

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

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

**Date:** Friday, 14th February, 2014

**Time:** 9.00 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. Revision to Proposal to Permit Cycling in Rotherham Town Centre Vehicle Restricted Area and Change to Hours of Access for Loading/Unloading (report herewith) (Pages 1 - 6)
5. Results of the Consultation about the Proposed Rotherham Hospital Residents Parking Zone (report herewith) (Pages 7 - 17)

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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1.	<b>Meeting:</b>	<b>Regeneration and Development</b>
2.	<b>Date:</b>	<b>14<sup>th</sup> February 2014</b>
3.	<b>Title:</b>	<b>Revision to proposal to permit cycling in Rotherham town centre Vehicle Restricted Area and change to hours of access for loading / unloading.</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To seek permission from Cabinet Member to implement a revised proposal to permit cyclists to use the town centre Vehicle Restricted Area (VRA) and to extend the hours of access for loading/unloading.

**6. Recommendations**

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

- i) The proposed changes to allow cycling in the town centre VRA be revised to now permit cycling in both directions on High Street only**
- ii) The change to hours of access for loading/unloading to the town centre VRA from 17:00 to 10:00 to 16:00 to 10:00 be implemented.**
- iii) The proposed changes to permit cyclists to use High Street in both directions between 16:00 and 10:00 be made on an experimental basis for a period of twelve months and during the experimental TRO period monitoring is undertaken and liaison takes place with interested groups on its operation and that objectors are informed of the revised proposal.**
- iv) The proposed Westgate to Clifton Park Cycle Route Phase 1 as reported to Cabinet Member on 11 January 2014 be implemented in full.**
- v) A further report be made setting out the outcome of the monitoring on the experimental TRO on High Street three months after implementation**

## 7. Proposals and Details

A report was made to Cabinet Member on 2 December 2013 regarding the outcome of consultation on the proposal to permit cyclists to use the town centre Vehicle Restricted Area (VRA) and to extend the hours of access into the VRA for loading/unloading to town centre businesses (Minute number G72 refers). At the meeting Cabinet Member decided that

- Cycling be permitted in the town centre VRA with cyclists allowed to contraflow cycle on some one way streets and be exempt from some prohibited turns.
- The hours during which vehicles are allowed into the VRA for loading or unloading be changed from 17:00 to 10:00 to 16:00 to 10:00.
- These changes will be introduced using an experimental Traffic Regulation Order (TRO).
- During the experimental scheme that liaison is undertaken with interested groups.
- Following the initial three months of operation a report reviewing the monitoring of its operation is made to Cabinet Member.

Drawing number 126/17/TT264, attached as Appendix A, shows the areas where cyclists would be permitted within the town centre VRA and the cross town routes that this would facilitate.

Subsequent to this report a further report was made to Cabinet on 13 January 2014 setting out how the operation of this proposal would be monitored along with the timescales for introducing the scheme (Minute C164 refers). At the meeting Cabinet decided that

- This proposal be referred back to the Cabinet Member for Regeneration and Development Services for further consideration under his delegated powers, having taken account of the discussion in Cabinet.

Cabinet was concerned that the risk to pedestrians and parents with children, blind or partially sighted and elderly people were such that further consideration was required of the decision.

In order to address these concerns it is now proposed that cyclists be allowed to access High Street on an experimental basis for a twelve month period with access restricted to the times that motor vehicles can use High Street for loading/unloading. This would enable an assessment to be made of whether permitting cyclists into the town centre VRA causes any problems. It is proposed that High Street is used for this experimental TRO as it is on the fringe of the town centre VRA and permitting cyclists to use it would be in accord with the proposed Westgate to Clifton Park cycle route which was reported to Cabinet Member on 28 May 2012 (Minute G1 refers).

