

CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION

Venue: Training Room, 3rd Floor, **Date:** Wednesday, 2nd September, 2009
Bailey House,
Rawmarsh Road,
ROTHERHAM.

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 Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Townscape Heritage Initiative Partnership held on 17th July, 2009. (copy attached) (Pages 1 - 3)
 - to note the contents of the minutes.
4. Minutes of a meeting of the Chesterfield Canal Partnership held on 27th March, 2009. (copy attached) (Pages 4 - 9)
 - to note the contents of the minutes.
5. Report re: opening of e-tenders. (attached) (Page 10)
 - to note the action of the Cabinet Member.
6. Report re: Attendance at Conference. (copy attached) (Page 11)
 - to consider attendance.
7. School Road, Wales Road, Church Street, Orchard Lane, Wales - Proposed Waiting Restrictions. (report attached) (Pages 12 - 20)
Ken Wheat, Transportation Unit Manager, to report.
 - to report objections to the proposed double yellow lines.
8. The Yorkshire and Humber Rail Network Route Utilisation Strategy. (report attached) (Pages 21 - 44)
Brian Igoe, Planning Officer, to report.
 - to inform Cabinet Member about the final Yorkshire and Humber Rail Network Route Utilisation Strategy (RUS).

9. The Petition from Residents of Clifton Bank re. the adoption of Article 4 Directions; as affecting Boston Castle Ward. (report attached) (Pages 45 - 49)
Peter Thornborrow, Conservation and Urban Design Officer, to report.
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10. Objection to Proposed Waiting Restrictions on Braithwell Road, Ravenfield.
(report attached) (Pages 50 - 54)
Richard Baker, Senior Technician, to report.
- to report receipt of an objection to the proposed No Waiting At Any Time restriction on Braithwell Road as part of the signalisation of Ravenfield Crossroads.
11. EXCLUSION OF THE PRESS AND PUBLIC
The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relating to the financial or business affairs of any particular individual (including the Council)):-
12. Eric Manns and Doncaster Gate - Buildings Tender Report. (report attached)
(Pages 55 - 57)
Vaughan Titterton, Senior Planning Supervisor, to report.
- to seek authority to accept the tenders for the refurbishment and construction works at Doncaster Gate and Eric Manns Building

TOWNSCAPE HERITAGE INITIATIVE
Friday, 17th July, 2009

Present:-

Councillor G. Smith	Cabinet Member for Economic Development, Planning and Transportation – in the Chair
Charles Hammersley	Project Officer
Katharine Boyes	Townscapes Heritage Initiative Project Officer
Andy Robinson	Police Architectural Liaison Officer
Peter Hawkridge	Rotherham Civic Society
Julie Roberts	Town Centre and Markets Manager
Brij Chaggar	Barnsley and Rotherham Chamber of Commerce

1. INTRODUCTIONS AND APOLOGIES

Councillor Smith welcomed everyone to the first meeting of the Townscape Heritage Partnership and introductions were made:-

Apologies for absence were received from:-

Councillor G. Boyes	Chair, Regeneration Scrutiny Panel
John Shepherd	Yorkshire Forward
Stan Crowther	Rotherham Civic Society
Rev. Canon David Bliss	Rotherham Minster
Graham Williams	Sheffield Diocese

2. BACKGROUND AND PURPOSE OF THE PARTNERSHIP

Reference was made to the background to the scheme approved in July 2007 to regenerate the High Street with funding from the Heritage Lottery Fund.

It was explained that as part of the Heritage Lottery Fund rules it was a requirement to set up a Partnership comprised of Councillors and members of the local community, local societies, other services within the Council and local business organisations. The purpose of the partnership was to link with other strategies and initiatives. The Partnership would consider, and approve, bids to the fund and manage the scheme.

3. MEMBERSHIP

Details of the membership of the Partnership were set out in the submitted report.

4. TERMS OF REFERENCE AND DECLARATIONS OF INTEREST

The terms of reference of the Partnership Group were reported and these included:-

- Role of the group
- Membership
- Frequency of meetings
- Confidentiality
- Procedure for referral and approval of projects
- Local selection criteria for new projects
- Declarations of Interests Policy

Those present were required to complete both the Declaration of Interests Form and the Agreement to the Partnership Group Terms of Reference. Completed forms should be returned to the Townscape Heritage Initiative Project Officer

5. TOWNSCAPE HERITAGE INITIATIVE SCHEME – GRANT APPROVAL

Those present considered the submitted report relating to the submission of:-

- (I) an application for repair and restoration works at No. 20 High Street (the proposed front elevation design was attached)
- (II) public realm improvements in the All Saints Minster Churchyard and High Street, and including a floodlighting scheme for the Minster (schematic photographs were attached)

The details of each scheme were reported.

Those present referred to the timescale for these works.

A general discussion took place covering issues such as:-

- further proposals by the Minster
- possible archaeological remains
- Vicarage Lane – lighting and CCTV
- Interpretation board
- area of the former All Saints Building
- future public realm proposals
- condition of other buildings on Corporation Street
- marketing through a commercial agent

It was agreed (unanimously):- (1) That, subject to conditions being added to the contract in relation to the works being completed within a time to be specified by the Townscape Heritage Team, and to the agreement of the Heritage Lottery Fund, the application in respect of repairs and restoration works at No. 20 High Street be approved

(2) That the schemes, as now reported, in respect of the proposed steps at Church Street and the All Saints Minster proposed Flood Lighting, be approved.

(3) That the Design Brief for the floor plate of the former All Saints Building be awaited.

(It was noted that the representative from Yorkshire Forward had confirmed by email that the proposals were satisfactory.)

6. REPORT OF PROJECT BUILDINGS

Consideration was given to the submitted report which detailed the progress of applications in respect of other buildings in the scheme.

Those present discussed various issues in respect of:-

- Nos. 32 – 36 High Street
- The 3 Cranes
- Essoldo Chambers
- Nos. 22 – 30 High Street
- Nos. 10 – 12 High Street

An explanation was given of the funding formula.

It was agreed: That the report on Project Buildings be noted.

MINUTES of a meeting of the **CHESTERFIELD CANAL PARTNERSHIP EXECUTIVE STEERING GROUP** held at the Town Hall, Rose Hill, Chesterfield on Friday, 27th March 2009 at 10am.

Derbyshire County Council

Councillor B Lucas and Ms C Cooke

Nottinghamshire County Council

Councillor M Storey

Rotherham Metropolitan Borough Council

Mr P Cassy

Bassetlaw District Council

Councillor Mrs E Yates and Ms S Withington

Chesterfield Borough Council

Councillor P Proctor and Mr M Shewring

North East Derbyshire District Council

Councillor H Laws and Ms L Chapman

British Waterways

Mr J Nuttall

Chesterfield Canal Partnership

Dr G Coles

Chesterfield Canal Trust

Mr K Ayling
Mr M Bloomfield
Mr D Trickett

Groundwork Creswell, Ashfield & Mansfield

Ms F Clarke

Inland Waterways Association

Not Represented

APOLOGIES

Apologies for absence were received from Cllr J Whysall (Rotherham MBC), Mr A Wickham (Nottinghamshire County Council) and Mr J Baylis (Inland Waterways Association).

MINUTES

RESOLVED:

That the Minutes of the meeting of the Steering Group held on 13th November 2008 be agreed as a correct record, subject to noting that Ms H Fairfax had not been in attendance.

MATTERS ARISING FROM THE MINUTES

Funding Applications in Progress – Interreg

It was reported that the application bid for European Funding had been postponed and that it had been decided that we should not be part of it until there was more clarification. A possible application to the Environment Agency for Regional Flood Defence Work may be made as part of a bid by the National Trust.

Funding Applications in Progress – Shireoaks

It was reported that the outcome of this bid for funding was expected in July.

APPOINTMENT OF CHAIR

It was agreed that Councillor P Proctor from Chesterfield Borough Council be appointed Chair.

APPOINTMENT OF VICE CHAIR

It was agreed that Councillor Mrs E Yates be appointed Vice Chair of the steering group.

DELIVERY OF CHESTERFIELD CANAL PARTNERSHIP WORK PROGRAMME 2008-2009

Dr Geraint Coles introduced the report on the year end review of the work programme 2008/09.

In response to a question, Pete Cassy indicated that with regard to the Rother Valley Link, Rotherham Borough Council had signed a 7 year management arrangement with Bulk Holdings but would still retain the freehold. He added that extending the canal into the park was an aspiration for the Council. It was stated that the officer group had made efforts to secure the line but the inability to secure the line was a risk to the Partnership. They have not been able to change the view of Rotherham's planners and this was a concern. It was felt that a different level of approach may be needed.

It was agreed that the delivery of the work programme be noted.

PROPOSED CHESTERFIELD CANAL PARTNERSHIP WORK PROGRAMME 2009-2010

Consideration was given to a report which sought approval for the proposed work programme 2009/10.

It was agreed that the work programme be formally adopted and supported by the Steering Group.

CHESTERFIELD CANAL PARTNERSHIP BUDGET REPORT

Consideration was given to a report which set out the expenditure for 2008/09 and sought approval for the budget for 2009/10.

In response to a question Mr Cassy indicated that Rotherham would not be making a contribution as their view was that they were paying for maintenance of £40,000 per year for the next 20 years. He added that he had been told by Yorkshire Forward that they would not be providing any more funding unless Rotherham put it in their programme.

It was agreed:-

1. That the successful delivery of the 2008/9 budget be noted.
2. That the proposed budget for 2009/10 be adopted and fully supported by the executive and their respective organisations.
3. That the Steering Group authorise the continued contribution of £2107 to the Chesterfield Canal Trust Promotions Fund to assist in the production of promotional material and information for the Partnership.
4. That the Steering Group authorise a contribution of £5000 towards the design costs of the Hollingwood Lock Centre and Waterway Hub.

FUNDING OF PARTNERSHIP

Cathy Cooke stated that the agreed funding for 3 year period of the Partnership was coming to the end of the second year and there was a need to secure renewed funding. The level of funding had been agreed at the last meeting and each of the partners had been written to. She stated that this was now becoming a matter of urgency. So far Bassetlaw District Council and the Canal Trust had confirmed their funding. Councillor Storey indicated that the funding was being processed by the County Council. Ms L Chapman indicated that North East Derbyshire could not commit to an inflationary increase in the grant but had approved the same amount. Mr Shewring indicated that he could not commit Chesterfield's but expected the funding would continue at the same level. Ms Cooke stated that the funding position would need to be reviewed at the next meeting.

DEVELOPMENT UPDATES

Hollingwood Lock House

The grant application was moving forward. Having been removed from the contest the scheme was now back in following a meeting with the programme head. A revised design had been agreed which was acceptable. At the end of April a revised capital programme bid would be submitted and it was expected that funding would be obtained.

There was a need to go back to Chesterfield Borough Council to resubmit the planning application. This was only a variation and the overall design was not changing.

Staveley Town Basin

The Northern Loop Road work was continuing. The land had to be acquired from the Church Commissioners and a planning application submitted. The construction of the three canal bridges was underway.

