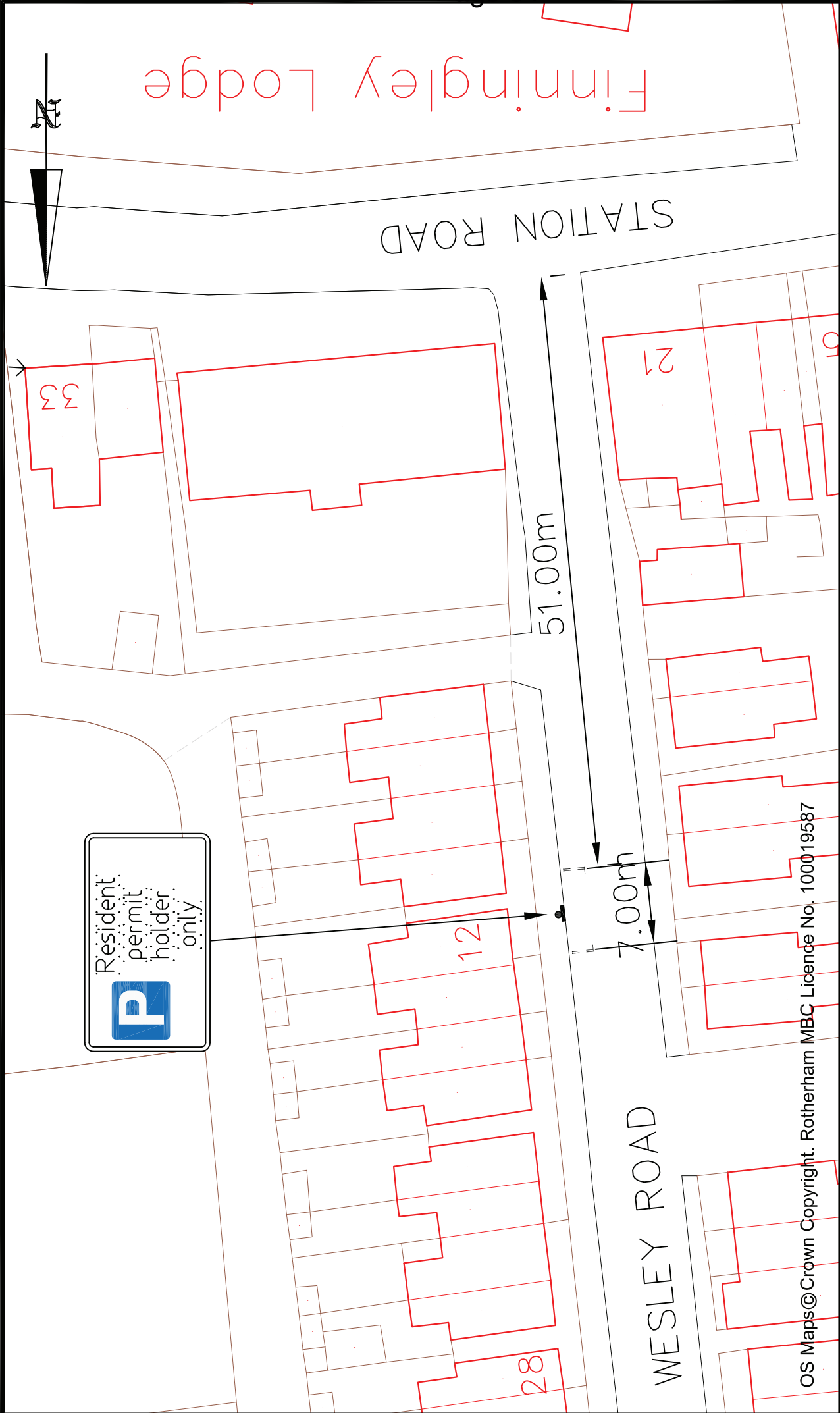
Date: 20/03/2014


Map Centre: ☐  
448953,382942

**Rotherham MBC**

Env't & Dev't Services ☐  
Riverside House ☐  
Main Street ☐  
Rotherham S60 1AE ☐

**Rotherham**  
Metropolitan  
Borough Council  
Where Everyone Matters



 Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE		Client:  Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE		Title Proposed Designated Disabled Persons Parking Space, 12 Wesley Road, Kiveton Park	
Dwg. No. 126/18/TT577		Scales (if A4) NTS		Drawn MH	
Date Sep 13		Chd. by ASB			

**From:** Hill, Marc

**Sent:** 03 January 2014 12:23

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Disabled parking space at 12 Wesley Rd

-----Original Message-----

From: [REDACTED]

Sent: 30 December 2013 19:21

To: Hill, Marc

Subject: Disabled parking space at 12 Wesley Rd

For the attention of Marc

As a childminder I find the proposal of this parking permit unacceptable. Firstly it will restrict my clients access to my property which will have a huge impact on my business. I also feel that the person does not have a need to require a disabled permit, parking is difficult at peak times such as school times drop off & pick up. I look forward to receiving a response from you  
Many thanks  
[REDACTED]

Objection 1.

**From:** [REDACTED]  
**Sent:** 16 January 2014 14:44  
**To:** Hill, Marc  
**Subject:** Re: Disabled parking space at 12 Wesley Rd

**Follow Up Flag:** Follow up

**Flag Status:** Blue

Dear Marc,

Thanks for replying to my email, I would still like to object to the proposed parking space.... If it goes ahead and has space outside her house and my neighbour at the other side parks directly outside there house (no.16) then I am not going to be able to park my own car outside my own house which will have an impact on my business and the families who use my service. It would be difficult and unsafe to put children in my car whether these be my own children or mindee children if I have to park away from my house.

Many thanks

[REDACTED]

Objection 2.

From: [REDACTED]  
Sent: 03 January 2014 21:19  
To: Hill, Marc  
Subject: Parking permit for Wesley road

Follow Up Flag: Follow up  
Flag Status: Blue

Hello I am writing in regards to the parking permit for 12 Wesley Road. As a business owner on this street I have deliveries to our property from time to time as well as being able to unload my van at night.

I feel that this will have a huge impact on the parking on the street it is bad enough with out this being granted. A lot of people on the street have two cars which makes it hard as everyone likes at least one car in front of there property. If this permit is passed this will make this impossible there are a lot of parents on the road an they need to be able to park out side there house for safety of the children.

This will cost the tax payer to install which is wrong when there is nothing wrong with this person she does not pay tax and will be getting this for free which I find sickening.

There are other people on the street who would benefit more from this space.

Yours sincerely

Sent from my iPhone

**PETITION – COOK AVENUE, MALTBY**Date: 5<sup>th</sup> March 2014

Dear Sir/Madam,

**Re: Cook Avenue, Maltby, Rotherham, S66 8QZ**

Despite several calls to your office to notify you of the condition of our road, visits by your staff to review the work to be done, the road remains in an extremely poor condition.

Over the last 6 months the condition has worsened and in my opinion the road is now dangerous. There are small children that live on the cul-de-sac, including my own, and it is now unsafe for them to play out on.

My neighbour has had 2 punctures, which she believes was caused by the state of the road, and muck is being trailed in our houses as the road is crumbling away.

I have enclosed a petition signed by all the residents of Cook Avenue who all feel that this has gone on for far too long, along with photo's to show the state of the road.

We are all asking that this be sorted as a matter of urgency before damage is caused to our vehicles or someone ends up falling and injuring themselves.

Yours faithfully



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