Permitting cyclists to cycle both ways on High Street would enable the implementation of the proposed Westgate to Clifton Park cycle route Phase 1

scheme which was reported to Cabinet Member on 11 January 2014 (Minute G81 refers). Whilst this proposal is promoted as a cycling scheme, to allow access to High Street, the scheme would also provide

- Improved pedestrian crossing facilities with the provision of push button pedestrian signals for the crossings at the bottom of Ship Hill and on the High Street entry to the junction
- A flat top road hump at the junction of Moorgate Street and High Street, adding an additional traffic calming feature to the town centre 20mph zone and to assist pedestrians to cross
- Environmental improvements to upgrade the existing mismatched and aging paving adjacent to the Imperial buildings to provide a high quality streetscape complementing the proposed Townscape Heritage Improvement works on pedestrianised section of High Street
- New, brighter street lighting in the High Street/Moorgate Street area to complement other works in the area

As detailed in the Cabinet Member report of 11 January 2014 this scheme would still provide significant benefits to town centre users even if the proposed experimental TRO to permit cycling on High Street is not successful.

Should the Westgate to Clifton Park cycle route Phase 1 scheme not be implemented the environmental improvements which complement those made as part of the proposed Town Centre Heritage Improvement scheme on High Street would not be delivered and therefore the environmental enhancement of this part of the town centre would be incomplete.

Should the experimental TRO on High Street prove to be successful it is further proposed that cyclists be allowed to access the town centre VRA on Frederick Street in the same manner. At this time cyclists will not be permitted to ride in any other part of the town centre VRA. However it is proposed to review the provision of cycle parking in those parts of the town centre that are legally accessible by bicycle and to provide new or additional cycle parking where a need for this is identified. This would also help to identify to cyclists the points within the town centre VRA at which they should stop riding.

Drawing number 126/17/TT275, attached as Appendix B, shows the areas of the town centre VRA where cyclist would be permitted in the revised proposal and the cross town routes that this would facilitate.

Over the years significant investment has been made in to improving routes and facilities towards and into Rotherham town centre, to provide a safer and more attractive environment for cycling, for example along Doncaster Road, East Dene and Wellgate. This builds upon the existing cycle facilities along routes into the town centre from Masbrough (cycle lanes on College Road), Moorgate (cycle lanes on Moorgate Road) and Templebrough (cycle lanes and shared use footways on Sheffield Road). By permitting the proposal above these routes would be made more attractive and ensure that the investment made continues to give benefits in terms of active travel increasing travel choice for those Rotherham residents without access to a motor vehicle.

Monitoring of the experimental TRO would take the same form as that reported to Cabinet on 13 January 2014 but would be scaled down to reflect that fact that cycling would only be permitted on one road within the town centre VRA.

**8. Finance**

The proposed experimental TRO is expected to cost £2,500 to implement and funding is available from the Local Sustainable Transport Fund Programme for 2013/2014.

**9. Risks and Uncertainties**

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

Should the Westgate to Clifton Park cycle route Phase 1 scheme not be implemented the environmental improvements which complement those made as part of the proposed Town Centre Heritage Improvement scheme on High Street would not be delivered and therefore the environmental enhancement of this part of the town centre would be incomplete.

**10. Policy and Performance Agenda Implications**

The scheme supports the Sheffield City Region's Transport Aspirations and more locally it complements Rotherham's Corporate Objectives, with particular focus on:

- Making sure no community is left behind
- Creating safe and healthy communities

**11. Background Papers and Consultation**

In 2010 the Government announced the creation of the Local Sustainable Transport Fund (LSFT) and made £560 million of funding available for projects over a four year period to 2014-15. South Yorkshire successfully bid for £24.6M from the fund. This bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers.