Renishaw

This was nearing completion. The bank was not as stable as was needed and had had to be reinforced. There was no water supply and the fire service had offered to pump water but there was a need to talk to the Environment Agency about this. There had been a positive feedback form the local community. Northeast Derbyshire were thanked for acquiring additional land-the Foundry Tip, which was seen as an opportunity to extend canal restoration and use as a deposit for the silt. It was reported that work with the community and Groundwork was underway to develop a scheme for natural play. 90 people had turned up at a public meeting. A bid for funding had been made to Biffa. The application had reached the last two in the East Midlands and would then be considered nationally. Efforts were being made to obtain match funding. Reference was made to the positive community engagement which had been generated in respect of the scheme.

A61/Chesterfield Waterside

The development partnership had done a financial appraisal and there had been some changes due to the commercial reality. An outline planning application would be made later this year. This was a long term scheme and there was likely to be development partners for individual parts of it.

Killamarsh to Kiveton

The route through Killamarsh was still being looked at and a student was carrying out an MA on the connectivity to the Rother Country Park. They were still battling to safeguard the route. Rotherham Borough Council were involved in the Kiveton open day.

Worksop/Retford

This will form part of an economic development strand which is deliverable dependant on the number of land owners-260 approximately. Bassetlaw wanted the Partnership and Trust to be involved. Bassetlaw were looking to host the Chesterfield Canal Festival in 2 years time. British Waterways may look to dispose of the lock keeper's house if arrangements can not be agreed.

Chesterfield Canal Trust

It was reported that successful event had been held to celebrate 200 years since John Varley died. The event had been well attended and a plaque had been unveiled. An event was to be held on the 25th April which was unveiling an interpretation panel at Kiveton Park giving details that stone from Anston had been taken to rebuild the Houses of Parliament. The Canal Trust was now a partner with the Monmouthshire and Brecon Canal Society and British Waterways which would assist with restoration skills.

Keith Ayling indicated that he was standing down as Chairman of the Canal Trust and as a Trustee.

It was agreed that the thanks of the Steering Group to Keith Ayling as a founding member of the Canal Trust be recorded.

Learning Boat

It was reported that the Trust would be acquiring a boat from British Waterways and that it would probably be stored at Retford. It was likely that the boat would be renamed from the Python to Hugh Henshaw who had been involved in building the canal. The aim was that it would not just be a floating classroom but would also be promotional and would get youngsters involved in the story of the waterways.

Reference was made that the timber could now be worked to build a replica of the Cuckoo.

New Navvies

Consideration was given to a report on the new navvies: the training of restoration volunteers. This provided an update on progress in the development of a recognised national waterways heritage skills curriculum and steps towards the formation of a volunteer training consortium. An Interreg bid was being pursued by the Chesterfield Canal Trust working with the Monmouthshire and Brecon Canal Trust to pursue the engagement of volunteers in the management and operation of waterways. The bid if successful will be for £60,000. It was pointed out that the skills would be transferable to other heritage projects.

It was agreed:-

1. That the Partnership continues to support the development of volunteer training programmes to provide intellectual access and encourage community engagement.
2. That the Partnership approve the continued involvement of the Development Manager in the development of the Chesterfield Canal Trust/Monmouthshire and Brecon/British Waterways funding application.
3. That the officers be congratulated on the work carried out so far,

Social Enterprise

Cathy Cooke reported that she had been invited to speak at the Inland Navigation national Conference which had been reported in the National Waterways press. Her presentation was on business generating income for restoration and the positive benefits. There was considerable support within Derbyshire County Council. One of the issues to be tackled given the level of complexity of the project was which Department should lead the project. It was felt that the current economic climate was an opportunity to create jobs/training.

ANY OTHER BUSINESS

Local Media Coverage

Copies of recent articles in the Waterways press on the Chesterfield Canal were circulated.

DATE OF NEXT MEETING

It was agreed that the next meeting of the Steering Group will be held on Friday 9th October 2009 at the Turbine Business Park in Worksop..

The meeting closed at 12.15 pm.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER**1. MEETING:- CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION – DELEGATED POWERS****2. MEETING DATE:- 2nd September, 2009****3. OPENING OF OFFERS/TENDERS**

I wish to report the opening of e-tenders by the Cabinet Member, Economic Development, Planning and Transportation, as follows:-

on 23rd July, 2009 for:-

- The Junction Services (joint initiative Barnsley and Rotherham Chamber of Commerce and RMBC's Economic Strategy Team)

on 6th August, 2009 for:-

- Rotherham Employability Programme

on 12th August 2009 for:-

- Workplace Financial Management Project

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER**1. MEETING:- CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION – DELEGATED POWERS****2. MEETING DATE:- 2nd September, 2009****3. CONFERENCES**

Attendance at the following is requested:-

Re-building Town Centres following the economic downturn – 10th October, 2009 – London.

4. RECOMMENDATION

That the approval be given for the attendance of one Councillor and one officer.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Development Planning and Transportation matters
2.	Date:	2 September 2009
3.	Title:	School Road, Wales Road, Church Street, Orchard Lane; Wales – Proposed waiting restrictions; Ward 18, Wales
4.	Programme Area:	Environment and Development Services

5. Summary

To report the receipt of objections in relation to proposed waiting restrictions around School Road, Wales Road, Church Street and Orchard Lane, Wales, following advertisement of the associated Traffic Regulation Order.

6. Recommendations

Cabinet Member resolves that:-

- i) The objections received to the proposed waiting restrictions on School Road, Wales Road, Church Street and Orchard Lane, be not acceded to;
- ii) The objectors be informed of the reasons;
- iii) The Traffic Regulation Order be sealed and for the waiting restrictions to be implemented.

7. Proposals and Details

Following concerns from local residents about traffic movements out of Hathaway Court onto Wales Road, and Orchard Lane onto Church Street a number of residents in the immediate locality were contacted with a view to waiting restrictions being introduced to improve visibility and turning manoeuvre in and out of the junction. From this consultation, amendments were made to the original proposals, in line with comments received, and details of the scheme in the form of a Traffic Regulation Order were subsequently advertised on site and in the press. Details of the proposed scheme are shown on Drawing Number 126/18/1327, attached as Appendix A.

From this Traffic Regulation Order two formal objections were received. Attached as Appendix B.

In addition to the two formal objections, Councillor Fenoughty carried out a door-to-door survey with residents about the proposals and a number of representations were made. Whilst these representations were received after the formal deadline they did provide valuable feedback on the scheme, and have been attached as Appendix C.

Although the majority of residents recognise there are parking problems in the area, many have requested the introduction of a Resident Only Parking Scheme. However, to ensure Resident Only Parking schemes work effectively they have to cover a number of roads in the area to prevent parking from being displaced onto other roads in the area.

As the majority of properties further along Church Street have off-road parking, there would be little need for them to participate in a Resident Only Parking scheme. As a consequence, significant areas of un-used parking spaces along the road would be created, which could have a detrimental effect on people who attend events at the Church.

8. Finance

The scheme is estimated to cost approximately £2,000, with funding for the works identified being available from the Councils revenue funding for 2009/10.

9. Risks and Uncertainties

Removal of parking around the junction of Orchard Lane and Church Street will have an impact on current parking arrangements. However, the knock on effect from displaced vehicles in the area is expected to be minimal as there is reasonable on-street parking available along Church Street, south of Orchard Lane.

In addition parking spaces are being maintained along Church Street between Orchard Lane and the B6059 where appropriate.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, and the associated Casualty Reduction / Road Safety Strategy, for improving road safety and managing traffic. In addition, the proposal is in line with the Councils' main themes of Alive, Safe and Achieving; and also accords with the Equalities Policy.

11. Background Papers and Consultation

The usual statutory consultations have been carried out. See also additional consultation in the paragraph above.

Contact Name : *Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk*

Mr T.C.Mumford
Assistant Chief Executive
Legal and Democratic Services
Civic Building
Walker Place
Rotherham
S65 1UF

Sunday, 21 December 2008

Dear Mr Mumford

Prohibition of Waiting - School Road/Wales Road/Church Street/Orchard Lane, Wales

I wish to object to the part of the proposed Order relating to Church Street, Wales.

I agree entirely that some waiting restrictions are necessary, but the proposed changes will make the situation worse, not better. The central problem in Church Street is that the stretch between Orchard Lane and The Square is not wide enough to permit parking on both sides. I myself have on occasion had to turn round and access my property in Church Street from Orchard Lane because there was no room to pass between parked vehicles. It is obviously more difficult still for large vehicles, including emergency vehicles, to get through. Residents and people who regularly have to park on the road, being aware of this, usually park with their nearside wheels on the pavement, which is of course illegal but allows easier passage for vehicles.

Under the present arrangements, the incidence of bilateral parking is relatively infrequent, but the proposed changes, by compressing legal parking into a short corridor on each side of the street, will inevitably make it an almost permanent occurrence, as the nearest alternative place to park will be some 20 metres or so south of the junction with Orchard Lane.

A much more satisfactory arrangement would be to extend the double yellow lines on the west side of the street for the whole stretch between Orchard Lane and The Square. In compensation, the restrictions on the east side need not extend southwards beyond the junction with Orchard Lane where they serve no useful purpose. I see no reason why they should go further south than the lamp post opposite the Orchard Lane junction, which would give adequate access to and from Orchard Lane. The street at this point and to the south is wider than the bottleneck between Orchard Lane and The Square.

Finally, there is a typographical error in the Public Notice, Church Street (v) where reference is made to "a point 21 north". Presumably this should read "21 metres", and is therefore consistent with the consultation document issued on 4 November.

I hope these points will be taken into account by the Council, thus averting the likelihood that the scheme will become a cause of dissatisfaction and permanent controversy.

Yours sincerely

FILE No.					
TO FILE					

13th December 2008

Dear Sir,

Consultation Re Prohibition of Waiting - School Road/Wales Road/Church Street / Orchard Lane, Wales

I would like to make the following comments.

1. When planning permission was granted for the houses to be built at Hathaway Court, local residents pointed out the problems of entrance and exit. At that time Council Officers undertook a speed survey and assured those present at the site meeting that there would be no problem.
2. The residents of Hathaway Court have not helped themselves as they have fixed automatic gates level with the pavement resulting in them having to halt their vehicles in the road. If these gates had been set back the vehicles could be driven off the road into the entrance area while they wait for the gates to open - a much safer option.
3. The additional double yellow lines will result in vehicles having to park elsewhere and so will just move the problem to other roads - all of which are narrow eg Manor Road and Church Street.
4. A better option would be to leave the parking as it is and to slow the traffic down as it approaches the bends at the Lord Conyers Arms using traffic calming measures along with a 20mph speed limit for this section.

Yours sincerely,

Thank you for your letter dated 5 January 2009 Re Prohibition of waiting - school Rd/Wales Rd/ Church St/ Orchard Lane, Wales.

Could you please treat the original correspondence as an objection.

Further to your point about "improving visibility" - surely that is just a means to an end - the main objective being to avoid any accidents. I believe that slowing the traffic down around the "Lord Conyers' bend" and on Church Street would be more effective than improving visibility. Mainly because even with perfect visibility accidents are highly likely when vehicles come around the bend at 30mph or enter Church Street at that speed.

