

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

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

**Date:** Monday, 2nd June, 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 6th May 2014 and on 8th May 2014 (Pages 1 - 6)
5. A633 Rotherham to Parkgate - Bus Priority Measures (Pages 7 - 11)
6. Objections to Proposed Waiting Restrictions - Areas of Wellgate and Moorgate, Rotherham (Pages 12 - 44)
7. Petition - Condition of the Carriageway - Temple Crescent, Bramley (Pages 45 - 53)
8. Petition - Condition of the Carriageway - Cook Avenue, Maltby (Pages 54 - 63)
9. Green Lane, Rawmarsh - Proposed zebra crossing (Pages 64 - 66)
10. Date and time of next meeting - Monday 7th July 2014 at 10.30 a.m.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT  
6th May, 2014**

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

Apologies for absence were received from Councillor Godfrey.

**G127. MINUTES OF THE PREVIOUS MEETINGS HELD ON 7TH APRIL AND ON 11TH APRIL 2014**

Resolved:- That the minutes of the meetings of the Cabinet Member and Advisers for Regeneration and Development, held on (i) 7th April, 2014 and (ii) 11th April, 2014, be approved as correct records for signature by the Chairman.

**G128. MINUTES OF A MEETING OF THE RMBC TRANSPORT LIAISON GROUP HELD ON 19TH MARCH, 2014**

Consideration was given to the minutes of a meeting of the Transport Liaison Group held on 19th March, 2014.

Resolved:- That the contents of the minutes be noted.

**G129. CENTENARY MARKET FEES AND CHARGES REVIEW**

Further to Minute No. G111 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 18th March, 2013, consideration was given to a report presented by the Markets General Manager concerning the annual review of all fees and charges in relation to the Centenary Market. The review had been carried out in accordance with the Council's audit requirements and in consultation with representatives of the market traders.

Members noted that the Council had recently commissioned "The Retail Group" to provide independent, professional advice on a future strategy and growth plan for the market that will deliver the right markets offer for the town centre and its customers. This study will report shortly and will help identify how the Council can best support its traders to adapt to changing customer shopping patterns, as well as any short term disruption caused by the major infrastructure development adjacent to the market. The study will also advise on opportunities to invest in and take advantage of the new trading potential resulting from the Tesco store development. Therefore, it was proposed that the markets' fees and charges review be postponed for six months to allow time for consideration and implementation of the findings of the independent study.

The appendix to the submitted report contained the current the fees and charges levied during the 2013/14 financial year.

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

(2) That the various fees and charges in respect of the Rotherham Centenary Market, as detailed in the appendix to the submitted report, shall remain unchanged from the 2013/2014 financial year for the period from 1<sup>st</sup> April, 2014 until 30<sup>th</sup> September, 2014.

(3) That a further review of the markets' fees and charges be undertaken during September, 2014.

### **G130. FAIRS APPLICATIONS AND FAIRS CHARGES REVIEW 2014**

Further to Minute No. G110 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 18th March, 2013, consideration was given to a report presented by the Markets General Manager concerning the annual review of fairs applications and charges, which had been carried out in accordance with the Council's audit requirements.

The review had included discussions with Showmen, who had raised concerns over falling attendances and increasing operating costs. Therefore, there was a proposal that the fees shall remain the same as those levied during the 2013/2014 financial year, with the exception of the Rotherham Show days which shall be subject to an increase of 5%.

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

(2) That the dates and rental charges and other charges listed below be approved in respect of the fairs to take place on Council-owned land during 2014: -

(a) Wath Bonfire Ground, four days from 10th to 13th April, 2014 and rental remaining unchanged at £200.00 per day;

(b) Spring Fair at Herringthorpe playing field, four days from 15th to 18th May, 2014, rental to remain unchanged at £6, 862.00;

(c) Kimberworth St. Paul's Fields, five days from 19th to 23rd June, 2014 and rental remaining unchanged at £94.00 per day;

(d) Clifton Park, Rotherham, (i) six days from 2nd to 7th July, 2014; and (ii) six days from 20th to 25th August, 2014 and the rent for both fairs to remain unchanged at £1,664.00;

(e) Victoria Park, Rawmarsh, four days from 28th to 31st August, 2014 and rental remaining unchanged at £238.00 per day;

(f) Wood Lea Common, Maltby, four days from 10th to 13th September, 2014 and rental remaining unchanged at £127.50 per day;

(g) Greasbrough Recreation Ground, four days from 17th to 20th September, 2014 and rental remaining unchanged at £205.00 per day.

(3) That approval be granted for the fairs at Clifton Park, Rotherham, for the two days of the Rotherham Show on 6th and 7th September, 2014, with an increase of 5% on all equipment charges.

#### **G131. CONFIRMATION OF MARKET ESTABLISHMENT 2014**

Consideration was given to a report presented by the Markets General Manager which confirmed the legal establishment of all markets operated by this Council under the powers available to local authorities pursuant to Part III of the 1984 Food Act, namely:-

Centenary Market Hall  
Centenary Outdoor Covered Market  
Monday General Market  
Tuesday Second-Hand Clothing and Shoes Market  
Wednesday Antiques and Bric-a-Brac Market  
Thursday "The Bazaar"  
Friday General Market  
Saturday General Market  
Rotherham Town Centre Tuesday Street Market  
Wath Town Centre Wednesday Street Market

Members noted that the National Association of British Market Authorities (NABMA) has advised that, in order to provide clarity and certainty in respect of the establishment of and the benefits provided by Market Franchise Rights, a resolution be passed to confirm the establishment and operation of all of this Council's markets under powers provided to local authorities pursuant to Part III of the 1984 Food Act. The Council minutes referring to the establishment of each individual market have, over the passage of time, been archived. It is therefore proposed that NABMA advice is followed and the establishment of the markets is re-confirmed; such that one Council Minute covers all of the Council's established markets.

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

(2) That the markets itemised in the submitted report and listed above be confirmed as legally established markets pursuant to Part III of the Food Act 1984.

(3) That the Council's established markets continue to be reviewed at regular intervals.

**G132. MARKET FRANCHISE RIGHTS POLICY 2014**

Consideration was given to a report presented by the Markets General Manager concerning the review of this Council's Market Franchise Rights Policy in respect of market-type events operated by defined organisations for sporting, social, charitable and political fund-raising purposes and for those that are privately operated for commercial gain. The changes in policy outlined in the submitted report will align this policy with European anti-competition legislation and will allow for the establishment of commercial market operations subject to the eligibility criteria being met.

The report stated that a market, as defined by the Local Government (Miscellaneous Provisions) Act 1982, as being a concourse of buyers and sellers numbering five or more stalls, stands or pitches. Any event that has less than this number is not legally deemed to be a market and as such falls outside of the scope of the proposed policy. The term 'market' applies to car boot sales, table top sales and craft fairs.

Rotherham Council, as a Markets Authority holds the powers in the form of Market Franchise Rights to operate markets within the Borough, free from disturbance from rival markets. These rights allow the Council to create and operate its own markets, licence or if necessary prevent through injunctive relief all rival markets within a six and two-thirds miles' radius of any market the Council currently operates or licences. All markets held in Rotherham are licenced and operated in accordance with the provisions of Part III of the Food Act 1984

A copy of the Policy was appended to the submitted report.

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

(2) That the revised Market Rights Policy and pricing structure, as detailed in the report now submitted, be referred to the Cabinet for adoption by the Council.

(3) That the Market Rights Policy continue to be reviewed at regular intervals.

**G133. 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) and is commercially confidential).

**G134. TOWN CENTRE BUSINESS GRANTS - BUSINESS DEVELOPMENT GRANT APPLICATION**

Consideration was given to reports presented by the Business Investment Manager concerning an application for a Business Development Grant in respect of a retail shop situated within the Rotherham town centre.

The report stated that the Town Centre Business Development Grant Scheme is funded via the Portas Pilot initiative in Rotherham and is designed to encourage and support existing retail and catering businesses to improve their Rotherham town centre businesses, in order both to protect or to increase sales and profits and to improve the overall quality and variety of the town centre shopping offer. The submitted application complied with the eligibility criteria for this grant scheme.

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

(2) That a Business Development capital grant of £7,500 be awarded to the premises at Effingham Square, now identified, as a contribution towards the cost of refurbishment of the premises.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT  
8th May, 2014**

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

Apologies for absence were received from Councillors Clark and Godfrey.

**G135. MINUTES OF THE MEETING OF THE ROTHERHAM TOWNSCAPE HERITAGE INITIATIVE GROUP HELD ON 7TH APRIL, 2014**

Consideration was given to the minutes of a meeting of the Rotherham Townscape Heritage Initiative Group held on 7th April, 2014.

Resolved:- That the contents of the minutes be noted.

**G136. 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)).

**G137. RESIDENTIAL ROUTE LED LIGHTING**

Consideration was given to a report, presented by the Highway Network Group Manager, concerning the proposed acceptance of a tender for the contract for the supply of Residential Route LED Street Light fittings. The report stated that this contract would begin in May, 2014 and last for a period of three years, with the agreement being renewed annually, subject to satisfactory supplier performance. In addition, the submitted report outlined the process for the evaluation of the seventeen tenders received, against price and quality considerations.

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

(2) That the tender submitted by OrangeTek, as detailed in the report now submitted, be accepted in respect of the three years' contract, commencing in May 2014, for the supply of Residential Route LED Street Light fittings.

**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 2 June 2014</b>
<b>3.</b>	<b>Title:</b>	<b>A633 Bus Priority Measures</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To inform Cabinet Member of proposals to improve bus journey time reliability and reduce delays to traffic on the A633 between the town centre and Parkgate

**6. Recommendations**

**Cabinet Member is asked to resolve that**

- (i) Agree to the principle of a bus lane on the A633 Rotherham Road**
  - (ii) Statutory public consultations and detailed design associated with the proposed bus priority measures are undertaken and subject to no objections being raised be implemented.**
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## 7. Proposals and Details

Concerns have been raised about the impact traffic delays are having on bus journey time reliability of services operating on the A633 corridor between Rotherham Town Centre and Parkgate. The proposals set out in this report are part of a long term project to improve overall journey time reliability and reduce delays between the town centre and Parkgate/Rawmarsh. These initial proposals are:-

### A633 Rotherham Road bus lane

It is proposed to introduce a bus and cycle only lane on the south bound carriageway of the A633 Rotherham Road between Taylor's Lane and Stadium Way as shown on drawing No 126/17/TT299. The bus and cycle lane, with pre signals for buses to rejoin traffic, would significantly improve bus journey time reliability, when south bound traffic queues from Stadium Way, the entrance to Parkgate Shopping.

### A633 Broad Street traffic management scheme

A major cause of the delays to traffic and the subsequent impact on bus journey time reliability on the A633 Broad Street and back to Taylor's Lane roundabout, is when the traffic signals at the junction with Greasbrough Road stop traffic on the main road; A633 to allow vehicles to turn out of the side road; Greasbrough Road.

The traffic signal timings at the junction have recently been altered to improve north and southbound traffic flows at this junction. The impact of these alterations is currently being monitored and assessed. Should this measure fail to adequately improve bus journey time reliability, then it is proposed to remove this traffic signal controlled junction. To mitigate the effects of this on pedestrians and local traffic it is proposed to:-

- Install a Toucan crossing on A633 Broad Street near its junction with Greasbrough Road, to replace the current crossing facility.
  - Greasbrough Road to become one way only west bound between Broad Street and Bear Tree Road.
  - School Road to be reopened at its junction with Greasbrough Road to provide an alternative route to the A633 south bound and the town centre via Taylors Lane/Mangham Road.
  - School Road will also include a one way plug to prevent north bound traffic using Westfield Road as a short cut the A633 Rawmarsh Hill and incorporate a contra flow cycle lane on shared use footway.
  - Westfield Road residents will be consulted on a one way plug near its junction with Rawmarsh Hill to deter south bound traffic from using Westfield Road as an alternative to the A633.
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Along with these measures it is also proposed to:-

- Install a Toucan Crossing on Taylors Lane near the A633 Broad Street roundabout, subject to full analysis.
- On Greasbrough Road, establish a loading bay/disabled parking bay adjacent to DIY shop and, a loading bay outside the Public House.

These proposals are shown on the attached drawing 126/17/TT255

### A630 Centenary Way/A633 St Ann's Road Roundabout

It is proposed that kerblines alterations are made to St Ann's roundabout to enable buses to undertake the left turn from A630 Centenary Way into the A633 St Ann's Road (north) without over-running the nearside kerb or taking this turn much wider than required.

## **8. Finance**

The Rotherham Road bus lane is estimated to cost in the region of £700,000. The A633 Broad Street traffic management scheme is estimated to cost in the region of £600,000. These will be funded by South Yorkshire Passenger Transport Executive using the Local Sustainable Transport Fund 2014/15. The kerblines alterations to St Ann's roundabout are estimated to cost in the region of £125,000.

## **9. Risks and Uncertainties**

The A633 Broad Street Traffic Management proposals will have an impact on Parkgate residents who currently access the A633 using Greasbrough Road, although an alternative route is created as part of the proposed scheme.

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

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

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

Drawing Nos 126/17/TT255 AND 126/17/TT299.