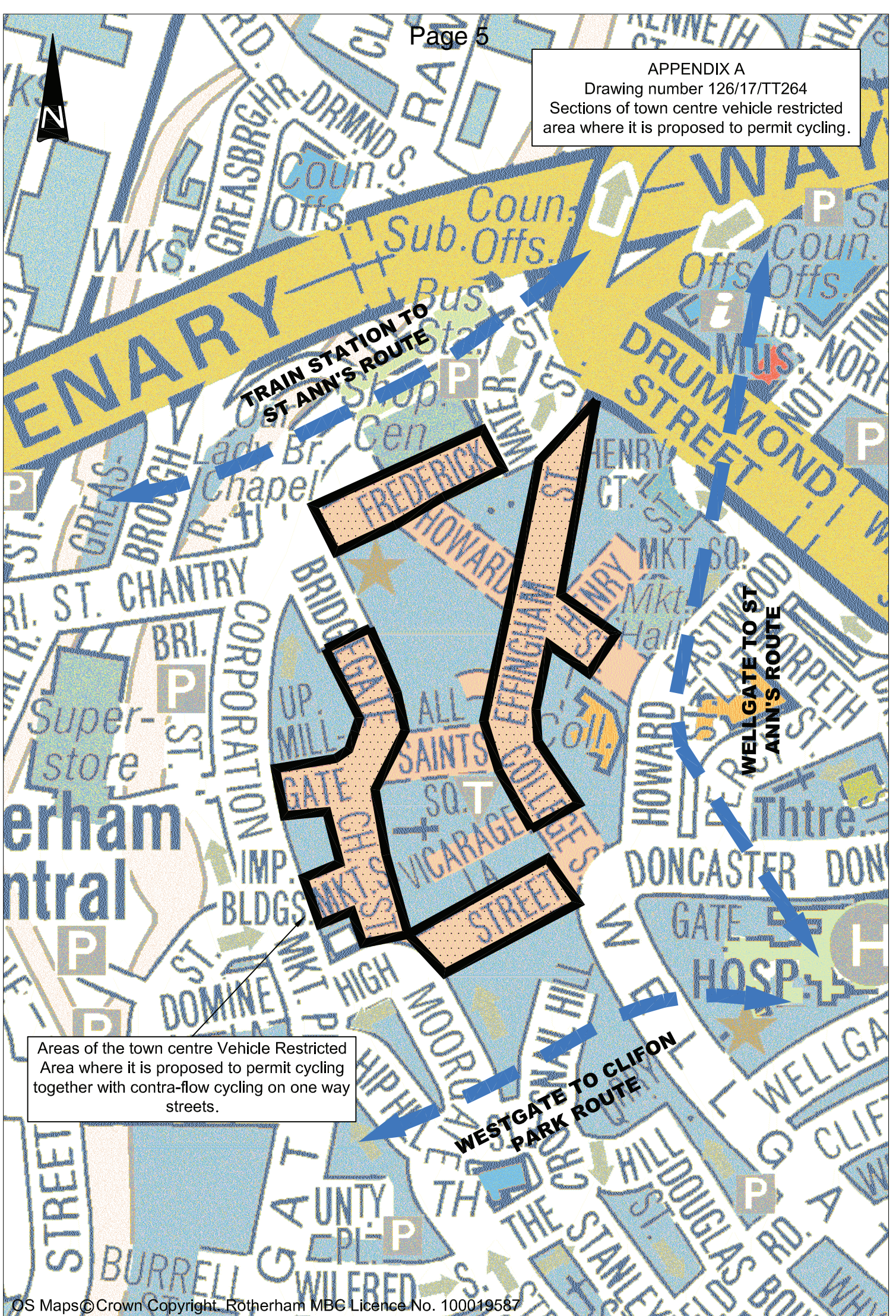
**Contact Name:** Matthew Lowe. Ext 54490  
matthew.lowe@rotherham.gov.uk



APPENDIX A

Drawing number 126/17/TT264

Sections of town centre vehicle restricted area where it is proposed to permit cycling.