TO FILE

APPENDIX 'C'

From Mr. G

'it is good in principle but more yellow lines on Church Street means more parking on Orchard Lane.

What would be wrong with a Resident's Parking Scheme?'

From Mrs. R

'I cannot see the logic in this. The part that now blocks the road will still be blocked. The main concern is access for emergency services yet there will be double yellow lines on both sides of the roads where it widens out. The problem of parking will be pushed farther up the road. Double yellow lines down one side of the road with a resident's parking scheme down the other.'

From Mr A

... would like to see double yellow lines extended further on Church Street and Orchard Lane and for it to be properly Policed.

From Mr H

This is a response to the letter regarding the above proposed restrictions. I am in agreement that measures need to be taken to solve the problem and it is a delicate situation and I feel that some residents are going to suffer whatever the outcome, I believe that I will be one of those.

I live at ** ***** ***** where the parking is even more limited and at the moment the residents at No 10 Church Street park where the proposed double yellow lines are to be placed on Orchard Lane, *(remainder of sentence removed as it contained address information)*.

Regarding the proposed double yellow lines, I do not think that there is much more that can be done, my only suggestion that could help slightly is that to shorten the lines on Church Street opposite Orchard Lane and No 10a where the boundary wall to No 3 is, I know that there are legal restrictions regarding parking around junctions but there is only a blank wall there is really does not affect any one person so I feel that if this was shortened it would make available another couple of parking spaces.

Can I still request the verge area opposite No 2 to No 10 Orchard Lane be investigated for a possible hardening to help alleviate the parking problems due to the Lane being narrow on this section.

From Mr H2

Dear Sir/Madam,

I refer to your letter dated 5th March 2009 relating to the parking restrictions on Church Lane Wales.

I have a number of issues with your response to my original mail;

- 1) Why is it deemed a hazard for traffic coming out of Orchard Lane onto Church Street?
- 2) What consultations have taken place? Sending a letter to residents informing them of your proposed actions, placing an ad in the newspaper and placing notices in the area (at Christmas time) does not constitute consultation according to the dictionary I have.
- 3) Residents parking scheme? What do you think is going to happen to the parked vehicles when parking restrictions are introduced on an Ad-Hoc basis? You seem to already know the answer to this question. Yes they will park anywhere they can in the immediate area, on the main road maybe.
- 4) It appears that after consultation with affected residents (take note) 9 of the 11 people were very happy with the idea of having a residents parking scheme despite the financial charge.
- 5) Am I to assume that the same people who have failed to supply adequate information to the residents regarding where the parking restrictions will be placed are those same people who decide what is deemed inappropriate parking. (your letter to residents was impossible too understand without a geography degree)

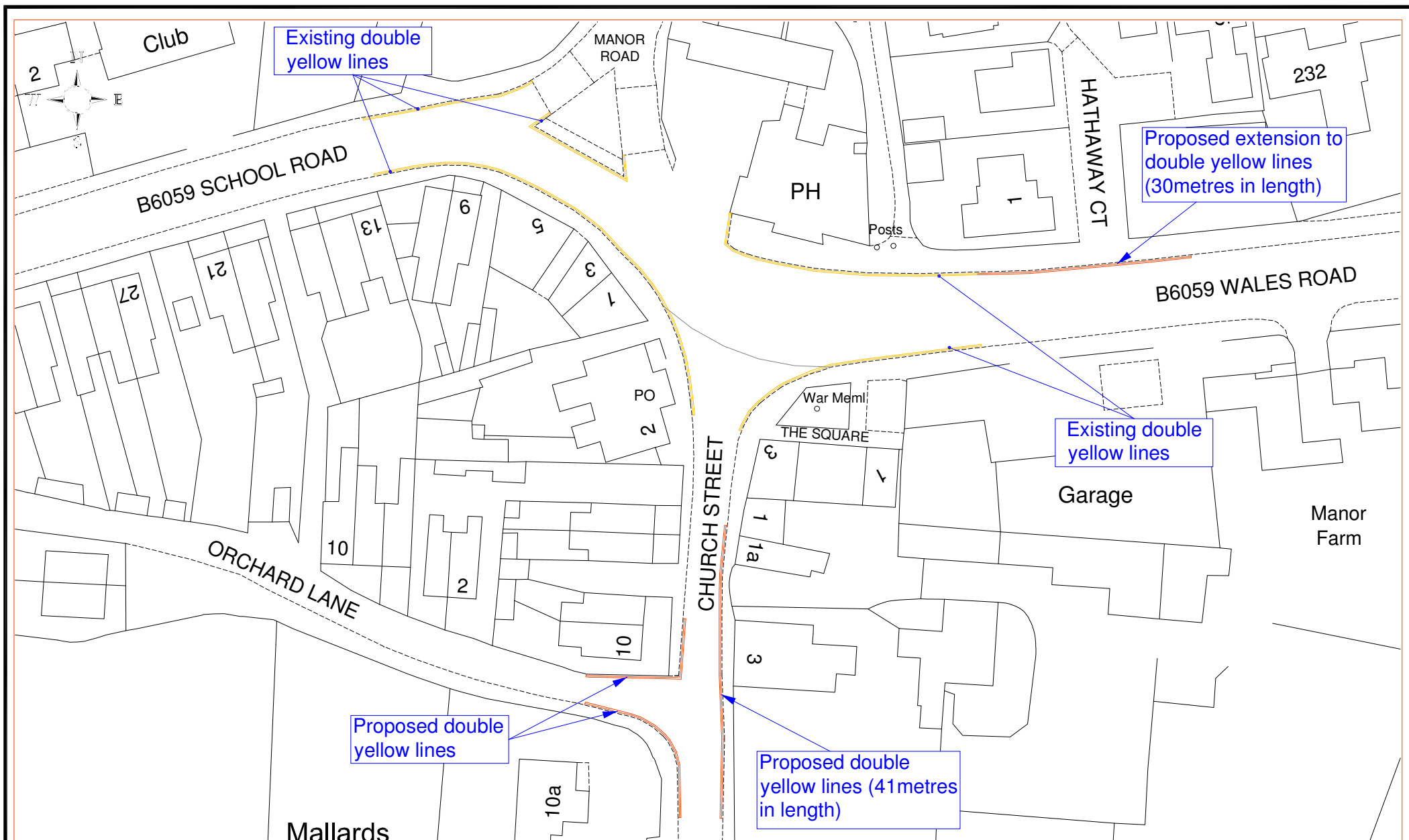
Finally, it seems that you can easily find out the owner of a vehicle to obtain money for a parking offence for which they are not responsible, but you are unable to, or can't be bothered to find out who owns property in the affected area to "consult" about matters affecting the value of that property.

From Ms W

I would like you to register the following comments please:-

- The proposed double yellow lines for each corner of Orchard Lane/Church Street are a good idea. I enter Orchard Lane from Church Street and often struggle to get my car through at the start of Orchard Lane because of parked cars and also the holly hedge of 10 Church Street protrudes at least half a metre into Orchard Lane at that point.

- I would think an extension of double yellow lines in front of no. 4 and no 6 Church Street would be more sensible as those houses both have drives to park their vehicles. In conjunction with that, I think the double yellow lines on Church Street should start at no 3 Church Street and not extend to no. 1/1a. This is because there is nowhere else for residents of 1,2, 3 The Square and 1,1a Church Street to park their vehicles.
- Resident parking bays on Church Street for 1,2, 3 The Square and 1,1a Church Street. Residents used to be able to park in the communal yard at the back of the houses but this was stopped a few years ago by Steven Savage who owns the yard, an action which exacerbated the parking problem and causes great problems for those residents.
- If parking restrictions are going to apply, then it is essential that we have residents parking bays on Orchard Lane for no. 4, 6 and 8 in front of those houses. Residents at nos. 2 and 10 have drives to the side of their properties for parking their vehicles. Although it would not be possible to mark out a full parking bay on the road because the width of the lane restricts this, it would be possible to mark half a bay width. We residents of nos. 4, 6, and 8 Orchard Lane already park two wheels on the verge and two wheels on the road so that other vehicles, including the dust bin wagon can get through without obstruction. Parking bays are needed for residents because all the customers at the Lord Conyers pub park along Church Street and particularly Orchard Lane. This is also exacerbated if there are events on at the church or the Junior and Infant School.
- I think the proposed extension of double yellow lines on Wales Road will make the problem worse, surely it would be better to allow the pub customers to park here.



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Economic Development, Planning and Transportation.
2.	Date:	2nd September 2009
3.	Title:	The Yorkshire and Humber Rail Network Route Utilisation Strategy.
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member about the final Yorkshire and Humber Rail Network Route Utilisation Strategy (RUS).

6. Recommendations

That Cabinet Member notes the contents of this report.

7. Proposals and Details

Cabinet Member will recall my report to the 15th December 2008 meeting (Minute no 150) outlining the key proposals within the consultation draft of the Yorkshire and Humber Rail Network Route Utilisation Strategy (Y&HRUS). (A copy of this report is attached as a background paper).

The report outlined the Council's response to the draft consultation which included local concerns about train overcrowding, frequency and reliability.

Network Rail have now considered all consultation responses and have published a final version of the Y&HRUS.

Much as expected, the final Strategy adopts lower cost interventions before turning to more complex and expensive solutions. In the first instance, the efficiency of existing infrastructure and timetabling will be optimised. The next step change includes the progressive lengthening of trains and platforms to meet medium term demand along with the introduction of new trains to increase service frequency and passenger growth. Track and station infrastructure projects are limited. However it is pleased to note that the doubling of Holmes Chord in Rotherham is included in the medium term strategy period of 2014 to 2019.

For Rotherham , the main outcomes from the Strategy can be summarised as follows:

Peak Crowding – The RUS recommends that 5 additional carriages are added to the Sheffield to Leeds service so it can operate up to a five-car formation. These longer trains will help to ease overcrowding on peak hour services through Rotherham Central.

A number of services operate at or beyond the seating capacity of the route rolling stock and in some cases standing passengers are a common occurrence. In the South Yorkshire area the most densely loaded trains are those which serve Sheffield. Future passenger demand forecasts expect patronage to rise between 2.2 and 3.5 percent per annum.

Regional Links – Rotherham has an existing service frequency of 3 trains per hour albeit that new distribution is not regular. The RUS recognises that this is insufficient given the size of the rail catchment area, the proximity of Rotherham to Sheffield and our role in the Sheffield City Region. An assessment of options to increase the service frequency to 5 trains per hour has been commissioned by the SYPTE. The assessment identified a strong business case, based on revenue generated, economic benefits and a high value for money return that the doubling the Holmes Chord section of rail track would achieve.

As mentioned above the RUS includes a scheme at Holmes Chord to replace the present single one way track with a double two way track. Subject to central Government approval and funding (indicative cost of £15 million), the improvement scheme could, at best, start within the next ten years.

Engineering Works – Rotherham Central Station, being isolated on a loop, can be adversely affected by nearby engineering work. These problems could be eased by

re-opening Rotherham Masbrough Station. However, taking into account the high cost, access and other issues, this option is not favoured by the RUS.