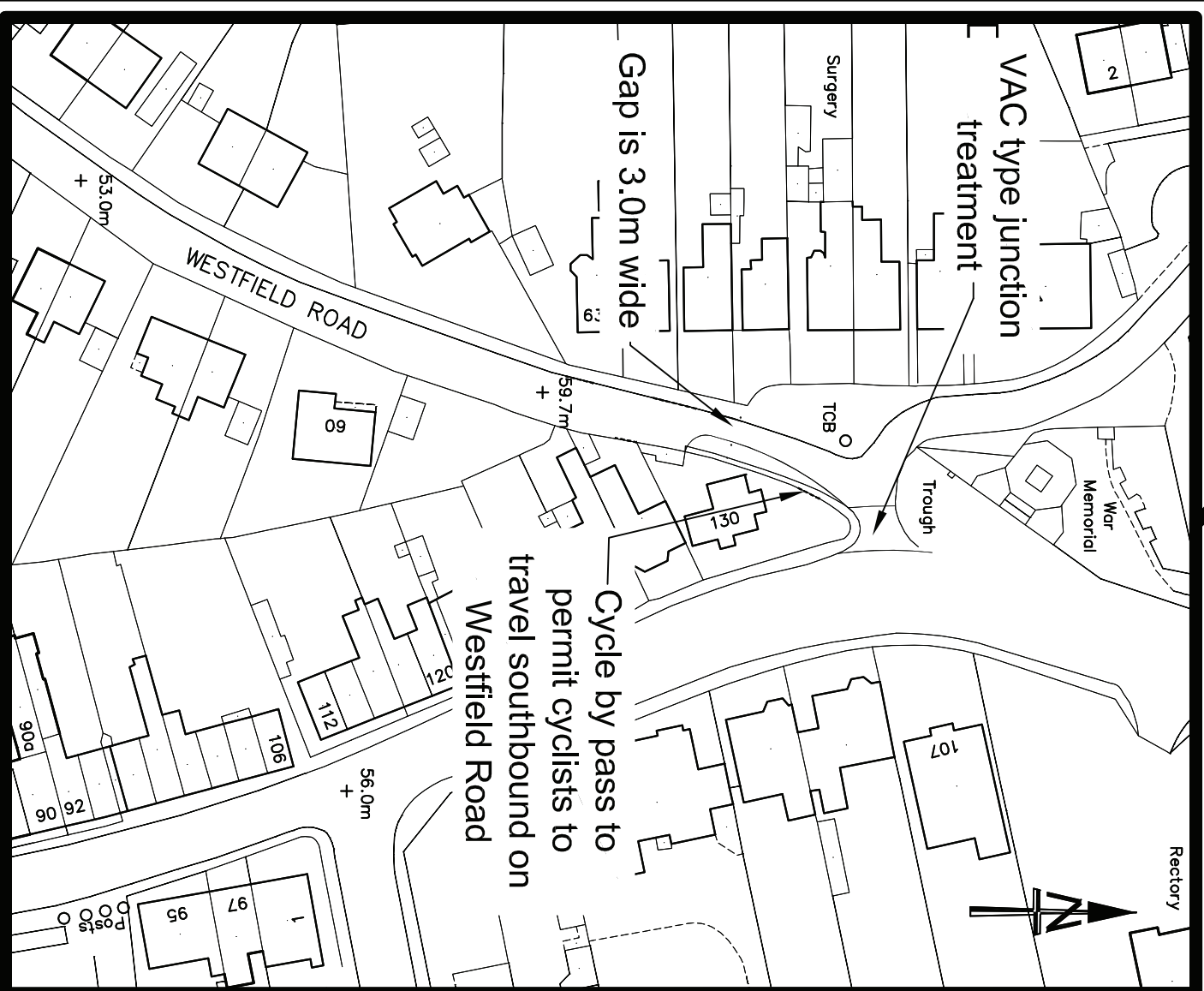
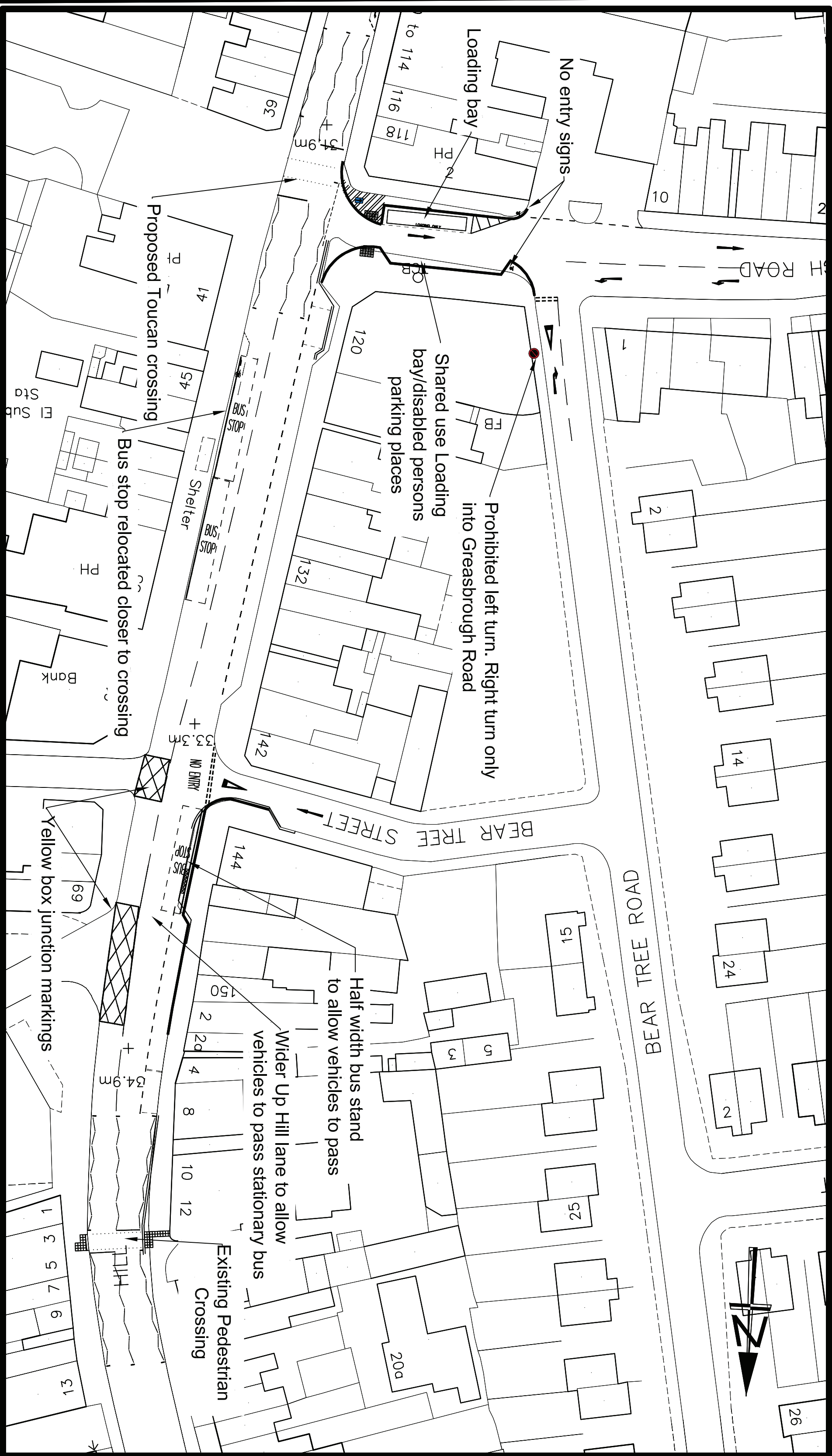
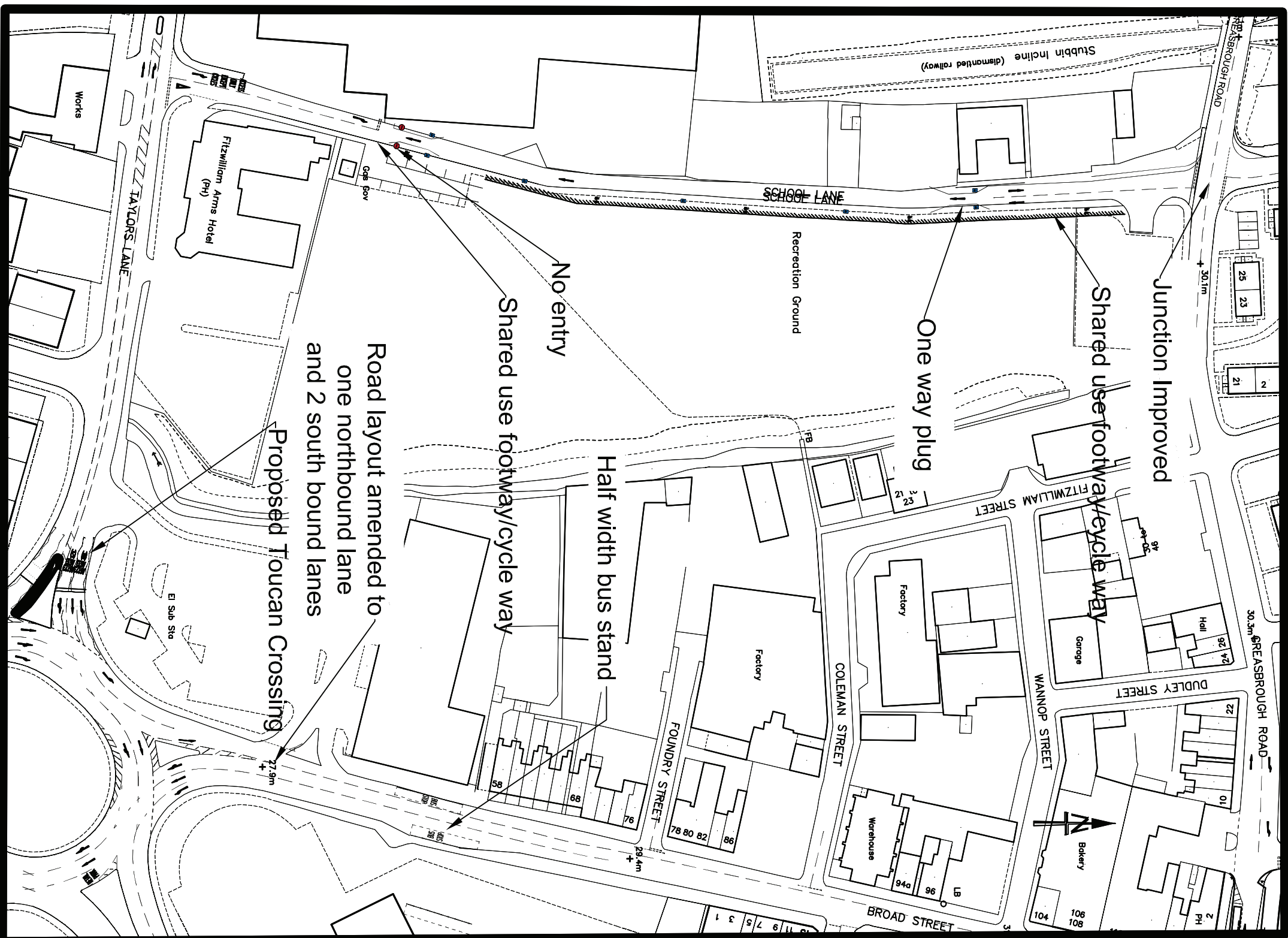
Meetings were held with the South Yorkshire Passenger Transport Executive and bus operators and the proposals were developed in partnership with them.

Meetings have been held with Rawmarsh, Rotherham East and Boston Castle Ward Members. Further meetings are to be arranged.

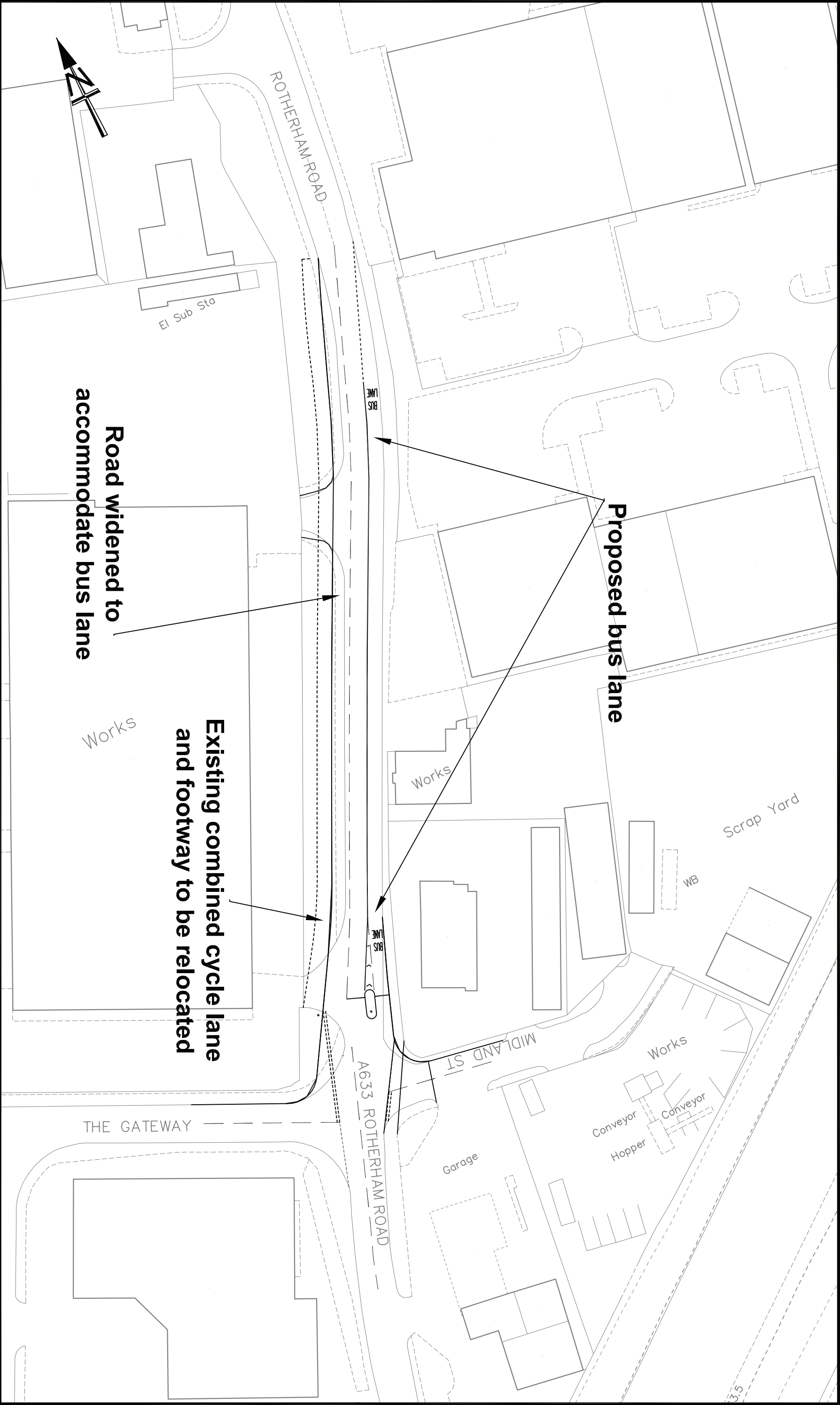
**Contact Name :** *Simon Quarta, Assistant Engineer, Ext 54491*

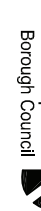
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<div><div><div><div><div>Rotherham</div><div>Metropolitan</div><div>Borough Council</div></div></div><div><div>Environment &amp; Development Services</div></div></div><div><div>Strategic Director:</div><div>Karl Battersby Bsc (Hons) MTP, MRP</div></div></div>		Client:  <div>Rotherham Metropolitan Borough Council Environment &amp; Development Services Riverside House, Main Street, Rotherham S60 1AE</div>		Title  <div>Proposed bus lane A633 Rotherham Road, Parkgate</div>	
Rev.	Description	Dwg. No.	Rev.	Scales (if A3)	
		Not to scale			
Drawn	Date	Chd. by			
S. Q.	May-14	A. S. B.			