**TRAIN STATION TO  
ST ANN'S ROUTE**

**WELLGATE TO ST  
ANN'S ROUTE**

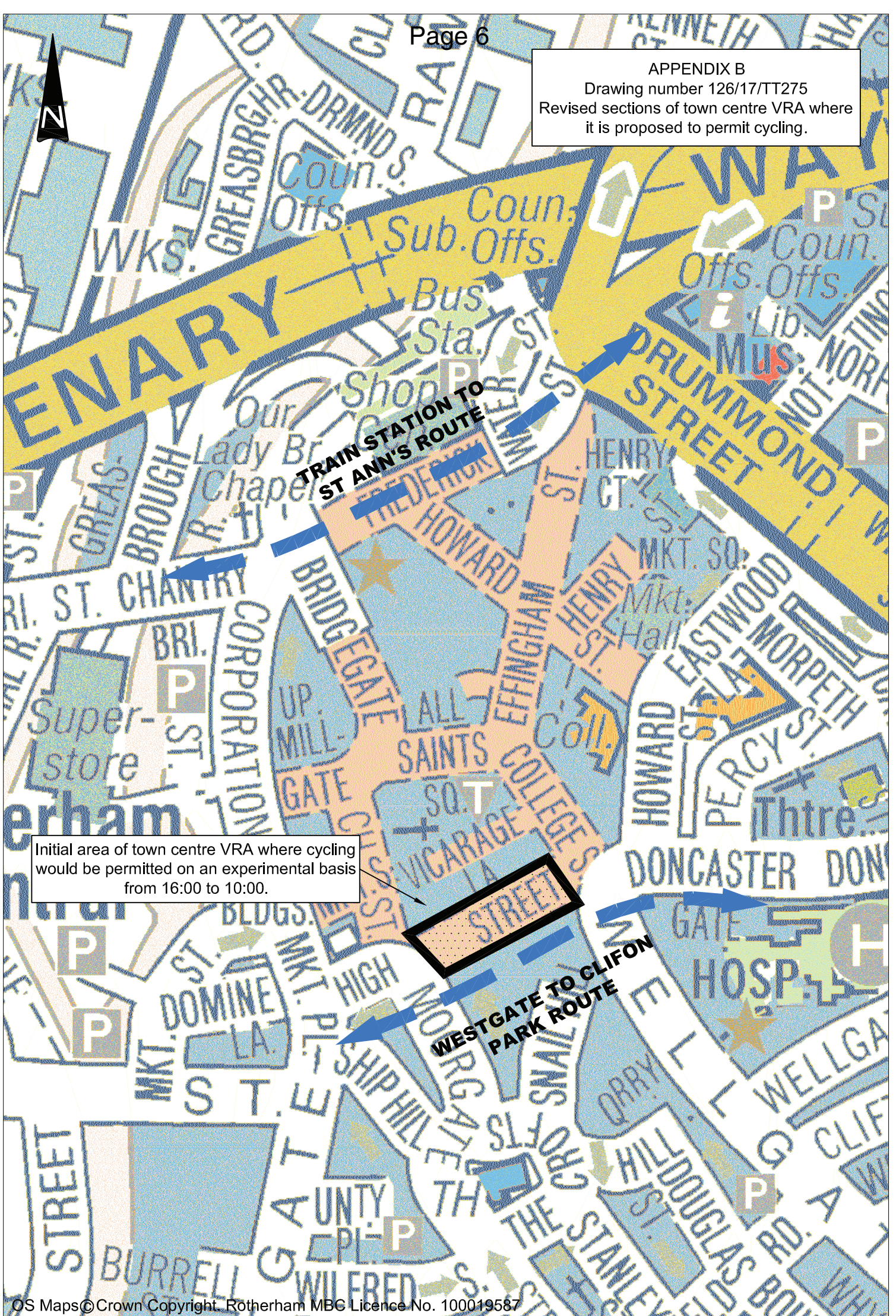
**WESTGATE TO CLIFTON  
PARK ROUTE**

Areas of the town centre Vehicle Restricted Area where it is proposed to permit cycling together with contra-flow cycling on one way streets.



APPENDIX B

Drawing number 126/17/TT275  
Revised sections of town centre VRA where  
it is proposed to permit cycling.