Freight Capacity – The Sheffield (Rotherham) Doncaster / Moorthorpe line forms an important part of the overall freight network but has a limited loading gauge which, if not improved, could become an increasing constraint to the growing inter-modal container market and the local City Region economies. Therefore this route will be included within the development work for the Northern Gauging Project. It is anticipated that the Holmes Chord doubling scheme will make the route more attractive as a freight route.

Reactionary Delays – Swinton has been identified as a location at which very substantial reactionary delays for passenger and freight trains occur. It forms a point where several lines converge and the services passing through originate and terminate over a wide area. As traffic continues to grow, consideration will have to be given to capacity improvements, which could include additional tracks and grade separation although this is likely to be a longer term project.

Rotherham Central and Aldwarke Junction are also significant reactionary delay locations. One cause is the single line section between Rotherham Central and Holmes junction over which all passenger trains serving Rotherham must pass and which can readily become a source of congestion in the event of out-of-course running. The Holmes Chord doubling scheme is likely to reduce the reactionary delays in the Rotherham area.

Car Parking -The majority of railway station car parks in outlying areas are free of charge to encourage use of the rail network by car users. A study, carried out by Passenger Focus, into car park use and the suitability of current facilities confirmed that station car parks on most commuter routes are generally at or near capacity by the end of the morning peak. The study concluded that a lack of available parking may suppress future passenger numbers – especially for users wishing to park and ride. SYPTE have taken a lead role in developing a station car parking strategy and have included other proposals for improvements at stations in the South Yorkshire. Those relevant to Rotherham are listed below.

Rotherham Central - A joint (SYPTE and RMBC) business case to redevelop the station has been submitted to, and approved by, Yorkshire Forward. The project investment is made up from various funding streams at a cost of over £7.5m and will deliver the following improvements:

- Replacement of existing brick entrance building with new structure incorporating, new passenger waiting lounge, ticket office, toilets and small retail area.
- Removal of existing ramps and replacement with lifts and steps and cladding of the bridge.
- Platform lengthening (to accommodate four car 158 units) and replacement of platform canopies, seating and provision of wind breakers.
- Dedicated taxi rank and improvements to George St. car park.

The works are programmed to start on site in November 09 and are scheduled for completion spring 2011.

Swinton Station - to have its park and ride capabilities improved primarily with a car park extension for around 30 vehicles. The works are planned for completion by the end of November 2009. New information monitors and help points have recently been installed in the station.

Kiveton Bridge - Installation of:

- Public address system;
- DDA compliant signage;
- DDA compliant seating;
- Anti slip stair treads;
- Tactile paving to top and bottom of stairs;
- Handrails to all stairways.
- Information boards to be lowered to ensure DDA compliance.

Kiveton Park - Installation of:

- Dropped kerb in location of disabled bays;
- New & replacements signage to ensure DDA compliance;
- Replacement gate with staggered entrance to allow disabled access to platform;
- Public address system.
- Delineation of disabled parking bays.

A map of the current Yorkshire and Humber rail network is attached at **Appendix 1**.

The complete list of aspirations for South Yorkshire is shown in **Appendix 2**.

8. Finance

There are no direct financial implications raised by this report.

9. Risks and Uncertainties

A general lack of major investment in rail infrastructure in South Yorkshire potentially hinders our role in the Sheffield and Leeds City regions and puts further pressure on other transport infrastructure to effectively fill the gaps that are not addressed by the Strategy. It is very uncertain whether funding required to address the fundamental capacity improvements and bottlenecks in SY will all be available. The strategy is also vague about the delivery of schemes (by who and by when) and few references to costs are made. For example, the Strategy refers to aspirational need for rail stations at Parkgate, Waverley and Swallownest (Yes Project) but it suggests that these stations “will only be delivered should funding be provided by the private sector or the rail industry, and where delivery would not undermine other aspects of the Strategy”.

Such aspirations need to be fully assessed at an early stage to determine whether their inclusion in the emerging Local Development Framework is appropriate or necessary. In the absence any certainty, it is difficult to predict how and where the rail network will evolve over the next decade or so and hence, it is difficult to determine complementary land planning issues and the transport infrastructure needed to support it.

Nevertheless, Cabinet Member is asked to welcome the RUS Strategy and particularly the proposals targeted at improving rail services in Rotherham and SY.

10. Policy and Performance Agenda Implications

Although some welcome rail improvements are identified in the RUS a continuing lack of major investment in the rail network could have a negative impact on the direction of our Corporate Plan (Achieving theme) and Community Strategy. In particular, rail connections will have a key future role in meeting aspirations for better employment opportunities and for the Borough to be accessible from other areas with a wide choice of integrated transport options available.

11. Background Papers and Consultation

- Yorkshire and Humber Rail Network Route Utilisation Strategy
- Draft for Consultation on the Yorkshire and Humber – Rail Network Route Utilisation Strategy.
- South Yorkshire Rail Strategy

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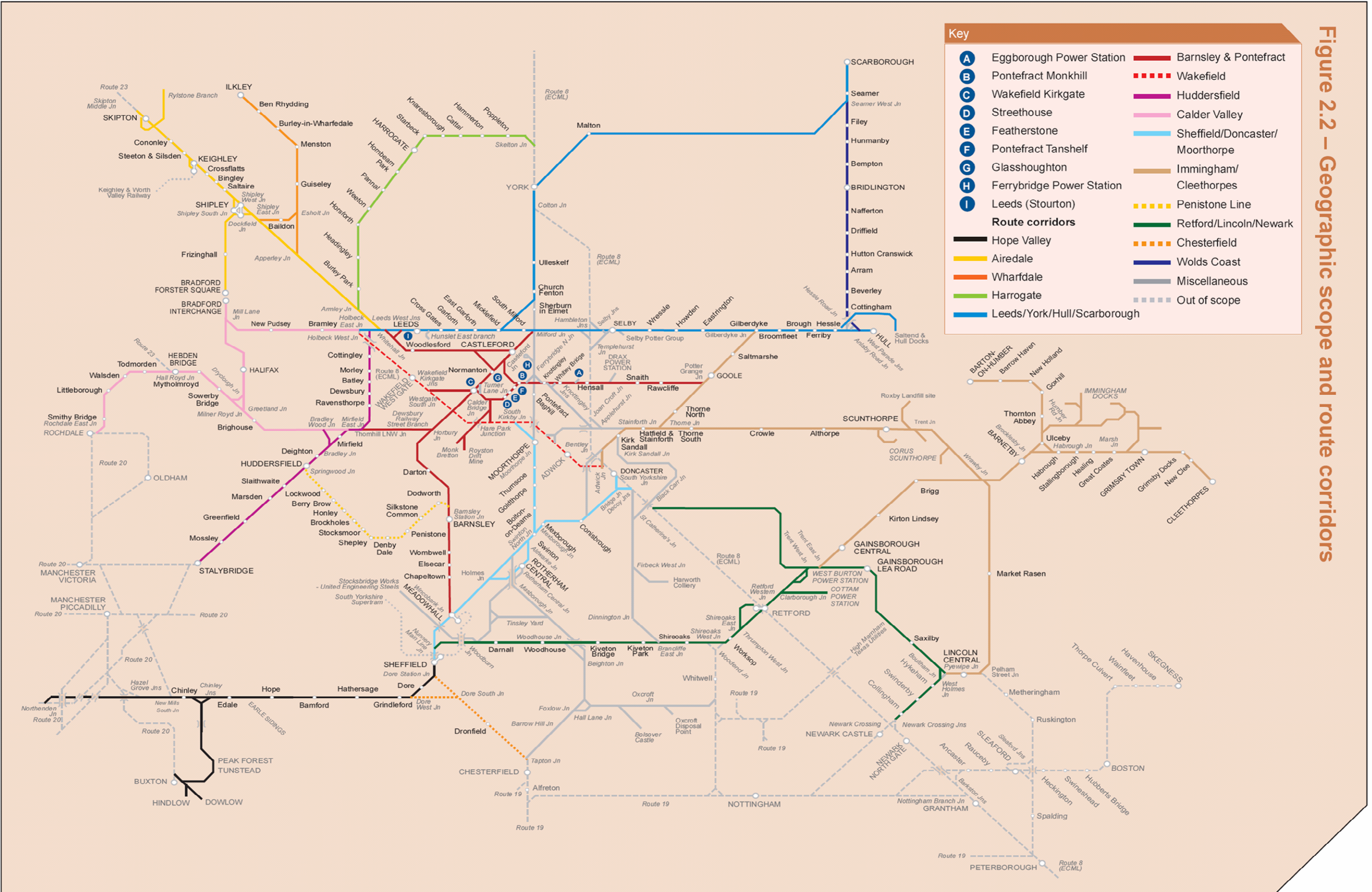


Figure 2.2 – Geographic scope and route corridors

Appendix 2

Appendix 2**Summary of DfT/PTE/local authority aspirations**

The funder aspirations identified below where appropriate to the development of the RUS have been discussed in the analysis and conclusions in Chapters 5 and 7.

Other elements (for example many of the proposals for new stations will be subject to normal industry processes) will be developed in a way that is consistent with these aspirations.

Location	Aspiration	Proposer	RUS Section
Airedale corridor	Link some services to other parts of Leeds City region	WYPTE	7.3.2
Apperley Bridge	New station	WYPTE	6.3.5
Bamsley – Doncaster	Create new rail link	SYPTTE	6.4
Bamsley growth corridor	Provide improved local community access by reinstatement of former railway Crofton Jn – Cudworth – Swinton to provide service to Sheffield	SYPTTE	
Bilton	New station	NYCC	
Bingley	Improved interchange	WYPTE	7.2.3
Bradford Interchange	Improved interchange facilities	WYPTE	7.2.3
Bradford/Skipton	Additional through trains to London	WYPTE	Chapter 5
Calder Valley	Examine potential to reduce journey times between Bradford and Halifax to Leeds/ Manchester and to run faster services, exploring routing options via Brighouse	DfT	7.4.2
Calder Valley corridor	Improved journey times between Bradford and Manchester	WYPTE/ GMPTE	7.4.2
Calder Valley corridor	Extend Calder Valley trains to Salford Crescent; extend Victoria – Rochdale trains to Todmorden (or beyond); Speed up Manchester Victoria – Bradford – Leeds services; linespeed improvement between Victoria and Hebden Bridge	GMPTE	Chapter 5
Castleton	Station improvements	GMPTE	7.2.3
Cliffe	New station	NYCC	
Crosshills	New station	NYCC	
Dewsbury	Improved interchange with buses	WYPTE	7.2.3
Doncaster	Capacity improvements within station	SYPTTE	5.4
Doncaster	Improve capacity on rail approaches to station	SYPTTE	5.4
Doncaster	Freight movements through or avoiding Doncaster	SYPTTE	Chapter 5
ECML	Introduction of improved long distance service pattern in line with ECML RUS proposals	DfT	Chapter 5
ECML	Introduction of IEP trains	DfT	7.2.4
Elsecar	Reinstate station stop	SYPTTE	5.4