<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 2 June 2014</b>
3.	<b>Title:</b>	<b>Objections to Proposed Waiting Restrictions – areas of Wellgate and Moorgate, Rotherham</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

Reporting objections received to the proposed introduction of waiting restrictions on various roads in the Wellgate and Moorgate areas.

**6. Recommendations**

- That the objections to proposed waiting restrictions on various streets are considered and acceded to or not acceded to as indicated in this report.
- That the Legal Orders for the waiting restrictions as indicated on Drawing No.122/18/1291RevC-2014 are implemented by the Director of Legal and Democratic Services in the 2014/15 financial year.
- The objectors are informed of the decision.

**7. Proposals and Details**Background

In 2008 public consultation was undertaken into a proposed Residents' Parking Scheme in the Wellgate areas (north and south of Wellgate). This was the subject of a report to the Cabinet Member for Regeneration and Developments Services on 2 March 2009 (Minute Number 201 refers) and was not implemented due to a lack of overall support for the proposals.

One of the recommendations in the report was to promote a Traffic Regulation Order to introduce No Waiting At Any Time restrictions. This was in order to address

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concerns about vehicles being parked too close to junctions and in other unsuitable locations that restricted reasonable access for traffic. In addition to general traffic this would greatly assist refuse or emergency services vehicles needing to access the area.

The Highway is primarily for the movement of traffic; on-street parking can be accommodated where parked vehicles do not interfere with or distract from the free and safe movement of traffic. The streets on both sides of Wellgate are primarily residential and experience a high demand for resident and visitor parking. It was considered that the rationale for the waiting restrictions was still valid so proposals were designed and consultation prepared.

#### Consultation on Proposals – May 2013

In May 2013 a series of proposed No Waiting At Any Time restrictions were advertised for the streets around Wellgate and Moorgate; Drawing No. 122/18/1291-RevB2013, Details A-D (Appendix A). These were considered to be areas where parking should not be taking place; an example being that most of the proposed restrictions would extend 10metres back from the junction, as suggested in the Highway Code. Currently, the high demand for on street parking in some of the streets does see some drivers park in inappropriate places; too close to give way lines, on corners or on opposite sides of the road creating narrow channels. The proposals were promoted as it was considered that the improvements to movement through the areas, as is the Highway priority, would arguably outweigh the disbenefits of the reduction in on street space. However, the opportunities for alternative parking for residents either off-street or on-street are limited. The result of the introduction of waiting restrictions, whilst preventing inappropriate parking, would nevertheless see an actual reduction in on street capacity. This would then likely see parking migration onto other roads and areas.

The streets on which the proposals have been advertised have been split into four areas shown as drawing detail A to D (Appendix A). This was for practical purposes during the consultation stages but also provides a clear way of considering the objections received.

Drawing No. 122/18/1291- RevB2013	Area consulted	Proposed
Detail 'A'	Wellgate to Clifton Lane	No Waiting At Any Time restrictions
Detail 'B'	South of Wellgate	No Waiting At Any Time restrictions
Detail 'C'	Hall Road to Reneville Road	No Waiting At Any Time restrictions
Detail 'D'	Streets off Moorgate	No Waiting At Any Time & No Waiting Monday-Friday restrictions

Public consultation on the proposals by area (Appendix A):

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Objections to the proposals (attached as Appendix B)

- **Wellgate to Clifton Lane (Detail 'A')**

Albany Street/ Allan Street

5 objections from Albany Street

1 letter of support and Beeversleigh Action Group requests  
(Appendix B1)

The objections to the proposals in this area primarily share the concern that the restrictions would reduce space for on street parking. They highlight existing problems of demand for parking exceeding the availability and express concerns that the introduction of restrictions would only make this worse. In this case we have promoted restrictions at junctions and locations where we consider no vehicles should be parked to ensure suitable access. The close proximity to the Town Centre, Clifton Park and Rotherham Colleges makes this area attractive for commuters to use and so it is accepted that parking for residents can be difficult. The opportunity for off street parking is limited or nil and so we have to balance the needs of residents for parking with the needs of the Highway for movement.

Most of these objectors request a new consultation on a residents parking scheme for the area. A Residents Parking scheme to address daytime commuter parking issues was promoted in 2008 but not supported by a majority. This is not being considered again at present as this was not supported previously and other areas where commuter parking problems exist are being investigated further first.

A letter of support for the proposals at the Albany Street/ Allan Street junction has been received and the Beeversleigh Action Group have continually requested improvements to this junction to ensure better access for vehicles requiring access to the Beeversleigh building.

The waiting restrictions proposed were to extend 10 metres from the junction on all arms of Albany Street/ Allan Street. In this instance 7 metres may be more appropriate to still maintain access and better visibility but to also minimise the reduction in on street parking capacity for residents.

It is recommended that the objections to the Albany Street/ Allan Street junction are not acceded to and that the waiting restrictions are implemented but to a shorter extent than promoted. The revised restrictions are shown on Drawing No. 122/18/1291RevC-2014(Detail A) (Appendix C)

Clifton Mount

2 objections from Clifton Mount residents.  
(Appendix B1)

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The proposals for Clifton Mount included No Waiting At Any Time restrictions at both ends of the road and along its entire western side. Clifton Mount is a narrow road so there is potential for the road to be blocked when drivers park on both sides of the road. The proposed waiting restrictions were promoted to prevent this by removing parking near the junctions and encouraging parking on one side of the road.

Further discussion with the objectors about this proposal resulted in a meeting with residents and Councillors Hussain, McNeely and Wootton in July 2013. The merits of the proposals were discussed and residents requested we consult again on an alternative for the western side of Clifton Mount. The Ward Members backed this amendment and suggested further consultation with Clifton Mount residents on a No Waiting Monday-Friday 9am-4pm. The result of that consultation being 9 in favour, 3 not in favour. This amendment would ensure access is still maintained through the working day but allow flexibility for residents outside of those times to park on either side of the road, so long as it was done safely and legally.

It is recommended that the No Waiting At Anytime restrictions are introduced at both ends of Clifton Mount but that the restriction introduced along the western side of the road is No Waiting Monday-Friday 9am-4pm as shown on Drawing No. 122/18/1291RevC-2014(Detail A) (Appendix C).

- **South of Wellgate (Detail 'B')**

3 objections from Godstone Road and Tooker Road.  
(Appendix B2)

The proposed waiting restrictions for the streets in this area essentially cover the junctions and corners to ensure adequate visibility and access is maintained. Objections received to the proposed waiting restrictions are on the grounds that the amount of on street parking space will be reduced in an area where parking demand is high. One of the objectors requests that the resident permit parking option is revisited. As stated above; this is not currently under consideration.

Following a meeting with Councillor Hussain to consider the viewpoints of the community it was requested that the lengths of the restrictions proposed be reduced. This would be to a level that still provide access improvements but that also minimised the impact to on-street parking.

It is recommended that the objections are not acceded to but that the lengths of No Waiting At Any Time restrictions in some locations are reduced to a maximum of 5 metres from the junction rather than 10 metres – these locations mainly being the minor arm of junctions. This would still prevent vehicles being parked on corners or across give way road markings but would retain the option for more on street parking space.

The revised restrictions are shown on Drawing No. 122/18/1291RevC-2014(Detail B) (Appendix C)

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- **Hall Road to Reneville Road (Detail 'C')**

(Appendix B3)

1 objection was received from a resident of Reneville Road. The objector requested the proposed 10 metre restriction at the junction with Reneville Close be reduced to 5 metres. The waiting restrictions for this junction were proposed as this area was identified as part of the Wellgate South Residents Parking Scheme. They were promoted to ensure adequate access at this location. However, after reviewing this location further it is not a location that suffers with high demand for on street parking. Therefore, it is recommended that the length of the restriction is reduced to 5 metres either side of Reneville Close.

The revised restrictions are shown on Drawing No. 122/18/1291RevC-2014(Detail C) (Appendix C)

- **Streets off Moorgate (Detail 'D')**

2 objections were received to the proposals on Heather Close.

1 objection was received for Rotherstoke Close.

(Appendix B4)

Heather Close

The proposals advertised for Heather Close included extending the No Waiting At Any Time on the northern side of the road and the introduction of a daytime Monday to Friday 8am-4pm restriction on parts of the road. This was promoted to address issues caused by commuter/ student parking. However, the issue of student parking has reduced as evidenced by site visits and comments from the objectors. The introduction of a daytime restriction does not now appear to be required. The extension of the No Waiting At Any Time restriction on the northern side of the road by 21 metres would ensure access further into Heather Close without disadvantaging residents.

It is recommended that the extension of the No Waiting At Any Time restriction should be implemented but that the objections to the proposed daytime restriction are acceded to and this part be withdrawn. If the student parking issue returned further review of their parking arrangements would be suggested.

The revised restrictions are shown on Drawing No. 122/18/1291RevC-2014(Detail D) (Appendix C)

Rotherstoke Close

The objection to the proposed No Waiting At Any Time restriction for Rotherstoke Close is on the grounds that it would reduce on street parking. They agree with the introduction of restrictions at the junction with Moorgate Road. The promoted restriction could have extended for 10 metres of No Waiting At Any Time from Moorgate Road on both sides as in other cases. However, the width of the road is such that when vehicles park on the southern side, as seems the most common, there is insufficient space for vehicles to be parked on the other side of the road

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between the Moorgate Road junction and the garages without blocking or significantly narrowing the road. Therefore, this extension to the proposed restriction on the northern side is to ensure parking is on one side of the road and that access is maintained to the garages. It should not in actuality remove any practical parking capacity from this road.

It is recommended that this objection is not acceded to and the proposed waiting restriction be implemented as advertised.

### Summary

It is recommended that the waiting restrictions as indicated on the amended Drawing No.122/18/1291RevC-2014(Detail A-D), attached as Appendix C, are implemented. This still represents the aims of the original proposal to ensure better access whilst also accepting some of the objectors concerns about the impact to on street parking capacity. This is reflected in the amendments.

### **8. Finance**

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

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

Waiting restrictions were proposed for locations where parking a vehicle could negatively affect movement and visibility of traffic. Not introducing the restrictions in areas where parking stress can be high could encourage drivers to use this space. The waiting restrictions would prevent this.

### **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 2013 public consultation

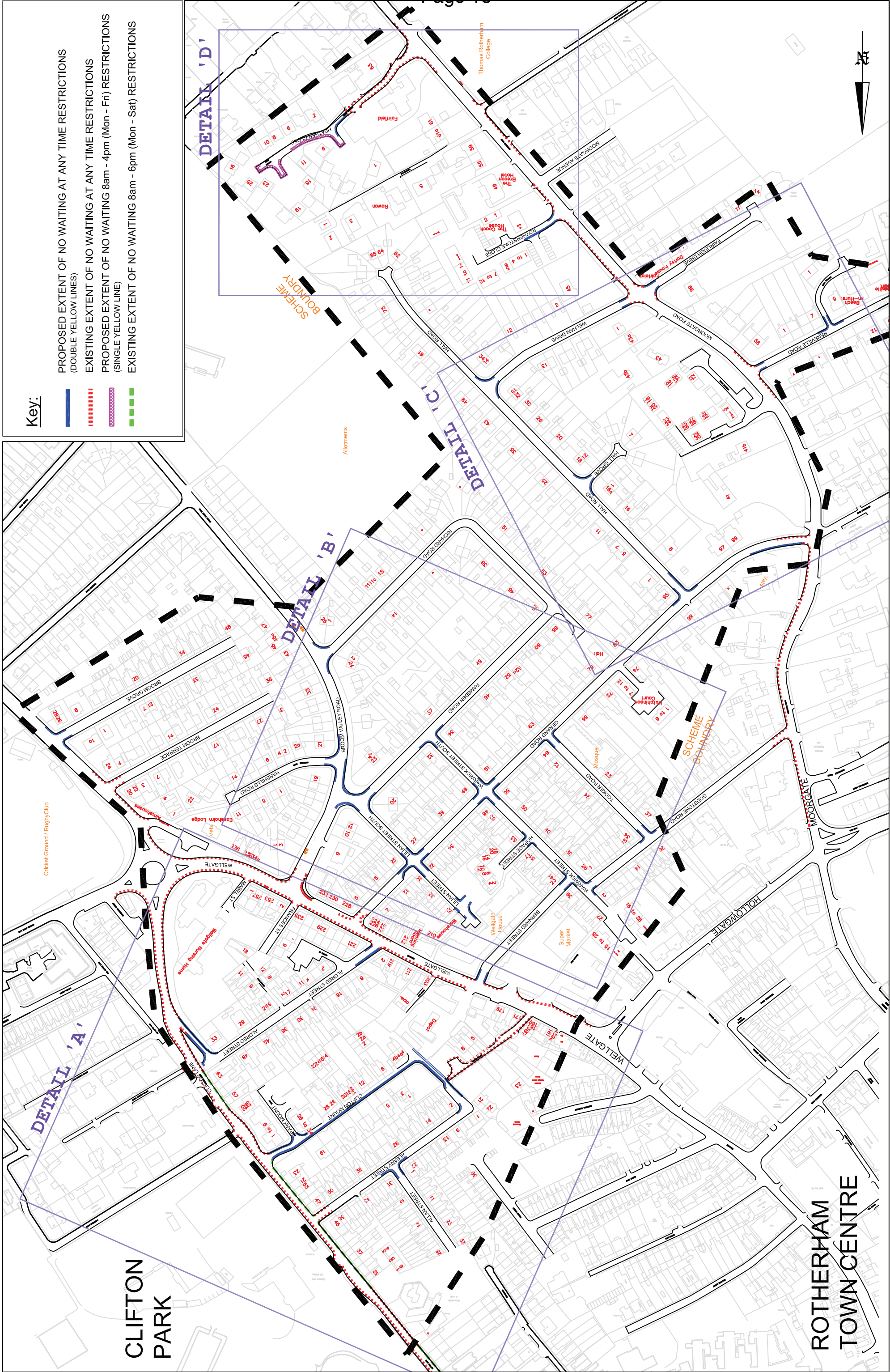
July 2013 meeting with Councillors

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

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

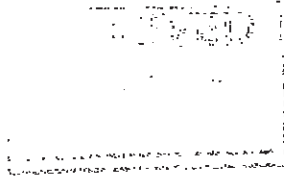
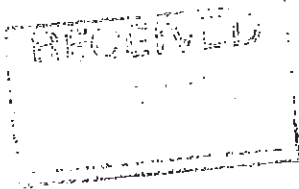
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ROTHERHAM  
TOWN CENTRE



Maurice Bartley  
[REDACTED]  
[REDACTED]  
[REDACTED]22<sup>nd</sup> May 2013

Re: Proposed no waiting at any time restrictions, Wellgate to Moorgate Area.