<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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1.	<b>Meeting:</b>	<b>Cabinet Member for Regeneration and Development</b>
2.	<b>Date:</b>	<b>14<sup>th</sup> February 2014</b>
3.	<b>Title:</b>	<b>Results of the consultation about the proposed Rotherham Hospital Residents Parking Zone</b>
4.	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To inform Cabinet Member of the outcome of resident consultations on the proposed hospital parking zone

**6. Recommendations**

**Cabinet Member is asked to resolve that**

- (i) **Subject to further consultations, residents only parking Monday – Friday 9am to 4pm be introduced on Queensway, Norfolk Way, part of Hallam Road and Sitwell Drive as shown on drawing No 126/18/TT589**
- (ii) **No waiting at any time parking restrictions be introduced on Sitwell Grove as shown drawing no 126/18/TT589**
- (iii) **No waiting at any time parking restrictions be introduced on Beaconsfield Road as shown on drawing No 126/18/TT590**
- (iv) **That the petitioners and residents be informed accordingly.**



## 7. Proposals and Details

Following complaints about parking difficulties for residents living on Queensway and adjacent roads surrounding Rotherham District General Hospital, we wrote to residents on the Duke of Norfolk estate and in Broom Valley to seek their views on a potential scheme that would create residents only parking zones in these areas. The proposals are shown on the attached drawing No. 126/18/TT234. The rationale for consulting such a large area was the concerns we have about displaced parking. In total 1059 letters and questionnaires were sent to residents.

These proposed operational hours and terms and conditions would be the same as other residents' parking zones around the Town Centre; Monday to Friday 9am to 4pm. Residents can purchase up to two permits to be displayed in vehicles parked on street during the operational hours.

A total of 531 responses were received from Broom Valley and Duke of Norfolk estate residents. Also a 33 signature petition from 23 Rencliffe Road objecting to the proposal was received. This is attached as appendix A.

Typical comments made by residents included:

- Parking facilities at the hospital are insufficient, more parking here would solve the problem
- Too many non-resident cars parked in the area cause the problems (entering and leaving the estate)
- I am totally fed up of people parking inappropriately on the road, sometimes blocking driveways and making it impossible to come out of our properties
- One permit should be free with the option to purchase two more
- The hospital should build a multi storey car park
- The problem is caused by hospital staff
- The problem is caused by visitors to the hospital not wanting to pay a fee
- Why is parking only restricted to 4pm
- I have a driveway and do not experience problems
- Why should I pay for parking outside my home
- The problem is already solved with double yellow lines
- The scheme would cause problems for those on limited incomes
- There are no problems on the bottom of the Duke of Norfolk Estate, why should I pay?
- Involving the whole of the estate is excessive
- The idea is a stealth tax
- Parking zones will move the problem into other areas
- I strongly disagree with resident parking permits we already pay car tax and Council tax

Analysis of the responses on a street by street basis is attached as appendix B. The responses indicate that:

**Duke of Norfolk Estate including Sitwell Grove and Sitwell Drive**

A total of 331 responses were received giving a return rate of 62%. Overall only 41% of these were supportive of the proposal, so an area wide parking zone could not be justified here. However there were 5 roads where 50% or more of the responses supported the proposal. When the responses were further considered as a percentage of all properties on that street, there were two roads on which there was significantly high support.

- 78% of all Queensway residents were in favour.
- 64% of all Sitwell Drive residents were in favour

There were three other streets where 50% or more responses supported the proposal, these being Lymister Avenue, Norfolk Way and Sitwell Grove.

It is therefore proposed to create a smaller resident's parking zone. In an effort to make this zone as self regulating as possible, it will be based on the boundaries of Queensway and Norfolk Way with Moorgate Road and include part of Hallam Road, as shown on drawing No 126/18/TT505. However it should be noted that the positive responses received, only represent the views of 22% of Hallam Road and 20% of Norfolk Way residents. Since these responses do not represent the views of all residents on these roads, they will be further consulted during the Statutory Consultation process and given the opportunity to be excluded from the proposal. Queensway Court is a private street and has not been included in the proposals. A separate residents parking zone will be created on Sitwell Drive.

Lymister Avenue has been excluded from the proposal. Although 58% of responses were supportive this only represented 35% of all residents.

The support for residents parking on Sitwell Grove was not considered sufficient to justify resident only parking. Whilst 50% of the responses supported the proposal this represented only 18% of all Sitwell Grove residents. However, a number of responses from residents suggested that no waiting at any time parking restrictions on part of Sitwell Grove should mitigate the concerns about inconsiderate non residential parking. These proposed restrictions are shown on drawing 126/18/TT589.