General	Provide additional capacity to meet predicted growth, particularly for commuter flows	DfT	Chapter 5
General	Improve links between the northern city regions through train lengthening or additional peak services	DfT	Chapter 5
General	Make provision for continuing growth in freight traffic	DfT	Chapter 5
General	Examine potential for further gauge clearance to W10 or W12	DfT	7.4.3
General	Deliver improved service punctuality and reliability in line with declared targets	DfT	7.4.2/7.4.3
General	Provide improved opportunity for use of train services by car park enhancement especially on routes into Leeds	DfT	7.2.3
General	Examine opportunities for more efficient engineering access to allow improved evening and weekend services	DfT	7.2.8
General	Improve existing stations including car parking	SYLTE	Chapter 5/7.2.3
General	High-speed line to South Yorkshire	SYLTE	
General	New station car parks or extensions to existing where Park & Ride trips can be generated, improved bus/rail integration	GMPTE	7.2.3
General	Additional rolling stock for train lengthening to reduce overcrowding	GMPTE	7.2.4
Greenfield	Station improvements	GMPTE	7.2.3
Guide Bridge	Park & Ride and higher linespeeds at Guide Bridge West junction	GMPTE	7.2.3
Haxby	Examine potential for a new station	DfT	
Hope Valley	Examine potential for higher frequency Sheffield – Manchester service	DfT	7.4.2
Hope Valley	Freight capacity	SYLTE	Chapter 5
Horsforth Woodside	New station	WYPTE	
Huddersfield	Improved interchange with buses	WYPTE	7.2.3
Huddersfield corridor	Additional capacity on local services and service improvements Leeds – Manchester	WYPTE / GMPTE	Chapter 5
Huddersfield corridor	Additional capacity Manchester – Leeds through train lengthening or additional services	DfT	7.4.2
Huddersfield corridor	Examine potential for reducing journey times between Leeds and Manchester	DfT	7.4.2
Hull and Scunthorpe lines	Optimise the opportunities offered by the Humber ports as international gateways	DfT	
Keighley	Improved interchange and additional parking	WYPTE	7.2.3
Kirkstall Forge	New station	WYPTE	6.3.5
Knaresborough East	New station	NYCC	

Leeds	Examine potential for a new southern entrance to station	DfT	7.2.3/4.3.3
Leeds – Wakefield Westgate – Sheffield	Additional fast trains	WYPTE	Chapter 5
Leeds Bradford Airport	New transport link	WYPTE	
Leeds eastwards	Additional parking at all PTE car parks	WYPTE	Chapter 5/7.2.3
Leeds station approaches and Whitehall Jn	Improve capacity and performance	SYLTE	7.3.3
Leeds/York/Hull/ Scarborough corridor	Examine potential for journey time improvements to strengthen connection between Leeds/York and Hull	DfT	7.4.2
Low Moor	New station	WYPTE	
Manchester Piccadilly	Improved interchange	GMPTE	7.2.3
Manchester Victoria	Improved interchange	GMPTE	7.2.3
Marple corridor	Station improvements, bus/rail integration Longer-term possible tram-train operation	GMPTE	7.2.3
Micklefield	Examine potential for a parkway station east of Leeds	DfT	4.3.3
Mills Hill	Park & Ride, station improvements, bus/rail integration	GMPTE	7.2.3
New Mills Central	Enlarged car park	Derbys CC	7.2.3
Newark	Improve connections between Lincoln services and ECML London services	DfT	
Nottingham – Leeds	Journey time improvements	DfT	7.3.2
Nottingham – Lincoln	Journey time improvements (being addressed in East Midlands RUS)	DfT	
Nottingham – Manchester	Journey time improvements	DfT	7.3.2
Penistone line	Tram-train trial	DfT	Chapter 5
Penistone line	Linespeed improvements	SYLTE	
Pontefract area	Improved access	WYPTE	7.2.3
RHADS	Examine options to serve the proposed new station	DfT	7.4.2
RHADS	Provide new station at airport and associated train service	SYLTE	4.3.3/7.4.2
Rochdale	Park & Ride, station improvements, future Metrolink Interchange	GMPTE	7.2.3
Romiley	Park & Ride, station improvements, bus/rail integration	GMPTE	7.2.3
Rother Valley Park	New station	SYLTE	
Rotherham Central	Upgrade waiting facilities	SYLTE	7.2.3
Rotherham Central	Extend platforms	SYLTE	7.2.3
Rotherham Central	Double-tracking of Holmes Chord	SYLTE	Chapter 5
Rotherham Parkgate	New station on Rotherham Central line	SYLTE	

Sheffield	Capacity improvements within station	SYPTE	Chapter 5
Sheffield	Capacity improvements on northern approach to station	SYPTE	Chapter 5
Sheffield	Capacity improvements on southern approach and Dore Junction capacity	SYPTE	7.4.3
Sheffield – London	Improved journey time to under two hours and increased frequency	SYPTE	
Sheffield – Manchester	Improved speed and frequency through infrastructure measures as required, in the longer-term reinstatement of the Woodhead route	SYPTE / GMPTE	7.3.2/7.5
Shipley	Improved interchange and accessibility	WYPTE	7.2.3
Smithy Bridge	Station improvements	GMPTE	7.2.3
Stalybridge	Park & Ride, increase junction speeds, create north side bay platform to improve punctuality/reliability	GMPTE	7.2.3
Stocksbridge	Provide new passenger service to Sheffield (support as heritage option in short term)	SYPTE	
Swinton	Improve junction capacity	SYPTE	Chapter 5
Thorpe Willoughby	New station	NYCC	
Various stations	Additional Park & Ride facilities at a number of local stations – principally on the Airedale, Caldervale, Huddersfield, Wakefield, Bamsley and Pontefract lines	WYPTE	7.2.3
Various stations	General station improvements	WYPTE	7.2.3
Various, including Halifax	Electrification of core parts of the local network	WYPTE	7.4.3/7.5
Wakefield	Extend Knottingley – Wakefield Kirkgate trains to Wakefield Westgate	WYPTE	Chapter 5
Wakefield Westgate	Improve capacity and performance	WYPTE	4.3.3
Waverley/Orgreave	New station	SYPTE	

Background paper**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

1.	Meeting:	Cabinet Member for Regeneration and Development Services meeting.
2.	Date:	15th December 2008
3.	Title:	Response to the Consultation Drafts of the Yorkshire and Humber Rail Network Route Utilisation Strategy and the South Yorkshire Rail Strategy.
4.	Directorate:	Environment and Development Services Planning and Transportation Service

5. Summary

To inform Cabinet Member about the Consultation Drafts of both the Yorkshire and Humber Rail Network Route Utilisation Strategy (RUS) and the South Yorkshire Rail Strategy and to endorse the suggested response to Network Rail and the SYPTE about issues within the drafts affecting rail services serving Rotherham.

6. Recommendations

That Cabinet Member endorses the contents of this report which will be used to form a formal response to the RUS and to comment upon the South Yorkshire Rail Strategy.

7. Proposals and Details

7.1 Draft Rail Utilisation Strategy

Following the Rail Review in 2004 and the Railways Act 2005, the Office of Rail Regulation (ORR) modified Network Rail's network licence in June 2005 to require the establishment of Route Utilisation Strategies (RUS's) across the rail network in England. RUS's reflect current Network Rail duties in relation to the operation, maintenance, renewal and development of the rail network. The strategies should:

- Enable Network Rail and persons providing services relating to railways better to plan their businesses, and funders better to plan their activities: and
- Set out feasible options for network capacity, timetable outputs and network capability, and funding implications of those options for persons providing services to railways and funders

The RUS primarily covers the period 2009-19 but it does, however, look further into the future in line with the 30 year timescale adopted in the Government's 2007 White Paper 'Delivering a Sustainable Railway' to identify long term factors which should influence the development of the 10 year RUS.

The RUS analyses the current capability and capacity of the Yorkshire and Humber region's railways in order to measure ability to cater for existing demand and to highlight any present day gaps. It also forecasts future passenger growth and identifies future gaps where interventions are needed to meet demand. The main gaps or issues identified across the region are:

- Peak and off peak overcrowding and network congestion to be addressed in general by progressive train / platform lengthening, small scale capacity improvements and additional peak hour shuttle services.
- Perceived quality of regional links, especially the need to improve services from Sheffield to Manchester and London with additional services proposed
- Engineering access and delays.
- Freight capacity and particularly limited loading 'gauge' (the width and headroom of rail routes) across much of the regional network (the width and headroom of rail routes) to be addressed in the main by the Northern Gauging Project.
- Reactionary Delays, often where infrastructure has become inadequate and outdated. However, in the main, low cost interventions are preferred in favour of more complex and expensive solutions.

A set of options is suggested which could potentially bridge the known and predicted gaps on the rail network. These options are further analysed to determine which will offer the most promising value for money solutions. It is at this stage that the RUS is being put out to consultation to seek stakeholder responses which may help refine the options. A map of the current Yorkshire and Humber rail network is attached at **Appendix A**.

At a local level, the following gaps and options affecting rail services through and around Rotherham are identified:

Peak Crowding – A number of services are overcrowded during the high peak hours in the morning and evening with standing passengers being a common occurrence. The RUS recommends that four additional carriages are spread across two Doncaster to Sheffield peak train services and two additional carriages are added to one peak hour service on the Leeds-Sheffield via Moorthorpe service. These longer trains will help to ease overcrowding on peak hour services through Rotherham Central.

Regional Links – Bearing in mind Rotherham's sizeable rail catchment area, our proximity to Sheffield and our role in the Sheffield City Region, the sub-standard service of three trains per hour at Rotherham central is acknowledged in the RUS. However, relatively costly infrastructure requirements are needed to increase services to 5 per hour by doubling the track at Holmes Chord along with further capacity improvements at Sheffield Station. The RUS merely recommends further work be undertaken by Network Rail and the SYPT to ascertain whether such works would meet the minimum DfT value for money criteria.

Improvements to regional links are also proposed with three fast trains to Manchester and improved journey times on the Leeds-Sheffield via Barnsley corridor.

Engineering Works – Rotherham Central Station, being located on a loop, can be adversely affected by nearby engineering work, but effectively mitigation could only be provided by reopening Rotherham Masbrough Station or another station on the main line; however, with various cost and other access issues, such an approach is not favoured by the RUS.

Freight Capacity – The Sheffield (Rotherham) Doncaster / Moorthorpe line forms an important part of the overall freight network but has a limited loading gauge which, if not improved, could become an increasing constraint to the growing inter-modal container market and the local City Region economies. No significant improvement works are put forward in the RUS with proposals limited to further investigative work within the Northern Gauging Project.

Reactionary Delays – Rotherham Central and Aldwarke Junction (at a somewhat lower level) are significant reactionary delay locations. One cause is the single line section between Rotherham central and Holmes junction over which all passenger trains serving Rotherham must pass and which can become a source of congestion in the event of out-of-course running. The doubling of Holmes Chord (as discussed previously) would reduce reactionary delays in the Rotherham area.

Although no improvements are included in the RUS, Swinton has also been associated with substantial reactionary delays for passenger and freight trains. It forms a hub at which several lines converge with services passing through originating and terminating over a wide area. As traffic continues to grow, consideration will have to be given to capacity improvements, which could include additional tracks and grade separation. Further 'knock on' reactionary delays are common place at Sheffield and Doncaster Stations. Whilst the RUS acknowledges that infrastructure at Sheffield Station has become increasingly inadequate and outdated and there has been no major re-signalling or track remodelling for many years, no significant infrastructure improvements are proposed.