Dear Mr. J. Collins,

I wish to object to the above proposals for the following reasons.

**On the grounds of democracy:** Less than 3 years ago, more than 90% of the residents in this area signed a letter objecting to very similar proposals. There is no evidence to suggest that they have changed their minds.

**On the grounds of social harmony:** Taking away for many of us the possibility of parking within the area in which we live will give rise to further tensions. This is an area where people's tolerance is already being stretched. Surely it is not wise to make things worse.

**On the grounds of fairness:** Many of us who choose to live in this area of central Rotherham do so because we feel that in spite of the challenges it is in the interests of the whole community to keep some stability and to prevent the area becoming a ghetto. These proposals would further penalise all those who live close to the town centre.

**On the grounds of Common Sense:** These Streets were built around 1900. Naturally consideration was not given to the numbers of cars we currently have. We don't have the benefit of driveways, as in newer area of development. Of course we are all concerned about the issues of road accidents but we are glad that our record in that regard is a very good one. Common sense would surely suggest that we should seek **safe communities** from every point of view.

Of course parking spaces are at a premium, especially since the areas at the end of Allan St. and at the end of Albany St. have already been lost through private enterprise been given priority over the needs of the community. If the Borough plans to further limit the car park on Drummond St then our problems will get even bigger and consideration needs to be given to this.

The big problem that I observe is the huge Dustbin Lorries. These are totally unsuitable for purpose. Could you have a plan with regard to these and simply use smaller versions around these older and narrower streets. Or does economics drive everything? Are big wagons more important than people?

Where will we park if you further reduce the places available? Who would chose to live in an area where one cannot park a car? Would you? Please give respect to the people and to their views already democratically expressed.

These proposals would just make a bad situation worse.

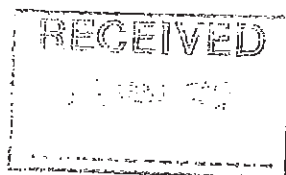
Yours truly,

(Maurice Bartley).

D A PLATTS,

CLIFTON,  
ROTHERHAM.  
S65 2AE  
20-05-13

J. Collins,  
Director of Legal and Democratic Services,  
Rotherham Borough Council,  
Riverside House,  
Main St.  
Rotherham.  
S60 1AE  
20-05-13



Re. proposed no waiting at any time restrictions, Wellgate to Moorgate area.

I would like to take this opportunity to object to the above proposals: my reasons are as follows.

1. Due to the high number of immigrants who have recently moved into the area, and the number of houses that have been split into flats, the parking situation on our local streets has become an ever-increasing problem and any reduction in parking space will make the situation impossible.

2. With the loss of space to park due to the proposals, there is no other parking alternative close by. There have already been incidents of "parking rage": tyres slashed, people leaving bins and cones in "their pog" to prevent other residents parking, and a further loss of space will no doubt exacerbate these altercations.

3. A number of flats were built recently at the back of Albany St. and I understand one of the provisos for the project, was that a parking lot at the end of Alan St. be purchased by the developer, for the use of the new residents. This was purchased, but the car park is permanently locked and the new residents park on the street creating more disruption. This should be addressed before any new plans are considered!

Another parking area for residents at the bottom of Albany St. was allowed to be run down and later sold to a private developer thus creating even less space for our residents' cars to be parked.

4. A promoted parking scheme for the area which contained these new restrictions was strongly rejected by the residents in 2009.

5. I had a meeting with one of the architects of the re-introduced no parking restrictions: Richard Baker. It beggars belief how little research he had carried out regarding the effects of his actions: none. Not one potential problem I raised with him on the effects the restrictions could, or would cause, had been investigated.

6. The sole reason he had for imposing the restrictions was on the grounds of the all-embracing "health and safety". Let me inform you that the last accident on Albany St. was when my then little girl got knocked down by someone taking a short cut. That was back in the early 80's: the council resolved the problem by blocking the rat-run from Wellgate to Clifton Lane. There have been no accidents, or incidents, since. Our roads, although undoubtedly cluttered, are safe: commendable.

It turned out then that the dustbin wagons were the problem- they could not manoeuvre properly. If any out-sider took one look at the size of the wagons we expect our refuse workers to use, on estates and streets that were built over 100 years ago, they would find it difficult to comprehend the sense of it all. The juggernauts, as they are known, are far too big for purpose and, if you used the criteria of safety which is used on a work site, then I think these monsters would be run off the job.

This "planning", or should I say lack of it, falls far short of what we as rate payers should expect from what after-all, is our money. And if we are going to tailor our streets and the way we organise our-selves, to suit some inappropriate dustbin wagons, then it is about time our planners got their priorities in order.

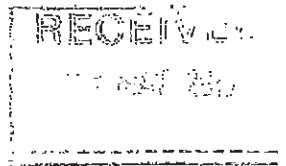
David A Platts.



Mr & Mrs Stevens

[REDACTED]  
Rotherham

S65 2AE



Dear J. Collins

We would like to object to the proposals to introduce double yellow lines on Albany Street, Allan Street and Clifton Mount. We live on Albany Street and already find parking extremely difficult. We have only lived here for a year and so we not aware that in 2009 there was a proposal to introduce a Residents Parking Scheme. We feel that if there was an option of this again as an alternative to double yellow lines then this will alleviate the issue of non-residents parking on these streets which is the main cause of the difficulties. If yellow lines are introduced on Clifton Mount it will result in all those residents as well as non-residents continuing to park Albany Street, meaning that residents on Albany Street will be unable to park anywhere near their own homes.

We kindly ask that a Residents Parking Scheme be promoted again as it was for years ago since it was last proposed and we feel that the overall support will be greater currently.

Yours Sincerely

Mr & Mrs Stevens

RECEIVED

David Brooksbank

Clifton

Rotherham

S65 2AE

Your ref 126/18/1345N+S

Dear sir / madam

I am writing with respect to the proposed parking restrictions on Albany Street. I do appreciate that access has to be provided for emergency vehicles etc but I would like to draw your attention to several other relevant points as regards parking on Albany street .

1. Parking is already at a premium on our street due to the majority of households now having more than one vehicle , ( I only have one , some have three or four ) . Parking is also taken up by people living on Clifton lane .
2. Because our street has no parking restrictions on it , it is used as a free car park by shoppers , town centre workers and people attending Rotherham Technical College .
3. Because parking is now charged in Clifton park , again our street is used as a free car park by people playing bowls , tennis , visiting the museum and families visiting the picnic and play areas .
4. The resident parking scheme previously proposed by the council would have had little or indeed a detrimental effect on resident parking because of (A) it would have cut down the amount of available parking by approx 50% and (B) it was only to be in place from Monday to Friday between the hours ( I think ) of 9.00am to 5.30 pm , therefore being of no use at all to people like myself who work week days between 8.00 am and 5.00 pm , but would still have to pay for a permit .

I would therefore like to register my objections to the proposed scheme but would wholeheartedly support a residents parking scheme that covered seven days per week and 24 hours per day and also limited to 2 permits per household

Yours Sincerely

D.J.Brooksbank

Copy to

Rose McNeeley , Mahroof Hussain , Peter Wootton



**Baker, Richard-EDS**

---

**From:** [REDACTED]  
**Sent:** 21 May 2013 13:48  
**To:** Baker, Richard-EDS  
**Subject:** Proposed no waiting restrictions on albany street/allan street

Dear Sir

Your proposed plan four double yellow lines on Albany street and Allan street will not solve the problem of parking.

The people parking on corners and blocking the street are people who work in the town centre and go to Collage they don't care were they park as long as they get parked for the day without having to pay. There are all ready yellow lines at the top of Albany street, Clifton Terrace and this do's not stop them parking there.

The only way to solve this is to give residents on Albany street and Allan street only parking permits. Could not the parking spaces on the end of Allan street be open up for residents to park.

Before this plan is implemented there should be a public meeting so residents can air there views. Could you please answer this E mail

Yours sincerely

T S Henley  
[REDACTED] Albany street  
Rotherham  
S65 2AE

30/05/2013

**Baker, Richard-EDS**

---

**From:** [REDACTED]  
**Sent:** 03 June 2013 12:21  
**To:** Baker, Richard-EDS  
**Subject:** Waiting restrictions..Albany St/Allan St Clifton Rotherham.

Dear Richard Baker.

I wish to register my support for the proposed waiting restrictions on Albany St and Allan St.Clifton.Rotherham S65.

At the moment it is a real problem.This is due to the careless attitude of car owners visiting Rotherham college and parking their cars for the duration of their visit.

I know this for a fact,as when the college is closed the problem no longer exists.I have also asked quite a few of the people parking their cars to consider the residents parking and have been met with a few different responses.Some of them not at all acceptable.

I had visitors only this morning and they were unable to park on either Albany St or Allan St.

I have reported this ongoing problem many times to street pride.Certain residents have resorted to placing their dustbins in front of their homes.This stops the college visitors parking but also creates a build up of cars parking on the corner of Albany St and Allan St.This creates problems for the refuse collection and emergency services obtaining access onto Allan St from Albany St.

Yours sincerely,  
Ronnie Spafford.

17<sup>th</sup> May 2013

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

Copy to:  
Richard Baker  
[richard-eds.baker@rotherham.gov.uk](mailto:richard-eds.baker@rotherham.gov.uk)

**The Formal Objection to proposal of parking restriction at Clifton Mount, Rotherham**  
**Respond to your letter dated 10<sup>th</sup> May 2013 with reference 126/18/1345N+S**

Dear J. Collins,

I am writing this letter to formally object to the proposal due to the reasons listed below.

My name is Monika Regulova and I have been a resident of [REDACTED] Clifton Mount, Rotherham, S65 2AQ, for approximately 6 months. Please find enclosed a map of the locality with my address marked on it. As you can see, my house does not have a private drive nor does it have any approximate parking facilities. The current parking situation is that along Clifton Mount there are a limited number of opportunities to park safely without restricting the road. These are being used regularly by myself and two other local residents. The bulk of the congestion along this stretch of road is created by non-residents who are visiting the nearby popular Clifton Park. This is often the case and thus I fully understand your attempts to alleviate parking problems in the area.

However, due to the location of my property, under your proposals I will be left with nowhere to park in the vicinity of my home. If the proposal to restrict parking is implemented in its current form, as an essential car user, I would be left with no choice but to park a considerable distance away in an area that already suffers from serious congestion where there is no guarantee that I will find a parking space daily. I would like to take this opportunity to inform you that I have a medical condition that will be adversely affected by the extra walking I would have to do in order to park my car safely. This will become especially problematic during inclement weather conditions. If my condition was to worsen, this would jeopardise my job, health and wellbeing.

Even though your proposal is for double yellows only on one side of Clifton Mount, due to the constricted nature of the road, I would be unable to park along the other side without creating a significant obstruction to traffic, emergency vehicles and local residents' drives.

My particular problem can be easily resolved with some cooperation from yourselves. You will notice by looking at the enclosed map that there is a residential parking facility very close by which is accessible for me. This residential parking is exclusively for the use of its surrounding flats. Due to the location of my house, the simplest solution would be to grant me authority to use this facility. I have noticed there is always a space available there.

As another alternative I would like to propose to make the double yellow lines where it seems to be absolutely essential such as junctions at top and bottom of Clifton Mount. The middle part of Clifton Mount will stay free of restrictions. The idea with parking bays for residents only described in next paragraph could be applicable here too.

If this is not possible, as an alternative I would like to propose that a limited number of parking bays be made available on the opposite side of Clifton Mount to the double yellow lines with appropriate signposts that would prevent visitors to Clifton Park from parking there. The implementation of this proposal will not affect emergency or utility vehicles on account of there being access from both ends of the Clifton Mount as you can see on the map.

I noticed from your letter that a proposal was put forward by yourselves in 2009 for residential parking facilities but due to the lack of response this was scrapped. I would like to point out that I was not a resident of this area in 2009 and I would most definitely have supported this proposal had I lived here. I believe that the reason for the low response rate is that most houses in the area have their own ample private drives whereas my house lacks any parking allowances. Considering that a solution to my individual problem requires little or no reconstruction work or disruption of traffic or services, leads me to believe that the council can easily rectify this problem using one of the above proposed solutions or alternatively offer me a solution of your own.

Please could you acknowledge in writing that you have received this letter and whether you are considering my case as it is of utmost importance to me as a local resident. I will be forwarding this letter to my local MP Sarah Champion with request that she lends me their support in this matter.

Please feel free to contact me with any questions or if you need any further information. I am contactable by phone on [REDACTED], by email on [REDACTED] or by post on the address below.

I am looking forward to your response.

Best Regards,

[REDACTED]

Monika Regulova  
[REDACTED] Clifton Mount  
Rotherham  
South Yorkshire  
S65 2AQ

**Baker, Richard-EDS**

---

**From:** ANDREW TOWLERTON [REDACTED]  
**Sent:** 26 May 2013 20:16  
**To:** Baker, Richard-EDS  
**Subject:** Reference 126/18/1345 N+S Proposed no waiting at any time restriction, Wellgate to Moorgate area

We are writing to object to the proposal for double yellow lines on Clifton Mount.

We are unhappy with the proposal because many of the residents do not have off street parking and we don't feel it is necessary. In addition no-one has explained to us why this has been proposed or why it has been necessary.