**Broom Valley area**

A total of 200 responses were received giving a return rate of 19%. Of these there were only three roads where a large percentage of responses supported the proposal; these were Mile Oak Road (70%), Oakwood Road West (67%) and Beaconsfield Road (60%). However when considered against the number of properties on each street, the overall support was quite small. When expressed as a percentage of all residents, on Mile Oak Road only 19% of residents



supported the proposal, on Oakwood Road West it was 22% and on Beaconsfield Road 23%.

On all other roads consulted the majority of those responding to the consultation were not in favour of parking controls.

In view of this it is considered that was insufficient support to justify implementing a residents' parking zone in the Broom Valley area. However there are parts of Beaconsfield Road in the vicinity of its junction with Carlingford Road where non residential parking is obstructing the safe and free flow of traffic. It is therefore proposed to implement no waiting at any time parking restrictions at the locations shown on drawing No 126/18/TT590.

### **8. Finance**

The proposal will cost in the region of £30,000 and will be funded by the Local Transport Plan Integrated Transport Block grant for 2013/14.

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

Non residential parking maybe displaced on to adjacent streets

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

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

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

Appendix A – Analysis of responses

Appendix B - Petition from 23 Rencliffe Avenue

The proposals have been discussed with the Boston Castle and Sitwell Ward Members.

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

Arshad Ali  
23 Rencliffe Avenue  
Rotherham  
S60 2RW

Environment & Development  
25 SEP 2013

25 SEP 2013

Simon Quarta  
Assistant Engineer (Streetpride Services)  
Environment & Development Services  
Riverside House  
Main Street  
Rotherham  
S60 1AE

Date 23.09.13

**Re: Proposed Hospital Parking Zone**

Dear Simon Quarta

Following your letter I have asked a number of residents on our road regarding the parking issues and the majority feel there is no problem on our road with parking associated with the hospital. I have included a petition with this letter and all of those that have signed the petition will not support the introduction of a resident parking scheme on our road.

We hope you will take the views of these residents on board when making a decision on the proposal.

Please keep me informed of any further development

Yours sincerely



Arshad Ali



PetitionConsultation on Parking around Rotherham Hospital

We the undersigned will not support any proposal to introduce Resident Parking Permits on our road (Rencliffe Avenue). We have all lived here for a number of years and not experienced any problems on our road that warrants the introduction of a Resident Parking Permits Scheme.

Name	Address	Signature
ARSHAD. ALI	23 RENCLIFFE AV, S60 2RW	[REDACTED]
NAHID AKHTAR	23 RENCLIFFE AV, S60 2RW	[REDACTED]
MOHAMMED ISHAQ	25 RENCLIFFE AV. S60 2RW	[REDACTED]
SAKINA BI	25 RENCLIFFE AV. S60 2RW	[REDACTED]
Basharat Ali	36 Rencliffe Av. S60 2RP	[REDACTED]
Jameela Ali	36 Rencliffe Av. S60 2RP	[REDACTED]
Mamoon Ali	36 Rencliffe Av. S60 2RP	[REDACTED]
M. SAEED	38 " " S60 2RP	[REDACTED]
M. BASHIR	40 RENCLIFFE AVE S60 2RP	[REDACTED]
GUL DAUD KHAN	2 RENCLIFFE AVE	[REDACTED]
Wahida Begum	27 Rencliffe Ave	[REDACTED]
Mohd Begum	27 Rencliffe Ave	[REDACTED]
CHRIS SCHOFIELD	24 RENCLIFFE AVES60 2RP	[REDACTED]
Linda Schofield	24 Rencliffe Aves60 2RP	[REDACTED]
HAFSA YOUSUF	12 RENCLIFFE AVENUE	[REDACTED]
ASAMA BIBI	12 Rencliffe Avenue	[REDACTED]
JOANNE MARRISON	28, RENCLIFFE AVENUE	[REDACTED]
MICHAEL STABLES	30 RENCLIFF AV	[REDACTED]
JACQUELINE STABLES	"	[REDACTED]
AHMED LUQMAN	27 Rencliffe Avenue	[REDACTED]