A copy of the S.Y.P.T.E. response to the RUS consultation is attached as **Appendix B**.

7.2 Draft South Yorkshire Rail Strategy

The SYPTE are undertaking a stakeholder consultation on the South Yorkshire Rail Strategy (SYRS). The SYRS brings together work that has/will be carried out on the development and enhancement of the local rail network. It suggests a "realistic and pragmatic" approach to developing rail in the short term (to 2014), the medium term (2014 to 2019) and in the longer term (where timescales are not specified).

Infrastructure improvements within the SYRS are inextricably linked to the RUS programme and funding regime and whilst the SYRS can do little more than mirror the RUS, it does highlight the need to give more prominence to rail issues affecting Rotherham and South Yorkshire by prioritising network bottlenecks & strategic priorities in the short / medium term including:

- Capacity issues at Manchester, Sheffield, Leeds and Doncaster stations.
- The 'dualing of Holmes Chord' (or suitable alternative), access to Rotherham Central and congestion issues at Swinton.
- Improved connections to London, Leeds and Manchester.
- New lines and stations including long term aspirations for stations at the YES Project, Waverley and Parkgate.
- Freight network and track gauging issues.

The SYRS also outlines timescales for ongoing and short / medium complimentary projects including improvements to:

- Network reliability.
- Customer services.
- Existing stations including car parking.
- Promotion, publicity and ticketing.
- Environmental performance.

A summary of the Draft South Yorkshire Rail Strategy Delivery Plan is attached at **Appendix C**.

8. Finance

Although there are no direct financial implications raised by the RUS and SYRS, both documents are vague regarding detail about the delivery of schemes (by who and by when) and few reference to costs are made. For example, the South Yorkshire Strategy refers to aspiration need for rail stations at Parkgate, Waverley and Swallownest (Yes Project) but it suggests that these stations “will only be delivered should funding be provided by the private sector or the rail industry, and where delivery would not undermine other aspects of the Strategy”.

Development of the rail network in Rotherham is welcomed but such aspirations need to be fully assessed at an early stage to determine whether their inclusion in the emerging Local Development Framework is appropriate or necessary. In the absence any certainty, it is difficult to predict how and where the rail network will evolve over the next decade or so and hence, it is difficult to determine complementary land planning issues and the transport infrastructure needed to support it.

Therefore, it is suggested that both strategies and especially the South Yorkshire Rail Strategy, should focus more on deliverables and key network bottlenecks and this concern be raised with both Network Rail and the SYPTE. Nevertheless, Cabinet Member is asked to welcome the South Yorkshire Rail Strategy and particularly the emphasis placed on giving greater priority to strategic rail issues in the Rotherham and the region more generally.

9. Risks and Uncertainties

Whilst some relief from peak crowding on trains serving Rotherham and better connections between Sheffield and Manchester are to be welcomed, the RUS and South Yorkshire Rail Strategy are overly focussed on low cost interventions and propose very little in terms of new infrastructure or new rail services to address long standing problems. For example, the long awaited improvements at Holmes Junction remain very much aspirational and, whilst problems are identified on the network at Swinton, Doncaster and Sheffield no appropriate action is proposed.

A lack of major investment in rail infrastructure in South Yorkshire potentially hinders our role in the Sheffield and Leeds City regions and puts further pressure on other transport infrastructure to effectively fill the gaps that are not addressed by either Strategy. It is very uncertain that the level of funding required to address the fundamental (or strategic) bottlenecks will be available to invest in this area.

10. Policy and Performance Agenda Implications

Although some welcome minor short term improvements are identified in the RUS and the South Yorkshire Rail Strategy, a continuing lack of major investment in the rail network could have a potentially negative impact on our Local Transport, Corporate and Community Plans and on Rotherham’s status within the Sheffield City Region and links to the Leeds City Region. These concerns and the other issues highlighted in this

report form the basis of the Council's input into the attached SYPTE co-ordinated reply to the RUS consultation.

11. Background Papers and Consultation

- Draft for Consultation on the Yorkshire and Humber – Rail Network Route Utilisation Strategy.
- Draft South Yorkshire Rail Strategy
- Government White Paper - Delivering a Sustainable Railway, 2007
- South Yorkshire Local transport Plan 2006 – 2011
- DfT's Rolling Stock Plan January 2008

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APPENDIX A

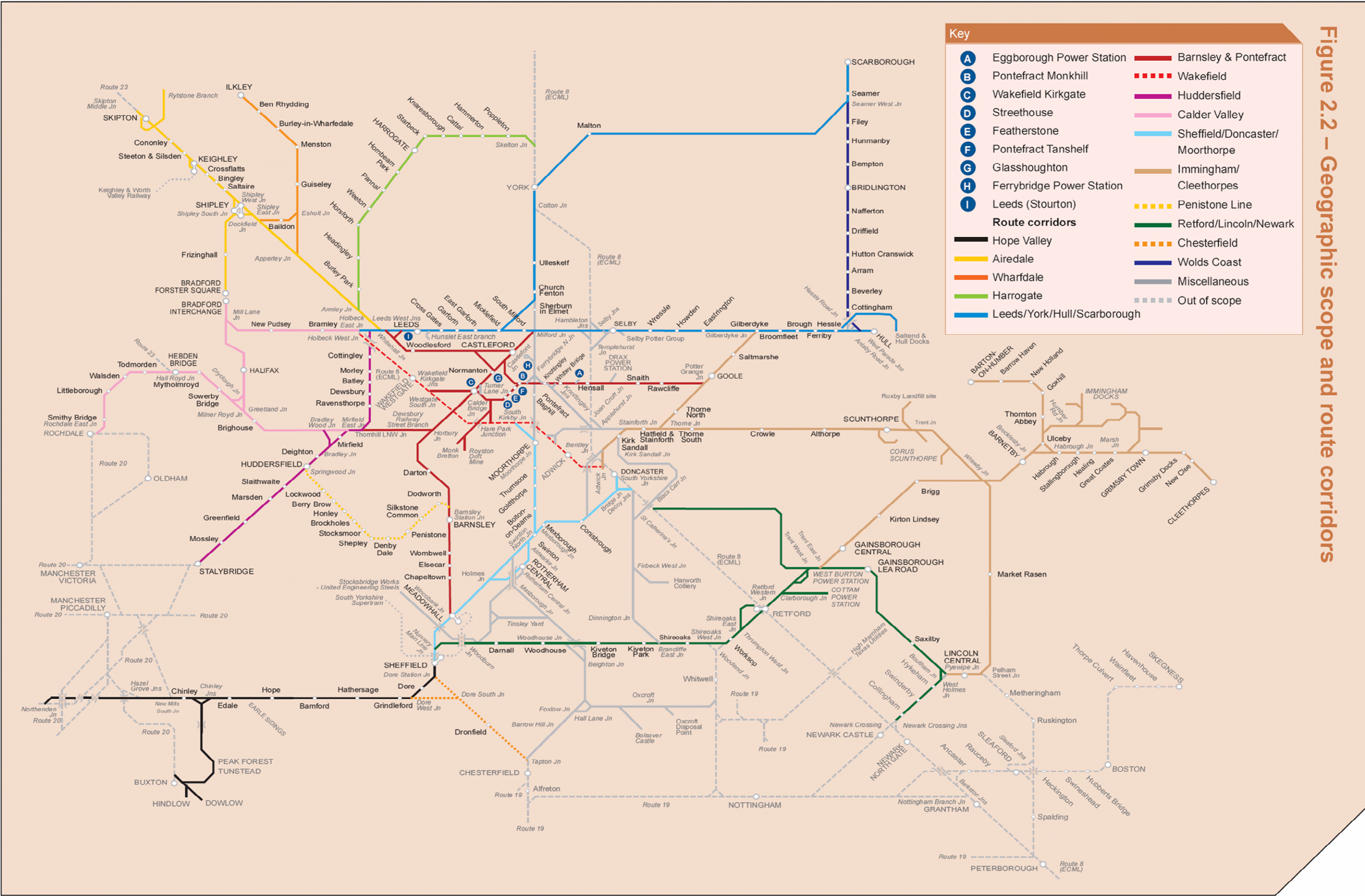


Figure 2.2 – Geographic scope and route corridors



APPENDIX B

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December 2008

DRAFT SUBJECT TO APPROVAL

Dear Sir

YORKSHIRE & HUMBER RUS CONSULTATION RESPONSE

This consultation response has been considered and endorsed by the South Yorkshire Passenger transport Authority at their meeting held on 4 December 2008.

Firstly the Y&H RUS is welcomed as a tool to plan for the future needs of the railway in the region, the approach adopted is supported in that it complies with the RUS guidance, however as congestion on the public highway increases and demand management techniques need to be deployed, it is disappointing that the railway industry is not positioning itself to capitalise and meet this demand and opportunity and the failure to fully assess the impact of the Manchester TIF bid and congestion charging on Transpennine services is a failure, which will necessitate the RUS to be revisited if the TIF bid goes ahead. The PTE supports the fact that the RUS has not relied on national growth models and has taken account of sub-regional factors, such as the economic growth in the Sheffield City Region.

In terms of the detailed elements of the Strategy, the following comments require consideration and addressing prior to the final adoption of the RUS:

1. **Doncaster Station and approaches** - The RUS suggests that the plans to address the ECML and Y&H concerns about constraints at, and approaching, Doncaster, will not be considered further until the retimetabling of the ECML has been undertaken. It is not clear from either the Y&H RUS or the ECML RUS what and when engineering and signalling works will be undertaken, or what the process is to engage with stakeholders (like SYPTE) in developing any solution. Please can this be clarified in the final draft. Also see point 4 below.
2. **Sheffield Station and approaches** - The RUS makes clear that any significant upgrade will be dependant upon resignalling works. I assume these are the works planned in the medium term strategy (CP5), if not, this

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needs to made clearer and an early and definitive date provided for the signalling works. The RUS does not make clear whether the train lengthening and additional peak services, proposed in the short and medium term strategies, can go ahead in advance of the station upgrade. If not, the signalling and engineering works will need to be brought forward. Also see point 4 below.