We do, however, recognise that there is a problem at the junction with Clifton Lane, but do not feel it warrants double yellow lines down the whole street.

We are writing on behalf of the vast majority of residents of Clifton Mount. We conducted a door-to-door survey of most residents, and all, but one, are against the proposal.

Please confirm which committee this will be going to and when a decision is going to be made.

Yours sincerely,

Everton Eschoe and Nuala McCormack

6<sup>th</sup> June 2013

Mr R Baker  
Streetpride Service  
Rotherham Borough Council  
Riverside House  
Main Street  
S60 1AE

Dear Mr Baker.

I am writing to you following our telephone conversation on the 4<sup>th</sup> June 2013. I would like to thank you for your time and for listening to my concerns.

I am writing to you about the proposed no waiting restrictions in the Wellgate area. You talked about your intentions and about the free and safe movement of traffic. In order to do this you suggested putting restrictions on parking at all the junctions in Wellgate and Broom. What you have failed to consider is where people are going to park once we have lost approximately 50 plus parking spaces over a dozen streets in the Wellgate area. Surely it would make a lot more sense if we could have a residents parking scheme where the council would charge for the permits. This would then encourage people who do not live in the in the Wellgate area but who currently use free all day on-road parking will probably then use council parking spaces provided in and around town. In my opinion this would cure the parking situation over night and there would be no need for the double yellow lines.

I would also like to take this opportunity to discredit the objections made in 2009. A lot of the people who signed the petition do not live in and around the Wellgate area and are coming to the mosque once a week on Fridays. This shouldn't enable them to make the decisions which does not concern their daily lives. If you want anyone's experience on the problems of parking in Wellgate, then look no further because I have lived on Tooker Road for over 30 years. Also at this point I would like to make a suggestion. Obviously it is only a suggestion, but it would get people thinking. At the far end of Tooker Road there is a mosque and I know that people mainly have concerns about Friday prayer, funerals and other significant occasions within the Islamic calendar, with a large congregation at the mosque. I am sure the council, street pride and local law enforcement agencies are lenient at these times with the parking. So as long as the drivers of these vehicles do not restrict other people's driveways or park illegally, I am sure some leniency could be shown for maybe an hour for either side of the prayer times.

Finally Mr Baker I want to reiterate that there is a major parking problem in Wellgate. In my honest opinion the yellow lines will make the parking a lot worse, cause numerous neighbourly disputes and cause friction among the people we live around.

I would urge you to revisit the parking permit scheme and this time highlighting the pro's and con's mainly disclosing the cost of such permits for car 1, 2 per household and guarantee that these permits would not have huge price hikes in the future which is also a concern to some of the residents.

If you are still reading this letter I would like to apologise for its length but there is still a lot more things I could say. So if you could find the time in your schedule to meet me and the other residents who I assure you do exist but who are the quiet ones, then they could also voice their concerns and views to you.

Yours sincerely

Mohammed Amin  
[Redacted]

**Baker, Richard-EDS**

---

**From:** Athersych, Kirsty on behalf of Collins, Jacqueline

**Sent:** 03 June 2013 09:58

**To:** Baker, Richard-EDS

**Subject:** FW: yellow line scheme

Hi Richard,

Another one for you.

Please note the freedom of information request which would need actioning?

Kind regards

Kirsty

**Kirsty Athersych**

Management Secretary

Director of Legal and Democratic Services

Resources Directorate

Rotherham Metropolitan Borough Council

**Tel:** 01709 255268

**Email:** [kirsty.athersych@rotherham.gov.uk](mailto:kirsty.athersych@rotherham.gov.uk)

 Think before you print - please consider the impact on the environment before printing this document

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**From:** [REDACTED]

**Sent:** 31 May 2013 19:14

**To:** Collins, Jacqueline; Baker, Richard-EDS

**Cc:** Hussain, Mahroof; McNeely, Rose; Wootton, Peter

**Subject:** yellow line scheme

Dear Mrs Collins

Firstly I would like to thank you for taking the time to read my e-mail.

I am a resident residing at [REDACTED] one of the streets that falls within the scheme.

I am writing to you in regards to the yellow line scheme that has been introduced within the wellgate and broom area. I would like to view my concerns and objections to the length of the yellow lines that will be implemented on Godstone Road.

Currently the parking is considerably restricted as it and implementation of these lines will further restrict parking.

In principle I agree with the lines being painted because it can make an improvement from a safety point of view but going too far with these lines could be more problematic for us residents. It's already a very contentious issue for residents, we have Tassibee, a volunteer-led support group, which moved from the Broom area to godstone road without considering the impact on the local residents. there are approximately 5-6 parking bays on their premises which their staff and visitors very seldomly use, resulting in further parking constraints, furthermore we have people parking on these streets and then walk to town to work.

Under the freedom of information act, I would like to know what impact assessment has been carried out, to see both, positive and negative impact these yellow lines would have on local



residents.

If they are to be introduced that there should prioritise the high risk areas. Furthermore reduce the lines from a minimum of 10 metres to 3 metres in densely populated areas, which would be more viable on a safety point, especially on the corner of Tooker Road and Godstone Road (from the first corner straight slab of pavement edge).

*Regards*



**Baker, Richard-EDS**

---

**From:** Athersych, Kirsty on behalf of Collins, Jacqueline  
**Sent:** 03 June 2013 09:53  
**To:** Baker, Richard-EDS  
**Subject:** FW: New parking arrangement plans

Hi Richard,

Please see below email.

Kind regards  
Kirsty

Kirsty Athersych  
Management Secretary  
Director of Legal and Democratic Services Resources Directorate Rotherham Metropolitan Borough Council  
Tel: 01709 255268  
Email: kirsty.athersych@rotherham.gov.uk

Q Think before you print - please consider the impact on the environment before printing this document

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

**From:** [REDACTED]  
**Sent:** 01 June 2013 17:53  
**To:** Collins, Jacqueline  
**Subject:** New parking arrangement plans

I object to the introduction to the yellow lines on tooker road.

This will cause more problems regarding to parking than that which already exists. As resident of Tooker road, i feel these plans do not address the current issues. On these basis I would like to put my concerns on record, and would like to discuss these further with persons responsible for putting these in practice. Thanks ASIF

Sent from my iPhone

**Baker, Richard-EDS**

---

**From:** [REDACTED]  
**Sent:** 14 May 2013 17:47  
**To:** Baker, Richard-EDS  
**Subject:** Proposed no waiting at any time restrictions, Wellgate to Moorgate area

Dear Richard,

I wish to object to the proposed 'no waiting at any time' restrictions in connection with [REDACTED] Reneville Road. As home owner of [REDACTED] Reneville Road which is located on the junction, I would be affected by this proposal due to restricted on-street parking options outside my property. Reneville Road/Close are not a through road, but a cul-de-sac road and at present I believe there have been no issues with on-street parking.

I feel a proposed 5 metre restriction would be more effective and a compromise between the current on-street parking and the proposed 10 metre restriction as stated in the letter dated 10/05/13.

Your Sincerley

[REDACTED]

Peter Hughes  
[REDACTED]  
[REDACTED]  
[REDACTED]

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

Dear Ms Collins

I wish to lodge my objection to the proposed parking restrictions for Heather Close. I cannot see the justification for the proposed restrictions as for months there has been no obstructive or hazardous parking in the Close. I have been told that the restrictions are intended to address issues caused by commuter/student parking. There is no evidence of commuters using Heather Close for parking and we have very few students parking here nowadays. There have been only one or two cars parked in the Close on each day in the past week, and these have been parked near the Ambulance Service buildings - not outside any of the houses. I would make the following points:

- a) Students, by and large, appear to be using the college parking facilities. The rear parking areas at the college have an overspill area which can accommodate up to 50 cars. There are usually no more than 2 cars parked in this area.
- b) The proposed single yellow line would leave only 4 potential street parking places by the houses. There is nothing to prevent students from using these spaces. At least two of these spaces would be required by nurses/therapists who visit one of my neighbours several times each day.
- c) The yellow line has been proposed for the northwest side of the Close. This covers 2 houses, including mine, which have a short single drive and need street parking for visitors or workmen's vehicles. As a 76 year old with health problems I need to have space for at least one vehicle to park off my drive. There is no guarantee of a free space on the southwest side of the Close. The houses on the southwest side, which would be left free of parking restrictions, all have double drives.
- d) I can guess that the proposal to introduce parking restriction came from one or two residents on the southwest side of the Close because of students parking a car opposite their drive. I have not seen a student car parked there in the last few months! Why should I suffer parking restrictions because a neighbour was slightly inconvenienced?

**Baker, Richard-EDS**

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**From:** [REDACTED]  
**Sent:** 13 May 2013 18:29  
**To:** Baker, Richard-EDS  
**Subject:** Objection to the proposed restrictions on Heather Close

Dear Sir

Thank you for your letter dated 13 May 2013, reference 126/18/1345N+S.

We wish to object to the proposals on Heather Close as we do not think there is a problem and any restrictions will just cause difficulties for visitors, specifically my elderly parents who like to park close to the house and with the new restrictions, this would not be possible.

Also, the proposed single yellow line would end half way along the front of our house, resulting in a concentration of vehicles always parking in this specific spot, outside our house.

Regards  
Kathleen and Antony Bilinski  
[REDACTED]

[REDACTED]  
[REDACTED] ROTHERSTOK CLOSE

MOORGATE

ROTHERHAM

S60 2JU

23/5/2013

Dear Sir,

We are writing to express our concerns regarding the painting of double yellow lines on Rotherstone Close as we can see no reason for doing this.

We understand the need for some close to the junction with Moorgate Road, but why do we need 4.1 metres on one side when most roads I appear to be only 10 metres. Also, our restrictions apply 7 days a week when others such as Healds Close are only Monday to Friday.

We have a very specific reason for not wanting this to be put into

operation as we are the only road in the proposed scheme (Due to its being blocks of flats) where there are no drives attached to the properties to provide for visitor parking etc.

It would surely make more sense if we had permits, as in other areas of Rotherham, thus allowing somewhere for visitors to park.

Many flats do have a garage but these are totally impractical because they are too small. Most people are unable to get even a basic saloon car into them due to their size and the fact that most of them have a difficult approach giving poor access and not enough space to swing round into them.

At present there is barely enough parking space for residents so how can we get contractors to carry out work if there is nowhere to park.

The fact that loading and unloading is allowed does not help when tools etc. need to be available, and, indeed, where else is there to park anyway?

We also have cars calling 3 times a day to attend to the needs of elderly residents, mobile hairdressers, cleaners, people carrying out work on individual properties, meter readers, British Gas to service heating systems etc. etc. and visitors as mentioned previously. None of these people will want to park streets away and carry heavy equipment or walk long distances thus wasting precious time and adding to their already busy workload.

We can only see this as a scheme which is going to affect the everyday life of our residents, causing extra strain and stress to



people, which we consider to be  
a retrograde step, and would  
urge you to seriously re-consider  
these proposals.

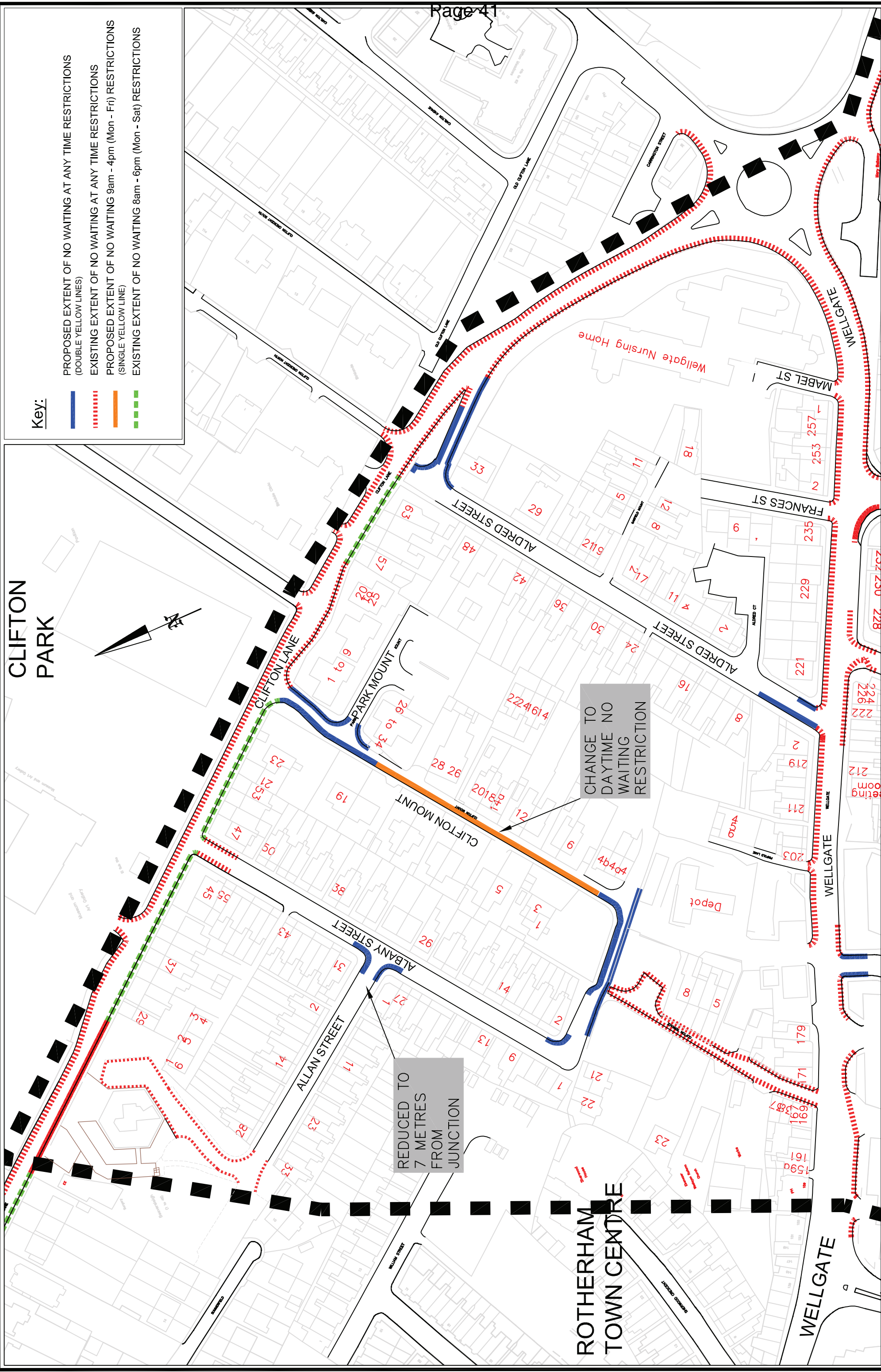
Yours faithfully

[REDACTED] (Mrs)

Director of Rotherstone Flats Co. Ltd.