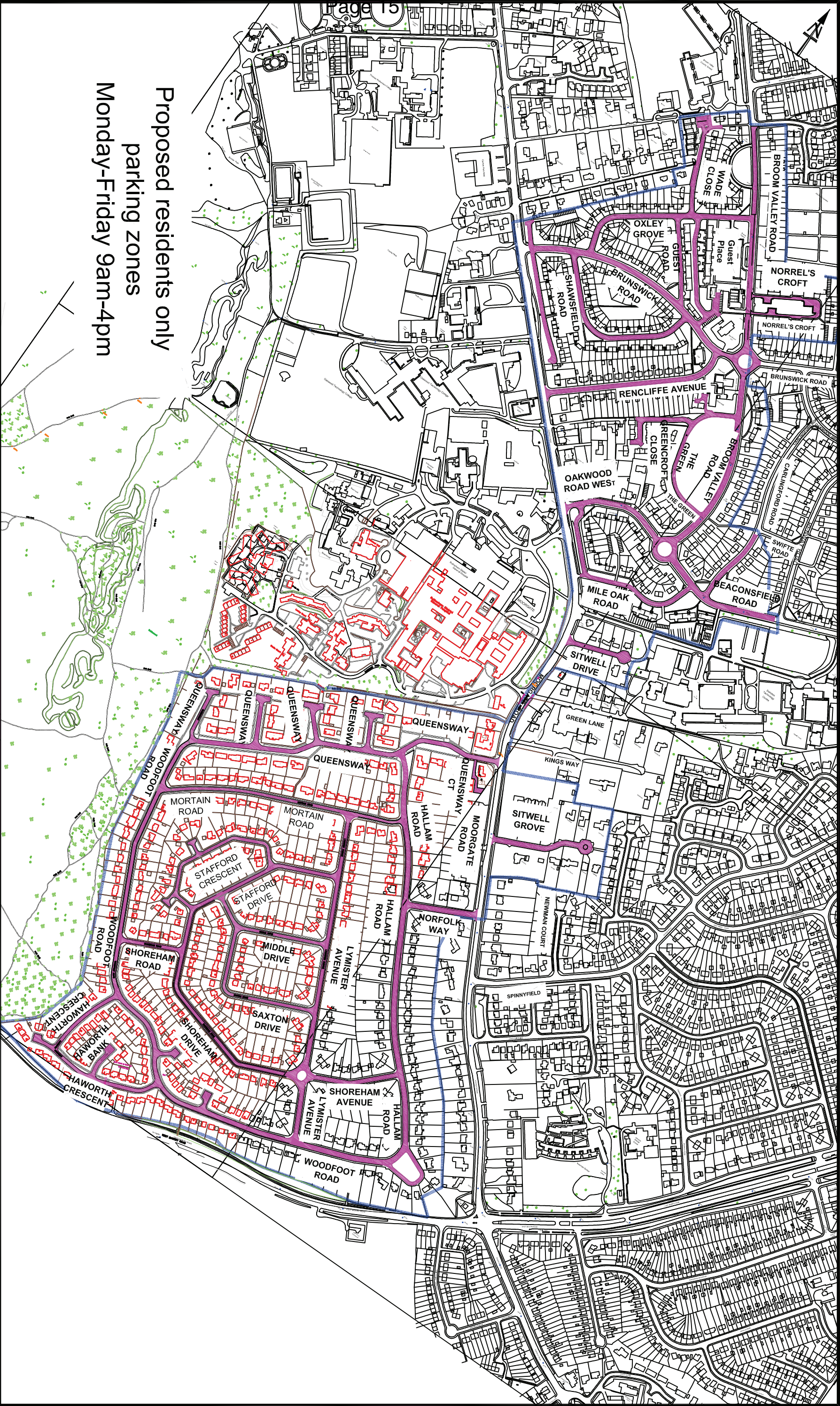
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## Hospital Parking Zone Summary of survey results