3. **Holmes Chord** - Whilst discussions on this capacity constraint (limiting the number and frequency of train services to/from Rotherham Central station and causing reactionary delay), is ongoing between ourselves, it is critical to South Yorkshire that this scheme is included in the final draft and is eligible for funding via yourself. I am surprised its position as a scheme remains ambiguous especially as the RUS discusses removal of the 3 'flat junctions' for freight purposes and it is recorded that this area suffers 'significant reactionary delay'.
4. **South Yorkshire Rail Strategy** - As you are aware the Strategy was updated in October 2008 and is currently out to consultation. To assist I will report any changes to this document via the Stakeholder Management Group. The RUS needs to make clear that where works are proposed to the existing rail network it will take into account and facilitate other stakeholders' plans and proposals. This is to avoid further disruption and potentially abortive spend. Particular examples I have in mind include:
 - Barnsley to Doncaster Rail Line - Extra services this will generate need to be accommodated within the work planned at Swinton Junction and Doncaster Station and its approaches.
 - Barnsley Growth Corridor - This will also generate new services which again need to be accommodated within the works planned at Leeds, Wakefield and Sheffield Stations plus approaches, as well as at Swinton Junction.
 - Can I conclude that the stations being considered in the South Yorkshire Rail Strategy do not conflict with the RUS recommendations (Rotherham Parkgate; Rother Valley Park/YES; Waverley/Orgreave)? The RUS needs to make clearer its position in this respect.
5. **Long Term Strategy** - The RUS needs to make clear how this is to be refined and developed with the stakeholders. How it might include wider schemes (see point 4. above) and when appraisal works will start. As written the RUS implies thinking will not start until after 2019, whereas it needs to commence now to inform scheme design and finance bidding to enable an early delivery in CP6, so the rail network is capable of accommodating the predicted doubling of freight and passenger traffic.
6. **Car Parking** - The work on car parking/access to the rail network being led by Passenger Focus is welcomed, and I am aware SYPTE is participating in this work. However what form of consultation will this output be subject to? As drafted it appears outwith this consultation or indeed any process!

7. **Transpennine Links** - The RUS proposes an extra train service each hour in the medium term. In the longer term on both the South and North transpennine routes extra lines, possibly involving re-opening the Woodhead Tunnel; are discussed. At the same time work is being considered to tackle road based transpennine problems. It makes sense to explore the longer term plans for both road and rail together so that an integrated solution with adequate overall capacity is proposed.
8. **Journey Time Targets** - It is noted a 43 minute target is set for Leeds to Manchester journey times. For consistency, similar targets should be set for other key trips including:
 - Sheffield - Manchester 45 minutes
 - Sheffield - Leeds 45 minutes

These are extracted from the “South Yorkshire Shared Transport Vision”.

I trust these comments assist in refining the RUS. If you wish to discuss or clarify any point do get in touch. I am happy to meet up if this would help.

Can I also thank you and the team for the level of involvement SYPTE has been afforded in the work to date, and may I congratulate you on what is in the main, a very good piece of work.

Yours sincerely

DAVID YOUNG
HEAD OF TRANSPORT INTEGRATION AND
DEPUTY TO PASSENGER SERVICES DIRECTOR

APPENDIX C

Network Bottlenecks and Scheme Dependencies

Enhancement sought	Scheme description	Scheme dependency
Track and Service enhancements		
Barnsley to Doncaster rail line	New service and line connecting two towns. Further works if extending services beyond (e.g to RHADS or to Huddersfield)	• Doncaster station • Doncaster station approaches • Swinton junction
Barnsley growth corridor	New service and line connecting Crofton to Swinton, with services Leeds to Sheffield	• Leeds station • Leeds station approach • Swinton junction • Sheffield northern approach • Sheffield station
Sheffield to Stocksbridge	Initially a heritage line solution, if access to Sheffield Midland Station then constraints	• Sheffield northern approach • Sheffield station
Track and Station enhancements		
Rotherham southern access	Doubling track access to allow diversion of services	• None
Elsecar stop reinstatement	Reinstata 2 nd stop every hour each direction	• Penistone Line speed increases
Service only enhancements		
RHADS	Assume Doncaster to Lincoln service	• RHADS station • Doncaster station • Doncaster station approaches
Sheffield to Manchester	Frequency enhancements Note also Y&H RUS Capacity scheme	• Dore Junction • Sheffield station • Sheffield northern approach • Hope Valley passing loops • Manchester Hub
Sheffield to London	2 x hourly service	• None but performance risks without Dore junction • Sheffield station including southern approach depending on solution
Penistone Line frequency enhancement	Possible shuttle service between Penistone and Barnsley	• Penistone line passing loops • Barnsley Station
Y&H RUS capacity enhancements		
Doncaster – Sheffield Peak service enhancements	4 extra peak services	• Doncaster station • Doncaster station approach • Swinton junction • Sheffield northern approach • Sheffield station
Sheffield to Leeds via Dearne	2 extra peak services	• Leeds station • Leeds station approach • Swinton junction • Sheffield northern approach • Sheffield station
Train lengthening	Sheffield to Leeds via Dearne	• Platform lengthening • Sheffield Station • Leeds Station
Performance improvements	Assorted bottlenecks resulting in lost mileage. Top 8 schemes in region (in order), bold indicates impact on South Yorkshire.	• Leeds station approach (Whitehall Junction) • Sheffield northern approach • Rochdale Junction • Swinton junction • Meadowhall Junction • Huddersfield • Wakefield Westgate • Holmes Junction (Rotherham)

Rail Strategy Delivery Plan – Strategic Priorities

1. Maintain the Reliability and Performance of the Network	Timescale
i) <u>Manage the Northern Rail Franchise Performance</u> through regular engagement with the Train Operator and Department for Transport (DfT) - ensure punctuality and reliability targets are met and maintained and the franchise quality targets are achieved.	Ongoing
ii) <u>Oversee other Train Operating Companies' Franchise Performance</u> to ensure agreed performance standards are met on longer distance and express services as they affect South Yorkshire. (Chiefly the Cross Country, East Midlands, Transpennine and East Coast Franchises).	Ongoing
iii) <u>Encourage and advise Train Operators on use of technology to improve the scheduling of their services.</u> In particular encourage the use of satellite tracking of train positioning (this is linked to passenger information).	Short / Medium
2. Provide Customer Service Excellence	Timescale
i) <u>Manage and Inform the Northern Rail Franchise delivery</u> through research, passenger counts and complaints analysis. Work closely with the Train Operator to take remedial action or identify enhancements based on Franchise obligations.	Ongoing
ii) <u>Oversee other Train Operating Companies' Franchise delivery</u> and identify areas for customer service improvements through local and national research. Engage with the relevant Train Operator to deliver improvements and to respond effectively to customer complaints.	Ongoing
iii) <u>Undertake Market Research</u> (particularly 'mystery shopper' surveys) to assess the customer experience and identify quality issues.	Ongoing
iv) <u>Continue to engage with the Community Rail Partnership</u> to promote and enhance the Huddersfield - Penistone - Sheffield route, through this national pilot.	Ongoing
v) <u>Work with the Train Operator to improve train passenger security</u> through installation of on train CCTV on the Northern Rail fleet.	Short
vi) <u>Encourage the use of Real Time Information</u> to provide improved passenger information at local stations.	Short
3. Provide High Quality Customer Facilities (Stations)	Timescale
i) <u>Station standards:</u> introduce a range of enhancements at specific stations to meet the passenger priorities which identified through research as part of the 'bronze', 'silver' or 'gold' station standards specified in the Rail Strategy document. - Introduce improved car parking facilities at South Yorkshire rail stations in line with the plan set out in the Rail Strategy document and with the Park and Ride Strategy. - Introduce specific cycle parking provision at specified rail stations (as part of station standards: bronze, silver and gold). - Introduce CCTV at stations not yet covered, in line with the above station standards improvements. - Implement the 'Access for Everyone' programme to assess and devise solutions	Now - Medium

5. Deliver Efficient, Effective Ticketing	Timescale
i) <u>Develop ticketing and price scales</u> appropriate for local travel with Train Operating Companies and lobby to ensure fares remain within the franchise structure.	Short
ii) <u>Participate with Train Operating Companies to promote</u> and encourage greater rail use – especially at off peak times through targeted ticket offers.	Ongoing
iii) <u>Yorcard - smartcard ticketing</u> - monitor performance of trials to determine future strategy. Make it easier for passengers to create personalised tickets at the lowest cost for their particular journeys.	Short / Medium
iv) <u>Continue to participate in the South Yorkshire enhanced Concessionary Travel Scheme</u> and ensure appropriate reimbursement for Rail Operators.	Ongoing
v) <u>Review the existing prepaid ticketing range</u> to see if rules and/or product ranges can be usefully changed – subject to national conditions and agreement with DfT.	Medium
vi) <u>Continue to offer the Travel Master range</u> and negotiate with operators to offer value for money to passengers.	Ongoing
vii) <u>Provide multi-leg and through (integrated) ticketing</u> to minimise interchange penalties. The aim is to simplify the product range by making nearly all tickets valid on all modes but this must be subject to fare controls within the Rail Franchise Agreements.	Medium
6. Improve Environmental Performance	Timescale
i) Work with rail industry partners to introduce more environmentally friendly rolling stock and environmental enhancements at stations.	Ongoing
7. Planning Service Enhancements	Timescale
i) South Yorkshire bottlenecks: Address existing track and signalling constraints at key points on the network in South Yorkshire – including: - Doncaster Station capacity and approaches, including completing Doncaster East slow line to bi-directional working. - Sheffield Station capacity and northern approach capacity between Meadowhall Junction to Sheffield Station. - Swinton Junction The following schemes are free standing improvements: - Sheffield Station South and Dore Junction - Access to Rotherham Central, including platform lengthening and dual line track access. - Penistone line speed to allow reinstatement of Elsecar stops - Freight lines – Hope Valley passing loops and Doncaster Area capacity	Short / Med Short / Med Short / Med Medium Medium Short / Med Medium
ii) Out of County bottlenecks: Address constraints outside South Yorkshire including those impacting on routes to London and which affect our wider aspirations in relation to the Northern Way and City Regions. These include: - Approaches to Leeds Station (especially Whitehall junction) - Manchester Hub	Med / Long Long

- Hope Valley (passenger and freight)	Med / Long
- Freight lines around and avoiding Doncaster / East Coast Mainline	Med / Long
iii) New lines and stations: quantify costs, benefits and impacts of potential new lines and stations in identified locations and build the business cases: - Barnsley to Doncaster (direct rail link) - Heritage rail to Stocksbridge (support through staff) - Barnsley Growth Corridor line - RHADS Station (support station and service options) - "YES" Project at Rother Valley <i>at South Yorkshire</i> - Waverley development site (Bus Rapid Transit in the short/medium term) - Improved Transpennine route, which may include reopening Woodhead tunnel subject to business case approval - Investigate opportunities for an additional station at Rotherham Parkgate:	Long Medium Long Medium Long Long Long Medium ✓
iv) Continue to deliver a programme of rolling stock upgrades and: a) Offer support to rail operators to address rolling stock capacity issues. b) Support Northern Rail to replace Pacer / Sprinter trains	Medium Med / Long
v) Support the construction of stabling facilities in South Yorkshire to improve reliability and access to units.	Long
vi) Sheffield – London St Pancras (half hourly) service - lobby to secure frequency enhancement and necessary funding.	Short / Medium
vii) Midland Mainline (London) speed improvements – ensure these are met in December 2008 line with Franchise Commitment, and between 2009 -14 via Network Rail Business Plan.	Short / Medium
viii) Engage with DfT and Northern Rail in the planned Tram/Train Trial	Medium
ix) Lobby for high speed lines in South Yorkshire	Short / Medium
x) Engage with and lobby the National Rail industry to ensure right outcomes for South Yorkshire (including through the Route Utilisation Strategy, consultations and franchises)	Medium
xi) Engage with "Open Access" Operators to ensure that the interests of South Yorkshire Passengers can be served.	Ongoing

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services – Delegated Powers
2.	Date:	2 nd September 2009
3.	Title:	The Petition from Residents of Clifton Bank re. the adoption of Article 4 Directions; as affecting Boston Castle Ward
4.	Programme Area:	Environment and Development Services

5. Summary

A petition from the residents of Clifton Bank was sent to the Chief Executive with an accompanying letter dated 12th July 2009. A local resident also sent it as a scanned e-mail attachment to Cllr Boyes, the Heritage Champion, and the Conservation and Urban Design Officer on (Sunday) 19th July 2009, calling for “the introduction of Article 4 Directions” to remove the permitted development rights of local residents from altering the fronts of their properties or demolishing their boundary walls to create hard standings for off-street car parking.