[REDACTED] (Mrs.)

Director of Rotherstone Flats Co. Ltd.



# 2014 DETAIL 'A'

**Rotherham Metropolitan Borough Council  
Environment & Development Services  
Bailey House, Rawmarsh Road,  
Rotherham S60 1TD**

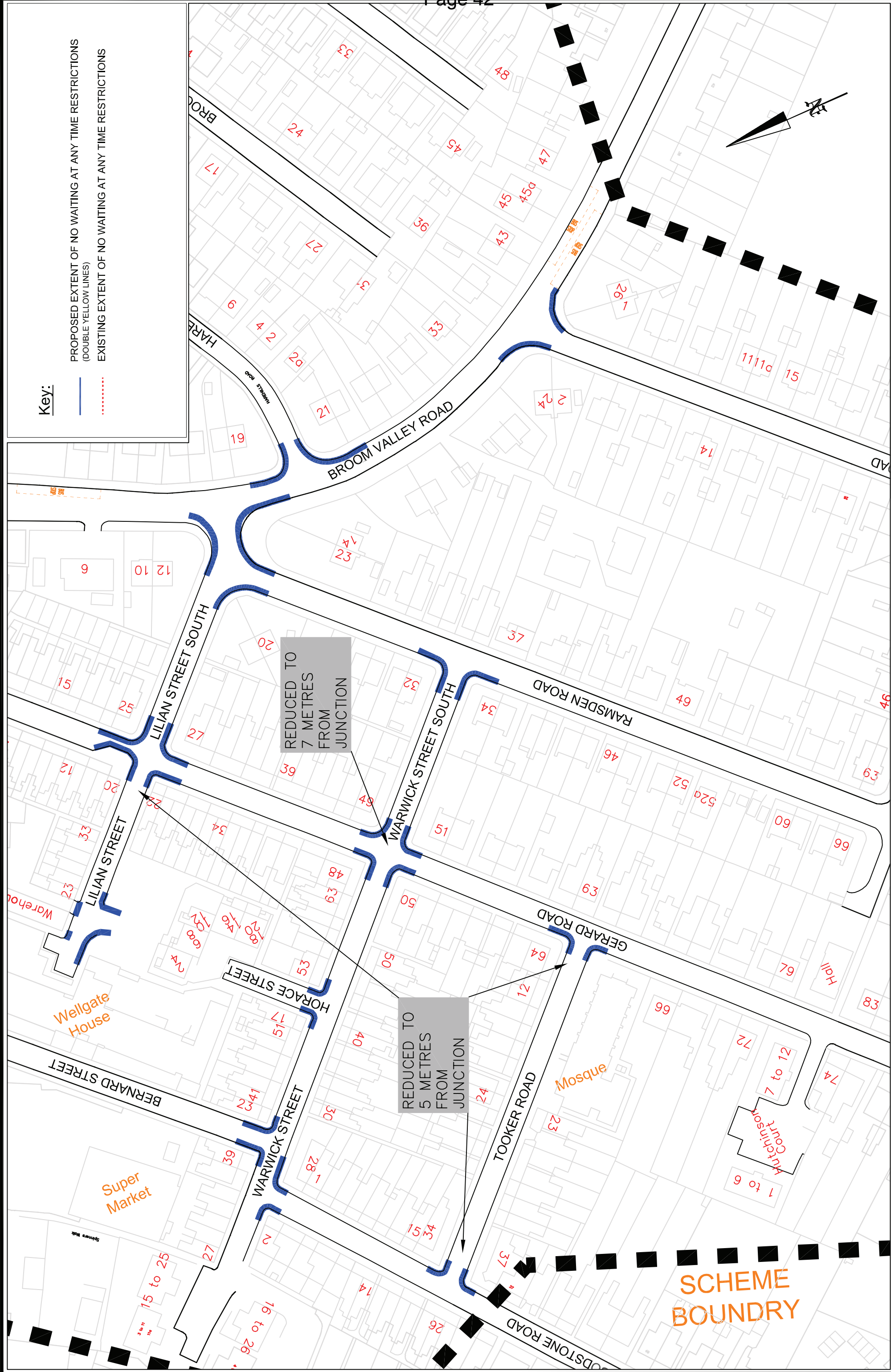
**Rotherham**  
Metropolitan  
Borough Council

**Environment &  
Development Services**


Strategic Director:

PROPOSED INTRODUCTION OF WAITING RESTRICTIONS – WELLGATE TO MOORGATE AREA				
Title	Dwg. No. 122-18-1291 –DETAIL A		Rev. C-2014	Scales (If A3) NTS
Drawn	RB		Date JAN 2012	Chd. by ASB





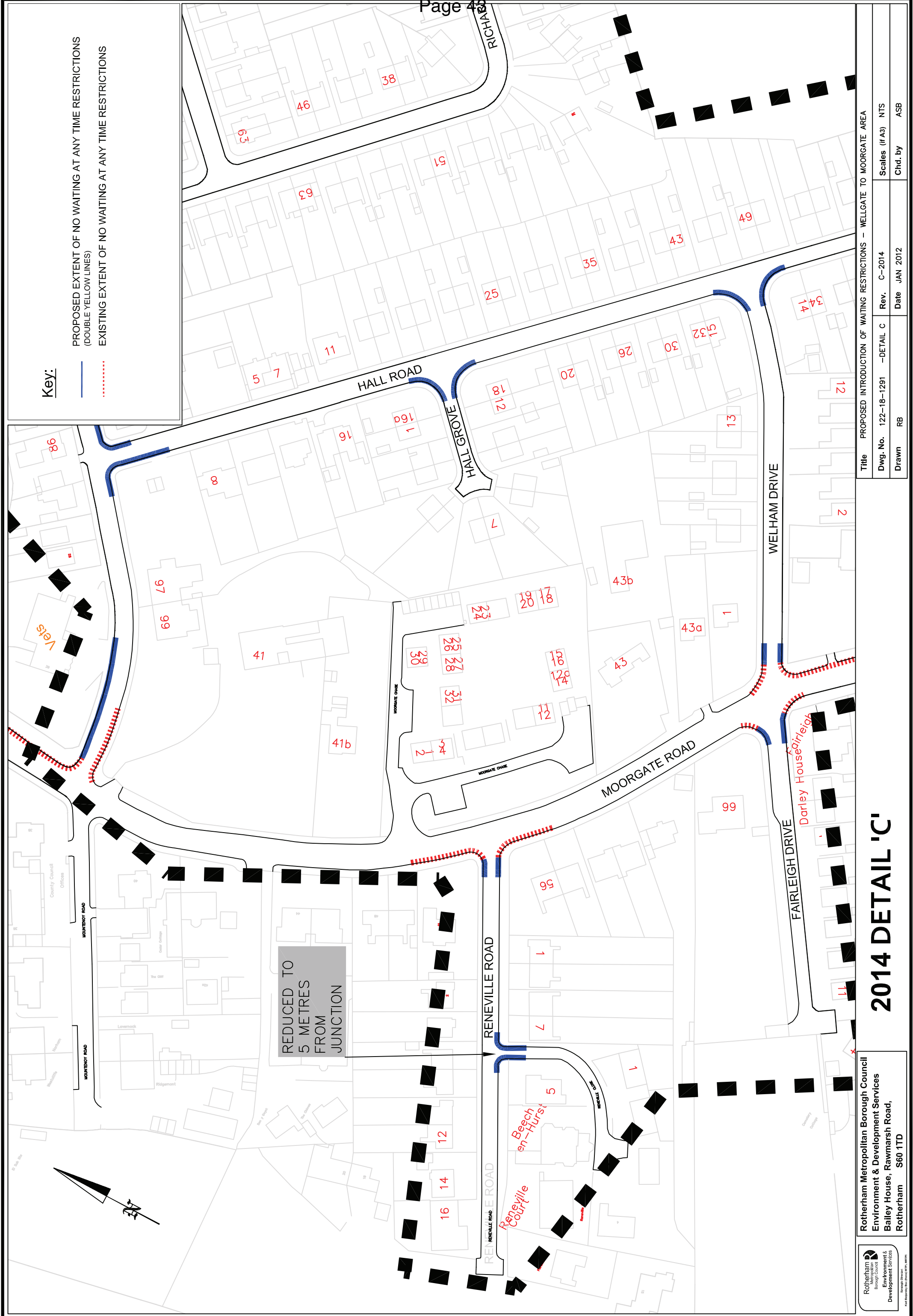
Title PROPOSED INTRODUCTION OF WAITING RESTRICTIONS – WELLGATE TO MOORGATE AREA			
Dwg. No. 122-18-1291	Rev. C-2014	Scales (if A3) NTS	
Drawn RB	Date JAN 2012	Chd. by ASB	



Rotherham Metropolitan Borough Council  
Environment & Development Services  
Bailey House, Rawmarsh Road,  
Rotherham S60 1TD

# 2014 DETAIL 'B'

Rotherham Metropolitan Borough Council  
Environment & Development Services  
Bailey House, Rawmarsh Road,  
Rotherham S60 1TD



Key:

- PROPOSED EXTENT OF NO WAITING AT ANY TIME RESTRICTIONS  
(DOUBLE YELLOW LINES)
- EXISTING EXTENT OF NO WAITING AT ANY TIME RESTRICTIONS

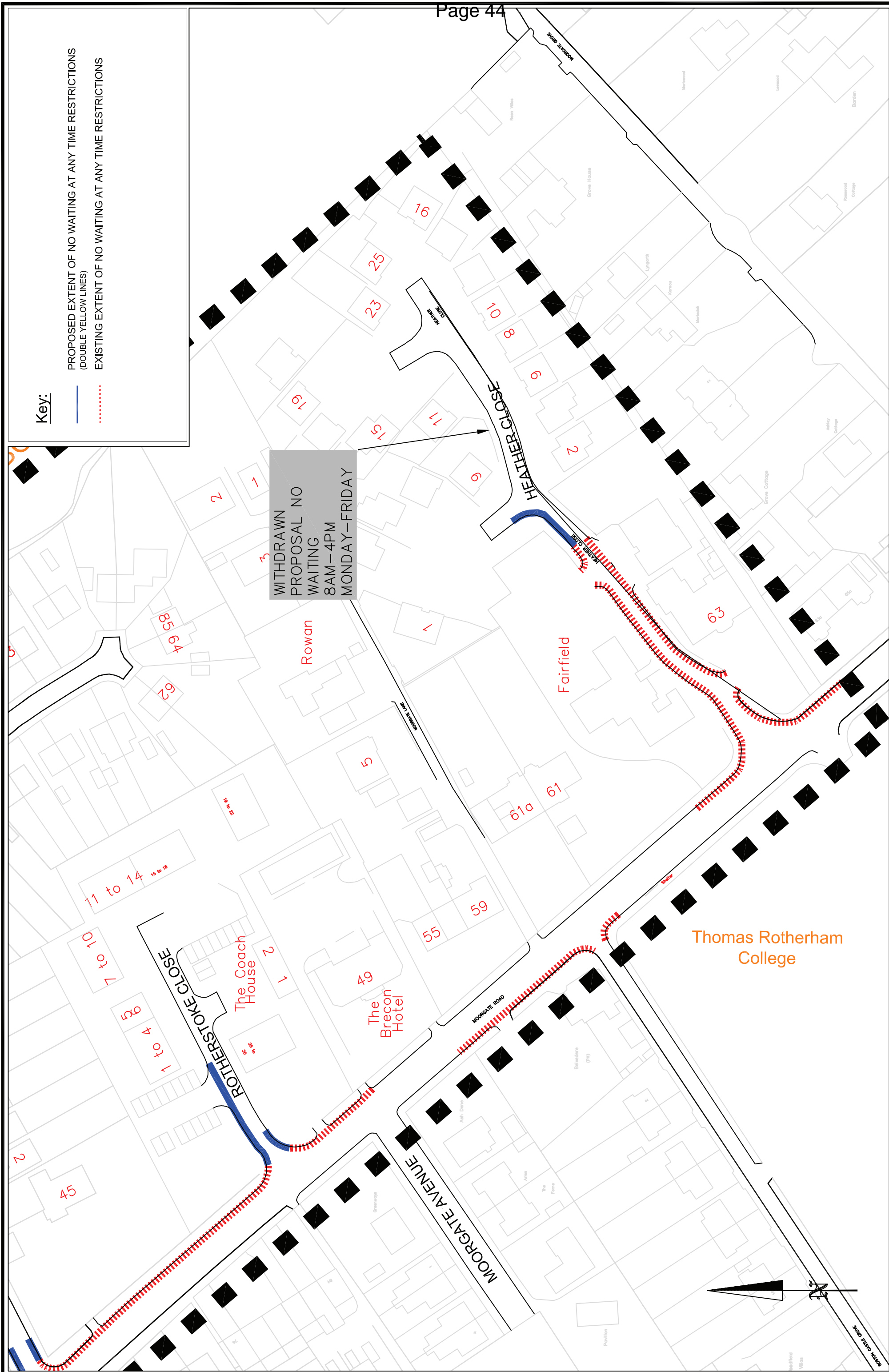
Rotherham Metropolitan Borough Council  
Environment & Development Services  
Bailey House, Rawmarsh Road,  
Rotherham S60 1TD

# 2014 DETAIL 'C'

Title PROPOSED INTRODUCTION OF WAITING RESTRICTIONS – WELLGATE TO MOORGATE AREA

Dwng. No.	122-18-1291	-DETAIL C	Rev.	C-2014	Scales (if A3)	NTS
Drawn	RB		Date	JAN 2012	Chd. by	ASB





**Rotherham Metropolitan Borough Council  
Environment & Development Services  
Bailey House, Rawmarsh Road,  
Rotherham S60 1TD**

**Rotherham**  
Metropolitan  
Borough Council

**Environment &  
Development Services**

*Sarah's Director.*

# 2014 DETAIL 'D'

Title PROPOSED INTRODUCTION OF WAITING RESTRICTIONS – WELLGATE TO MOORGATE AREA			
Dwg. No.	122-18-1291	-DETAIL D	Rev.
Drawn	RB		Date
			C-2014
			Scales (if A3)
			NTS
			Chd. by
			ASB

**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 2 June 2014</b>
<b>3.</b>	<b>Title:</b>	<b>CONDITION OF THE CARRIAGEWAY – TEMPLE CRESCENT, BRAMLEY</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

A petition has been received from the residents of Temple Crescent, Bramley requesting that the carriageway be resurfaced.