	Total Returns	Yes	No	Not Sure		% in favour	% against	Number of properties	% In Favour as a total of number of properties
QUEENSWAY	49	46	3			94%	6%	59	78%
SITWELL DRIVE	9	7	2			78%	22%	11	64%
LYMSTER AVENUE	26	15	10	1		58%	38%	43	35%
NORFOLK WAY	2	1	1			50%	50%	5	20%
SITWELL GROVE	4	2	2			50%	50%	11	18%
HALLAM ROAD	31	14	15	2		45%	48%	65	22%
STAFFORD CRESCENT	18	8	8	2		44%	44%	31	26%
MORTAIN ROAD	21	7	13	1		33%	62%	36	19%
WOODFOOT ROAD	68	19	38	11		28%	56%	113	17%
SHOREHAM ROAD	4	1	2	1		25%	50%	10	10%
SHOREHAM DRIVE	26	6	17	3		23%	65%	37	16%
STAFFORD DRIVE	20	4	13	3		20%	65%	26	15%
HAWORTH CRESCENT	18	3	12	3		17%	67%	41	7%
SAXTON DRIVE	21	3	18			14%	86%	31	10%
MIDDLE DRIVE	14	1	11	2		7%	79%	16	6%
Duke of Norfolk Summary	331	137	165	29		41%	50%	535	26%
MILE OAK ROAD	10	7	1	2		70%	10%	36	19%
OAKWOOD ROAD WEST	9	6	2	1		67%	22%	27	22%
BEACONSFIELD ROAD	10	6	3	1		60%	30%	26	23%
RENCLIFFE AVENUE	28	8	20	0		29%	71%	27	30%
BROOM VALLEY ROAD	25	6	16	3		24%	64%	105	6%
THE GREEN	9	2	6	1		22%	67%	26	8%
CARLINGFORD ROAD	6	1	5			17%	83%	19	5%
OXLEY GROVE	14	2	11	1		14%	79%	13	15%
WADE CLOSE	9	1	7	1		11%	78%	19	5%
SHAWSFIELD ROAD	13	1	10	2		8%	77%	36	3%
BRUNSWICK ROAD	31	1	26	4		3%	84%	94	1%
GREENCROFT CLOSE	3	0	3	0		0%	100%	13	0%
GUEST PLACE	8	0	8	0		0%	100%	24	0%
GUEST ROAD	12	0	12	0		0%	100%	33	0%
NORRELS CROFT	13	0	10	3		0%	77%	26	0%
Broom Valley Summary	200	41	140	19		21%	70%	524	8%
Totals	531	178	305	48		34%	57%	1059	17%





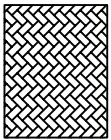
Proposed residents only  
parking zones  
Monday-Friday 9am-4pm

<div><div><div><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><div>Strategic Director:</div><div>Karl Battersby Bsc (Hons) MTP, MRTPI</div></div></div>		Client: <div>Rotherham Metropolitan Borough Council Environment &amp; Development Services Riverside House, Main Street, Rotherham S60 1AE</div>		Title: Proposed Residents' Parking Zone - Broom Valley and Duke of Norfolk Estate	
Rev.		Description		Dwg. No. 126/17/TT234	Rev.
Drawn S. Q.		Date Jun-13		Scales (if A3) N.T.S.	
				Cnd. by A.S.B.	



Key

Proposed residents only parking zones Monday-Friday 9am-4pm



Proposed no waiting at any time parking restriction



Existing no waiting at any time parking restriction



Client:

Rotherham Metropolitan Borough Council  
Environment & Development Services

Environment & Development Services

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

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

Rev.

Description

Title  
Proposed Resident's Parking Zone - Broom Valley and Duke of Norfolk Estate

Dwg. No. 126/18/TT589

Rev.

Scales (if A3) N.T.S.

Drawn S. Q.

Date Feb 14

Chd. by A.S.B.

**Key**

Proposed no waiting at any time  
parking restriction

Existing no waiting at any time  
parking restriction

**Title**

Proposed no waiting at any time parking restriction - Beaconsfield Road, Rotherham

**Dwg. No.**

126/18/TT590

**Scales  
(If A4)**

N.T.S.

**Drawn**

S. Q.

**Date**

Feb-14

**Chd. by**

A.S.B.