**6. Recommendations**

**That the lead petitioner be informed that the carriageway resurfacing works will be considered at future proposed works programme meetings along with other highway maintenance sites. That the cyclic safety inspections will continue.**

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## **7. Proposals and Details**

A petition signed by the residents of Temple Crescent was received by Environment and Development Services on 16 April 2014 (copy attached).

Temple Crescent, Bramley is a residential cul-de-sac running off Wood Lane and 263m in length. It is subject to a six monthly cyclic safety inspection (SHI) and the last cyclic condition survey (CVI) was undertaken in May 2014.

The safety inspections carried out in April 2013 and October 2013, where no actionable defects found. The inspection in April 2014 found 16 actionable defects. The next cyclic safety inspection is due in October 2014.

The condition survey was carried out in May 2014 in response to this petition and found 20m of RED, 200m of AMBER and 43m of GREEN. Where GREEN = generally good condition, AMBER = plan investigation and RED = plan maintenance work. The next condition survey is due in March 2018.

The "Multihog" patching system (Appendix 1) has been considered, but after a site assessment it was found not to be suitable.

## **8. Finance**

The majority of carriageway resurfacing is funded from the Capital LTP budget which has now been programmed for 2014/15.

## **9. Risks and Uncertainties**

The carriageway could continue to deteriorate along with many other roads in Rotherham. However, Rotherham Borough Council has a robust cyclic inspection regime in place to manage this risk.

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

The Corporate Plan (Priority 3) indicates a commitment to make sure that Rotherham's roads and footpaths are safe to use, and that the condition is as good, or better than the national average.

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

Petition

Appendix 1

**Contact Name :** *Stephen D Finley, Principal Engineer, Streetpride Service, ext. 22937, [Stephen.finley@rotherham.gov.uk](mailto:Stephen.finley@rotherham.gov.uk)*

Petition Temple Crescent, Bramley

## Appendix 1

Within the current Code of Practice there are two responses for dealing with safety defects;

- **Priority A** - Used to deal with defects which form an immediate hazard to the highway user. Action will be instructed by telephone from the site. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< four hours from identification.
- **Priority 1** - See definition in guidance on Safety Inspections. This category is also used to react to customer generated reports of urgent defects. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< 24 hours from identification of defect.

The majority of these defects are identified whilst carrying out cyclic safety inspections. Additional defects are identified when carrying out ad-hoc inspections or from customer reports.

On identification these safety defects are passed on the Highway Delivery Team (HDT) by phone and a back office process is completed later. This method works well and meets the requirement of the national guidance and underpins our third party claims defence.

There are a number of problems with this existing method:

- Due to the number a first fix is not being achieved.
- The standard of repair has been called in to question.
- The number of repeat repairs is rising.
- Safety defects arising at the side of existing repaired defects.
- Inefficient use of Highway Inspector (HI) and HDT resource.

In order to address the above a new method is proposed, which was prompted by three opportunities:

- Earlier this year the HDT took delivery of a new piece of mobile equipment called a "Multihog", which can be fitted with various attachments. The DHT have purchased the milling and winter packs. The milling pack has been in use for over six months and has been very successful in dealing with small carriageway patches. Its versatility will lend itself to carrying out permanent repairs to potholes.
- A willingness and desire from staff to improve the planning of safety defect repairs to improve quality.
- To prevent future safety defects occurring close to existing safety defects.

To be able to adapt to a new system of working the response time taken to repair defects must be extended from 24hrs to 48hrs. This will enable more efficient planning of works. The new 48 hour response time has been endorsed by the Council's insurers along with the solicitors and barristers that are used to represent the Council with respect to third party highway claims.

Improvements in the quality of the repairs are also required and the "Multihog" will provide a quick and efficient method of excavating the highway to accept better quality material and repair methods. This will significantly reduce the number of repeat safety repairs at a location.



To reduce the number of safety defects appearing close to an existing safety repair, it is proposed to expand the area immediately adjacent to an identified safety defect to include future potential safety defects.

### Identification, Categorising and Risk Assessment

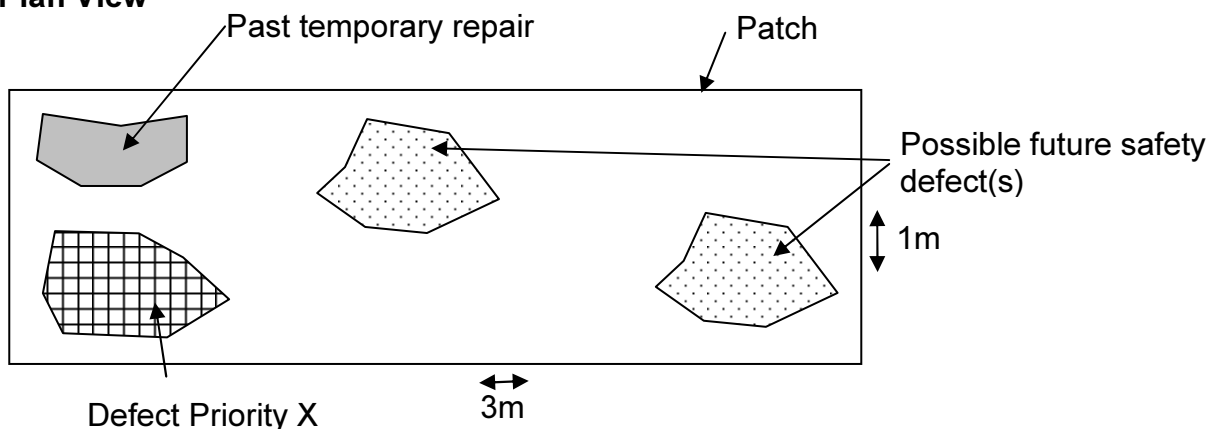
The existing procedure of generating cyclic, ad-hoc and report inspections will not change. If the defect is assessed as a Priority A (4hrs) then this defect will be actioned as previously.

If a Priority 1 (24hrs) defect is identified then a further risk assessment risk assessment will be carried out on site.

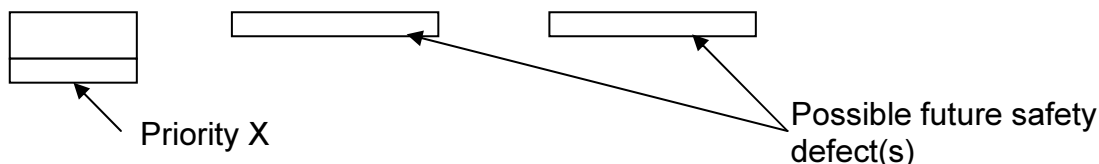
The pothole location needs to be considered. Higher risk locations such as; schools, doctors, hospitals, high traffic volumes (vehicle/foot), vulnerable people, Permit Street, etc. will place this defect in the existing Priority 1(24hrs) category.

All other defects will be placed in the new Priority X (48hrs) category, the close surrounding area need to be assessed. The methodology is to include any past temporary repairs and any other defects that could become hazardous in the near future. The completed repair should be of a “table top” size.

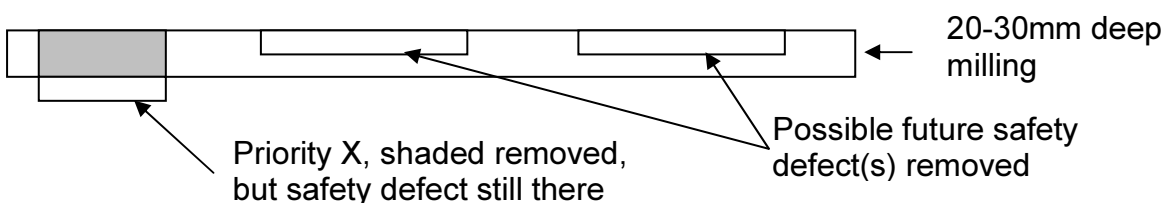
#### Plan View



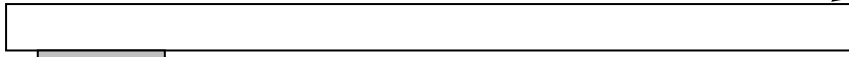
#### Side view prior to milling



#### After milling



**PX removed**



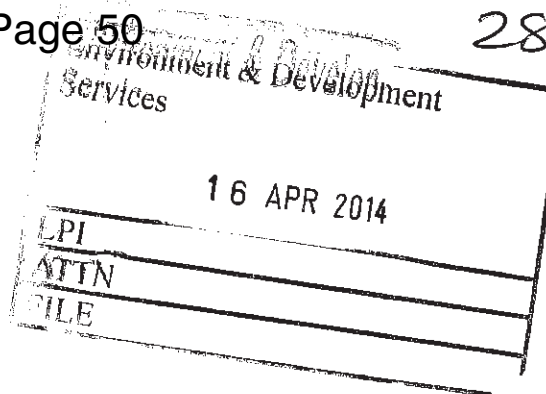
Patch to be repaired  
within 5 days



Priority X removed.



Highways Department (Streetpride)  
Rotherham Metropolitan Borough Council,  
Riverside House,  
Main Street,  
Rotherham, S60 1AE.



2<sup>nd</sup> April, 2014.

Dear Sirs,

Re: Road fronting 6 Temple Crescent, Bramley, Rotherham.

I am writing to complain about the very poor state of repair of the road in front of my house, together with that of surrounding properties.

My road is on a small, private estate, and it has gradually got worse and worse over the years and there are now large areas where it has worn down to the hardcore underneath, and the area in front of my drive is particularly bad. It has been "bodged up" several times over the years but as soon as the bad weather comes the holes re-appear. I sent an email about this about a year ago and never got a response, and I made a telephone call some months ago to which I also never got a response – however a few days later a truck arrived and **some** of the holes were filled in again. I made a video of the men doing this and it literally took 5 minutes.

The properties on our road are in one of the higher council tax bands and yet we never see a gritter in winter and the road is terribly neglected. At the moment there are hundreds of little stones everywhere which have shot up from the road. They are not only on the side of the road itself but also all over the pavements and on our drives. Every Spring I sweep the area in front of my house to keep it clean and tidy, and my husband has to dispose of what is collected. However, there are so many loose stones there at the moment that I do not think I could even attempt to clear up this Spring. Temple Crescent consists of both houses and bungalows and the residents tend to be mainly middle-aged or elderly. These loose stones could prove dangerous to walk on and could result in an accident if someone was to slip on them whilst walking on the pavements. The holes in the road are also detrimental to our cars as we have to work our way over the lumps and bumps every time we pull on or off our drives.

I am now requesting that the road be totally re-surfaced.

I know that times are hard and council money is tight, but if my road was on a council estate I have no doubt that it would have been resurfaced ages ago. I have lived at my property for 26 years and I do not think it unreasonable to suggest that the time has come to renew its surface. Continually bodging up the holes is just throwing good money after bad and is not solving the problem. In fact if you add up what has been spent in doing this over the years I am sure resurfacing would ultimately have been the cheaper option.

I am enclosing a petition signed by the residents around and about me who are all in agreement with my request for our road to be resurfaced. Perhaps you could arrange for someone to come out and carry out a proper inspection to see just how bad the road is and how many potholes there are that keep re-appearing and constantly guzzle up the money on "quick fixes" instead of it being used to do a "proper job" which would then last for many years without needing further attention.

Ctd...

I (we the residents) look forward to hearing from you as soon as possible on this matter and I would be grateful if you would kindly acknowledge receipt of this letter. Many thanks.

Yours faithfully,

A handwritten signature in cursive script, appearing to read 'S.E. Haith'.

Sandra. E. Haith, (Mrs.)

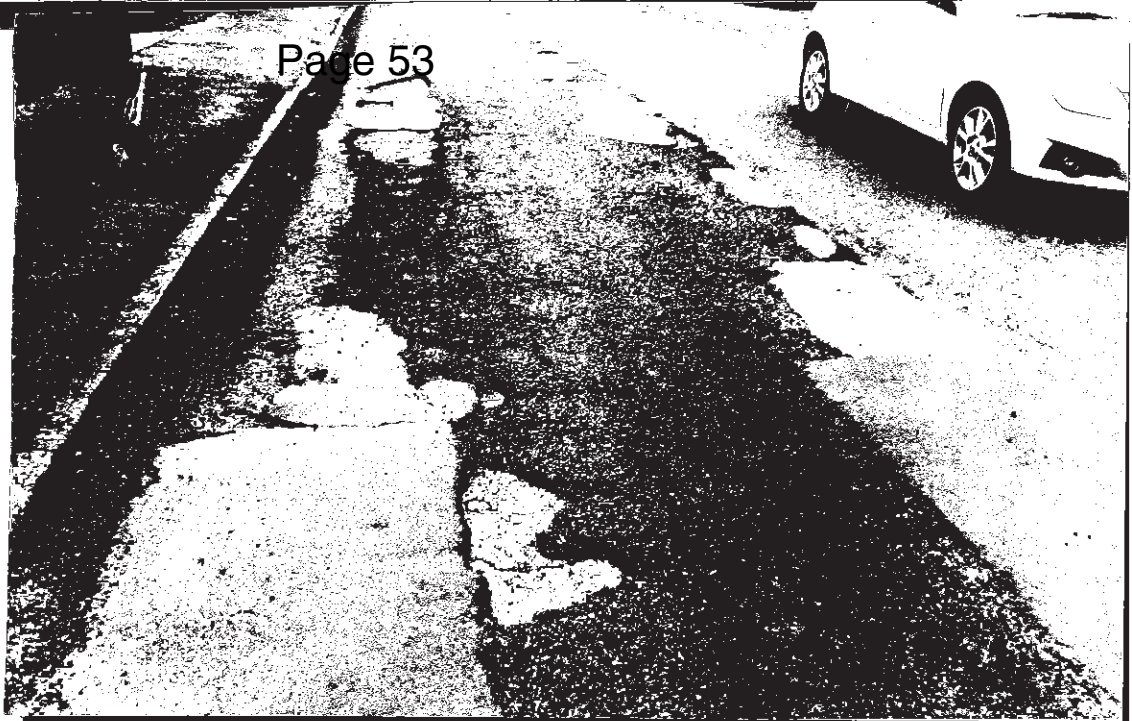
6 Temple Crescent,  
Bramley,  
Rotherham,  
South Yorkshire, S66 1UT.

Tel. 01709 530522

3.4.2014

**PETITION IN SUPPORT OF ROTHERHAM BOROUGH COUNCIL RE-SURFACING THE ROAD ADJACENT TO THE PROPERTIES LISTED BELOW:**

S. E. Henth	6	Temple Crescent
S B Henth	"	"
D. O. Eridge	8	Temple Crescent
C. E. Eridge	8	"
W. A. H.	5	"
C. Wood	5	"
B. G. Davis	7	"
GRAHAM BALL Ball	9	"
MART BALL noball	9 - 11	"
S. Hitchings	7 - "	"
<del>S. D. D.</del>	14	Temple Crescent
<del>A. D.</del>	14	"
R. D.	14	"
S. H. P.	14	"
P. C. G.	12	"
J. Marsden	10	"
A. MacRae	10	"
M. Whitman H.	1	"



**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 2 June 2014</b>
<b>3.</b>	<b>Title:</b>	<b>CONDITION OF THE CARRIAGEWAY – COOK AVENUE, MALTBY</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

A petition has been received from the residents of Cook Avenue, Maltby requesting that the carriageway be resurfaced.

**6. Recommendations**

**That the lead petitioner be informed that the carriageway resurfacing works will be considered at future proposed works programme meetings along with other highway maintenance sites. That the cyclic safety inspections will continue.**

---

## **7. Proposals and Details**

A petition signed by 65 residents of Cook Avenue and one visitor was received by Environment and Development Services on 24 March 2014 (copy attached).

Cook Avenue, Maltby is a residential cul-de-sac running off Dale Hill Road and 146m in length. It is subject to a six monthly cyclic safety inspection (SHI) and the last cyclic condition survey (CVI) was undertaken in March 2014.

The safety inspections carried out in June 2012, December 2012, June 2013 and December 2013 found no actionable defects. The next cyclic safety inspection is due in June 2014.

The condition survey was carried out in March 2014 in response to this petition and found 76m of AMBER and 70m of GREEN. Where GREEN = generally good condition, AMBER = plan investigation and RED = plan maintenance work. The next condition survey is due in March 2018.

Cook Ave was identified as a suitable site for the "Multihog" patching works (please see appendix 1, CoP). These works were completed in March 2014.

Due to the condition of Cook Avenue, its hierarchy and location it is not on the 2014/2015 works programme. It will be considered at future proposed works meetings.

## **8. Finance**

The majority of carriageway resurfacing is funded from the Capital LTP budget which has now been programmed for 2014/15.

## **9. Risks and Uncertainties**

The carriageway could continue to deteriorate along with many other roads in Rotherham. However, Rotherham Borough Council has a robust cyclic inspection regime in place to manage this risk.

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

The Corporate Plan (Priority 3) indicates a commitment to make sure that Rotherham's roads and footpaths are safe to use, and that the condition is a good, or better than the national average.

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

Petition

Appendix 1

**Contact Name :** *Stephen D Finley, Principal Engineer, Streetpride Service, ext. 22937, [Stephen.finley@rotherham.gov.uk](mailto:Stephen.finley@rotherham.gov.uk)*



Petition Cook Avenue, Maltby

## Appendix 1

Within the current Code of Practice there are two responses for dealing with safety defects;

- **Priority A** - Used to deal with defects which form an immediate hazard to the highway user. Action will be instructed by telephone from the site. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< four hours from identification.
- **Priority 1** - See definition in guidance on Safety Inspections. This category is also used to react to customer generated reports of urgent defects. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< 24 hours from identification of defect.

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- Inefficient use of Highway Inspector (HI) and HDT resource.

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- Earlier this year the HDT took delivery of a new piece of mobile equipment called a "Multihog", which can be fitted with various attachments. The DHT have purchased the milling and winter packs. The milling pack has been in use for over six months and has been very successful in dealing with small carriageway patches. Its versatility will lend itself to carrying out permanent repairs to potholes.
- A willingness and desire from staff to improve the planning of safety defect repairs to improve quality.
- To prevent future safety defects occurring close to existing safety defects.

To be able to adapt to a new system of working the response time taken to repair defects must be extended from 24hrs to 48hrs. This will enable more efficient planning of works. The new 48 hour response time has been endorsed by the Council's insurers along with the solicitors and barristers that are used to represent the Council with respect to third party highway claims.

Improvements in the quality of the repairs are also required and the "Multihog" will provide a quick and efficient method of excavating the highway to accept better quality material and repair methods. This will significantly reduce the number of repeat safety repairs at a location.

To reduce the number of safety defects appearing close to an existing safety repair, it is proposed to expand the area immediately adjacent to an identified safety defect to include future potential safety defects.

### Identification, Categorising and Risk Assessment

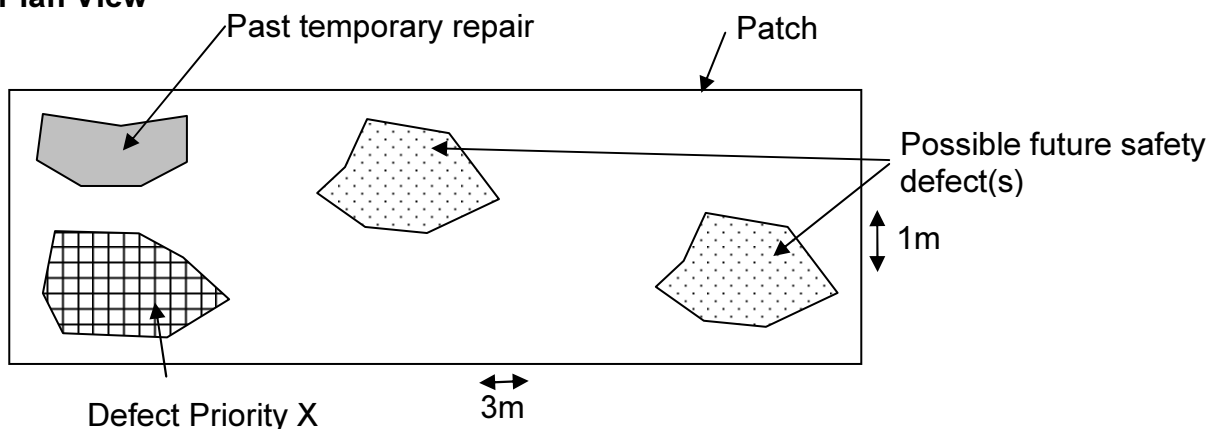
The existing procedure of generating cyclic, ad-hoc and report inspections will not change. If the defect is assessed as a Priority A (4hrs) then this defect will be actioned as previously.

If a Priority 1 (24hrs) defect is identified then a further risk assessment risk assessment will be carried out on site.

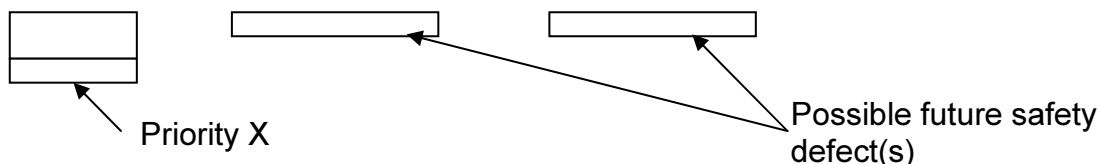
The pothole location needs to be considered. Higher risk locations such as; schools, doctors, hospitals, high traffic volumes (vehicle/foot), vulnerable people, Permit Street, etc. will place this defect in the existing Priority 1(24hrs) category.

All other defects will be placed in the new Priority X (48hrs) category, the close surrounding area need to be assessed. The methodology is to include any past temporary repairs and any other defects that could become hazardous in the near future. The completed repair should be of a “table top” size.

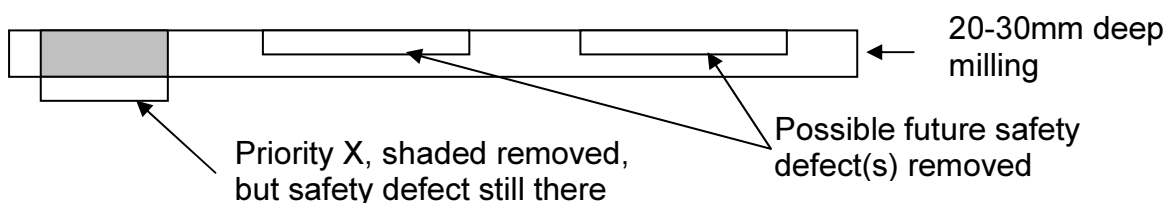
#### Plan View



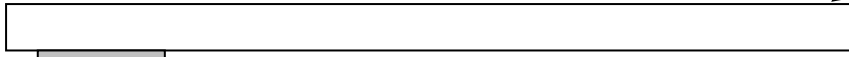
#### Side view prior to milling



#### After milling



**PX removed**



Patch to be repaired  
within 5 days



Priority X removed.



Miss Clare Wake  
26 Cook Avenue  
Maltby  
Rotherham  
S66 8QZ  
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

A handwritten signature in black ink, appearing to be 'Clare Wake', with a stylized, cursive script.

Clare Wake



# COOK AVENUE RESIDENTS (\$66)

## ROAD REPAIR PETITION 2014

We the undersigned would like to raise to your attention, The dangerous condition that the road surface of our avenue has now become.

It is our opinion that permanent road surface repairs are carried out at the utmost urgency, Before any serious personnel injuries are sustained or any damage to residents vehicles.

Forename	Surname	House Number	Signature
JANE Denton	Denton	32	
Pete	Denton	32	
MELANIE	DENTON	32	
ANN	RIDER	30	
Roy	Rider	30	
Jenny	Hempshall	34	
YVONNE	HEMPSHALL	34	
KATE	Hempshaw	34	
Donna	Gulliver	45	
Nathan	Gulliver	45	
JANET	HOLDEN	37	
GLENNYS	FOSTER	33	
HELEN	PLANT	33 Visitor	
ANGELA	JONES	24	
RONALD	JONES	24	
LISA	JONES	24	
WILLIAM	GREENSMITH	19	
LANE	VALENTINE	17	
ANDY	LANE	17	
JUNE	PEDLEY	13	
GRANAM	SLACK	11	
CHAS	LEAKE	35	
SUE	LEAKE	35	
Daniel	Leake	35	
John	Shy	5	
Sue	Br. Hen	5	
Natdie	STOCKS	7	
ANDREW	MCCAFFREY	7	
HIGGINS	LAUREN	2	
CHRS	Beach	2	

# COOK AVENUE RESIDENTS (\$66)

## ROAD REPAIR PETITION 2014

We the undersigned would like to raise to your attention, The dangerous condition that the road surface of our avenue has now become.

It is our opinion that permanent road surface repairs are carried out at the utmost urgency, Before any serious personnel injuries are sustained or any damage to residents vehicles.

Forename	Surname	House Number	Signature
Kevin	Marshall	10	K. A. Marshall
EDNA	GILMORE	16	Ed Gilmore
Susan	Howlette	15	S. E. H.
KEITH	Howlette	15	K. C. Howlette
STEWART	Howlette	15	S. H. H.
TRACEY	WHEELER	21	T. Wheeler
JOHN	JONES	21	J. Jones
SAMIE	COX	47	S. Cox
NATALIE	BARRER	47	N. Barrer
MARK	ROLLINGS	4	M. Rollings
Jonathan	HOLYON	28	J. Holyon
Laura	Woodward	28	L. A. Woodward
CHRIS	TAYLOR	39	C. Taylor
JANE	TAYLOR	39	J. Taylor
ROSIE	TAYLOR	39	R. Taylor
AM	NETTLESHIP	31	A. F. Nettleship
RICHARD	POWELL	31	R. Powell
Newey Jason	Newey	25	J. Newey
Claire	Newey	25	C. Newey
KEVIN	HOGAN	20	K. Hogan
PAM	HART	20	P. Hart
Claire	ADAMS	9	C. Adams
MARK	MOXON	3	M. Moxon
KAREN	MOXON	3	K. Moxon
IAN	WESTWOOD	1	I. Westwood
Tracy	Wilkinson	1	T. Wilkinson
Ken	BROOK	12	K. Brook
LUCIE	PEARCE	18	L. Pearce
Lillian	Rigby	22	L. Rigby
VERON	Rigby	22	V. Rigby

It is our opinion that permanent road surface repairs are carried out at the utmost urgency, Before any serious personnel injuries are sustained or any damage to residents vehicles.

[illegible]



<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 2 <sup>nd</sup> June 2014
3.	Title:	Green Lane, Rawmarsh – Proposed zebra crossing
4.	Directorate:	Environment and Development Services

**5. Summary**

To report a proposal to introduce a zebra crossing on Green Lane Rawmarsh outside Rawmarsh St Joseph's Junior and Infant school.

**6. Recommendations**

It is recommended Cabinet Member resolve that:

- i) The outline scheme proposals be noted and
- ii) the detailed design for the proposal is undertaken and subject to no objections being received the scheme be implemented.

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## **7. Proposals and Details**

Following a number of requests from local residents for a controlled crossing on Green Lane, Rawmarsh outside the Rawmarsh St Josephs J&I school, a pedestrian / vehicle survey of the area established that the location meets the Councils criteria for implementing a controlled crossing.

The speed and volume of vehicles travelling along Green Lane is such that a zebra crossing is the most appropriate form of crossing to implement.

In addition, the provision of a no waiting at any time restriction east of the proposed crossing (infront of the Church) will remove any potential parking in this location but will still permit wedding vehicles and hearses to stop for short periods of time. There is also the requirement to re-site a bus box marking to the west of the proposed crossing. See attached drawing 126/17/TT186 for scheme details.

## **8. Finance**

The recommended scheme is expected to cost £75,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2014/2015.

## **9. Risks and Uncertainties**

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

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

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

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

Statutory consultation with the emergency services and Ward members has been undertaken. No objections have been received.

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

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