6. Recommendations

That the petition is accepted and the petitioners be advised that the Council will initiate proceedings to introduce Article 4 (2) Directions for the domestic properties on Clifton Bank, nos. 2 – 28 (consec.), and nos. 81 & 81A Wellgate, and nos. 1- 6 Wellgate Terrace.

7. Proposals and Details

A petition was sent by e-mail (as a scanned attachment) by a local resident with an accompanying letter/petition that had 51 signatures in support of the introduction of Article 4 Directions to their properties on Clifton Bank, Wellgate Terrace and nos. 81 & 81A Wellgate at the bottom of both terraces fronting the main road; its receipt was acknowledged on 23rd July 2009.

The petition was initiated following the recent demolition of the front boundary wall to one of the properties close to the top of Clifton Bank by one of the local residents to permit off-street parking. Before doing so the resident checked with RMBC Development Control to see if any permission was required. As the wall was less than 1 metre in height it fell outside of the normal control for the demolition of walls in a conservation area and therefore permission was not required. Following its demolition a local resident on the street contacted the Conservation Section of Forward Planning complaining about the matter and was advised that permission was not required. The local residents were unhappy with this situation. This is the basis upon which the petition letter for the introduction of restrictive measures that remove resident's permitted development rights is founded.

Background Information:

The Conservation Area: The present Rotherham Town Centre Conservation Area was formed from three separate Conservation Areas designated some 30 years ago, "Rotherham: All Saints"; "Rotherham: The Crofts"; and "Rotherham: Clifton Bank" only brought together to form an enlarged single conservation area in the 1990s following a Conservation Area Review of 1992.

The 2005 Review of the Conservation Area: The Rotherham Town Centre Conservation Area was reviewed in 2005 and a new Conservation Area Appraisal document and Management Plan was produced, and following public consultation was adopted by the Council. Section 4 of the Appraisal provides a character analysis of the town, defining character areas. The study area is one of these and is identified by a map (on page 21 of the Appraisal). The accompanying text (on page 22) provides a useful description of these streets and does mention the boundary walls specifically:

"4.4.9 Wellgate Terrace and Clifton Bank is the only purely residential area within the conservation area. This area is characterised by the modest early 19th century Wellgate Terrace and the impressive early-mid 19th century terracing of Clifton Bank which is interspersed by a couple of impressive villas. Clifton Bank in particular is characterised by impressive stone boundary walls and railings (many of which have been lost). Some of the houses retain original features such as doors and windows, which greatly enhance the area. The character of this area is undermined by the more recent housing on the southern side of Clifton Bank and unsympathetic alterations to the elevations to the houses through the alteration of windows and poor repairs to brick and stonework. The semi cobbled nature of the road, especially at Clifton Bank and the large garden space at 20 and 21 Clifton Bank and the other

smaller gardens collectively adds to the charm of this unexpected area within Rotherham town centre."

The Conservation Area Management Plan: In Section 3 on Planning Measures reference is made to the use of Article 4 (2) Directions, where it points out that:

"3.9 This is a discretionary power given to the LPA to restrict specific permitted development rights in relation to dwellings in Conservation Areas, where the permitted development would front a public area. Although there are few residential properties within the Conservation Area it may be appropriate to consider the use of Article 4 (2) directions in the future as there is considerable residential development planned. Nevertheless, most planned residential development is new build and the principle use of Article 4 (2) directions would be to ward against inappropriate changes to historic buildings."

Support for the introduction of Article 4 Directions: The Secretary of State's general approach to the making of article 4 directions is that permitted development rights should not be withdrawn without clear justification such as where there is a real and specific threat of development being carried out that would damage the identified area. In this particular instance an attractive and original dwarf stone wall with a curved topped coping has been removed and the garden replaced with a hard-standing to permit off street parking (see accompanying before and after photographs), and another resident is currently considering removing the wall in front of his house. Only the introduction of article 4(2) directions will prevent the further erosion of character of these particular streets, and the overall character of the conservation area. This is supported by the overwhelming majority of local residents of the above streets who have already expressed their support through the present petition for the introduction of Article 4 (2) Directions to their residential properties - to include restrictions on demolition of boundary walls and changing doors and windows from their original single-glazed 12-paned sashes to double-glazed UPVC, or timber/ hardwood windows. In 2005 during the preparation of the Stage 1 THI (Townscape Heritage Initiative) Bid the Conservation & Urban Design Officer addressed most of the residents of Clifton Bank when it was originally included in the THI scheme to help to pay (by grant-aid) for the repair and retention of the original windows, or for replica replacements. There was great support among them for not only keeping the status quo of original windows, but some residents being desirous of replacing their altered UPVC windows with new Georgian-style 12-paned timber sashes if their was financial assistance to help them. Unfortunately the HLF (Heritage Lottery Fund) asked for the street to be taken out of the scheme.

Introduction to Article 4 directions: Article directions are used to bring under planning control a range of works authorised under article 3 of the Town & country Planning (General Permitted Development) Order 1995 as amended by the Town & Country Planning (General Permitted Development) (Amendment) Order 2008, which came into force from 1st October 2008. Many of these small scale "permitted development" works such as the replacement of traditional timber or metal windows with plastic windows in modern styles, natural roofing materials such as slate and clay tiles with concrete and plastic tiles, and front gardens with hard standings for vehicles, can significantly harm the character and appearance of historic buildings and streets in conservation areas.

Directions under Article 4(2) affecting dwelling houses in conservation areas that front onto highways cover the following orders:

- The enlargement, improvement or other alteration of a dwelling house (Part 1 – Class A)
- Any addition or alteration to its roof (Part 1 – class B & C)
- The construction of a porch (Part 1 – Class D)
- The provision within its curtilage of any ancillary building (Part 1 – Class E)
- The provision of a hard surface (Part 1 – Class F)
- The installation of a chimney, flue or soil vent pipe (Part 1 – Class G)
- The installation of a microwave antenna (Part 1 – Class H)
- The construction or alteration of a gate, fence, wall or other means of enclosure within the curtilage of a dwelling house (Part 2 – Class C)
- The demolition of all or part of a gate, fence, wall or other means of enclosure within the curtilage of a dwelling house (Part 31 – Class B)

Procedures for Making Article 4(2) Directions: Where a Local Planning Authority (LPA) makes such directions it must publicise these by inserting a notice in a local newspaper and by serving a notice on the owner and occupier of every dwelling house affected by the direction, unless this is impracticable. The direction comes into force on the date on which the notice is served on the owner or occupier, or the date of the press advertisement. While there is no right of appeal against the making of an article 4 direction, the local planning authority must consider any representations made in response to the notices. It may then confirm the direction, not less than 28 days after the last notice was published and not more than six months after it was made. If the LPA confirms the direction, it has to give notice of the confirmation in the same way that it notified the making of the order. If the LPA does not confirm the order within six months of making the direction, it will lapse.

Once the notices are served a public consultation event will be held to seek wider public support for the initiative. Following the receipt of representations the findings will be presented to the Delegated Powers Meeting for a decision.

8. Finance

The main financial implications will be the cost of notices and consultation.

9. Risks and Uncertainties

The proposed introduction of Article 4(2) Directions as detailed above helps to remove risks and uncertainties concerning the future of these important residential streets, identified as such in the Town Centre Conservation Area.

10. Policy and Performance Agenda Implications

The proposed aim of the petition supports initiatives for regeneration and sustainability through the retention of original windows and boundary walls to properties that affect their setting and the character of the conservation area.

11. Background Papers and Consultation

The petition and other documents referred to will be available for inspection in the Members Room prior to the meeting. Before and after photographs of the demolished boundary wall will be tabled at the meeting.

12. Contact Name:

Originating Officer: - Peter Thornborrow, Conservation & Urban Design Officer, Ext. 3811 e-mail: peter.thornborrow@rotherham.gov.uk

Divisional Manager: - Phil Turnidge, LDF Manager, Forward Planning, Ext. 3888 e-mail: phil.turnidge@rotherham.gov.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Development Service Matters
2.	Date:	2nd September 2009
3.	Title:	Objection to Proposed Waiting Restrictions on Braithwell Road, Ravenfield
4.	Directorate:	Environment and Development Services

5. Summary

Reporting receipt of an objection to the proposed No Waiting At Any Time restriction on Braithwell Road as part of the signalisation of Ravenfield Crossroads.

6. Recommendations

That the objection is not acceded to and the Order for the waiting restrictions be made by the Assistant Chief Executive of Legal and Democratic Services.

7. Proposals and Details

'Ravenfield Crossroads' is the junction of B6093 Moor Lane and Holling's Lane/Braithwell Road east of Rotherham.

As part of the signalisation of Ravenfield Crossroads a Traffic Regulation Order is required to introduce No Waiting At Any Time restrictions at this junction. This includes a series of No Waiting At Any Time restrictions on all four of the approaches to the junction. Details of these proposals are shown on drawing number 126/18/TT487 (Appendix A).

Following the public advertisement of these proposals in June 2009 an objection was received from Dovetail Reproductions, a business on Braithwell Road. They expressed concern that these waiting restrictions would see a reduction in the potential parking capacity and this may have a negative effect on its business (see Appendix B). There are five businesses that share a car park just off Braithwell Road and two motor garages at either side of these.

The objector raises a concern that the car park in front of their and the other businesses on Braithwell Road will become used by visitors to local residents. We feel this is unlikely to occur as at present there are rarely any parked vehicles on the road as the majority of houses have off street parking. Should the car park become more frequently used by non-customers there may be some benefit in the businesses considering if they want to change how the car park is managed (limiting length of stay, etc) and provided in order to maximise the benefits to business and customers. In addition, the restrictions will not prohibit loading/unloading; they are primarily concerned with preventing longer stay parking in and around the junction.

The waiting restrictions are required to prevent parked vehicles from potentially blocking the safe operation of the junction and ensure that the inductive loops that detect and influence the signal operation are not compromised. Vehicles are counted using inductive loops on the roads and in order that this works effectively there needs to be a clear channel for vehicles to approach the junction without having to overtake parked cars. There also needs to be a clear channel for vehicles to cleanly exit the junction. Streetpride Traffic Signal Engineers have confirmed that this extent of waiting restrictions is required.

The primary purpose of the Highway is for the free and safe movement of traffic and these restrictions will assist in ensuring that.

8. Finance

This junction has been identified for improvement in the Local Transport Plan Capital Programme and is to be funded from LTP Integrated Transport Budgets.

9. Risks and Uncertainties

Without waiting restrictions the safe operation and movement of traffic through the junction will be compromised.

10. Policy and Performance Agenda Implications

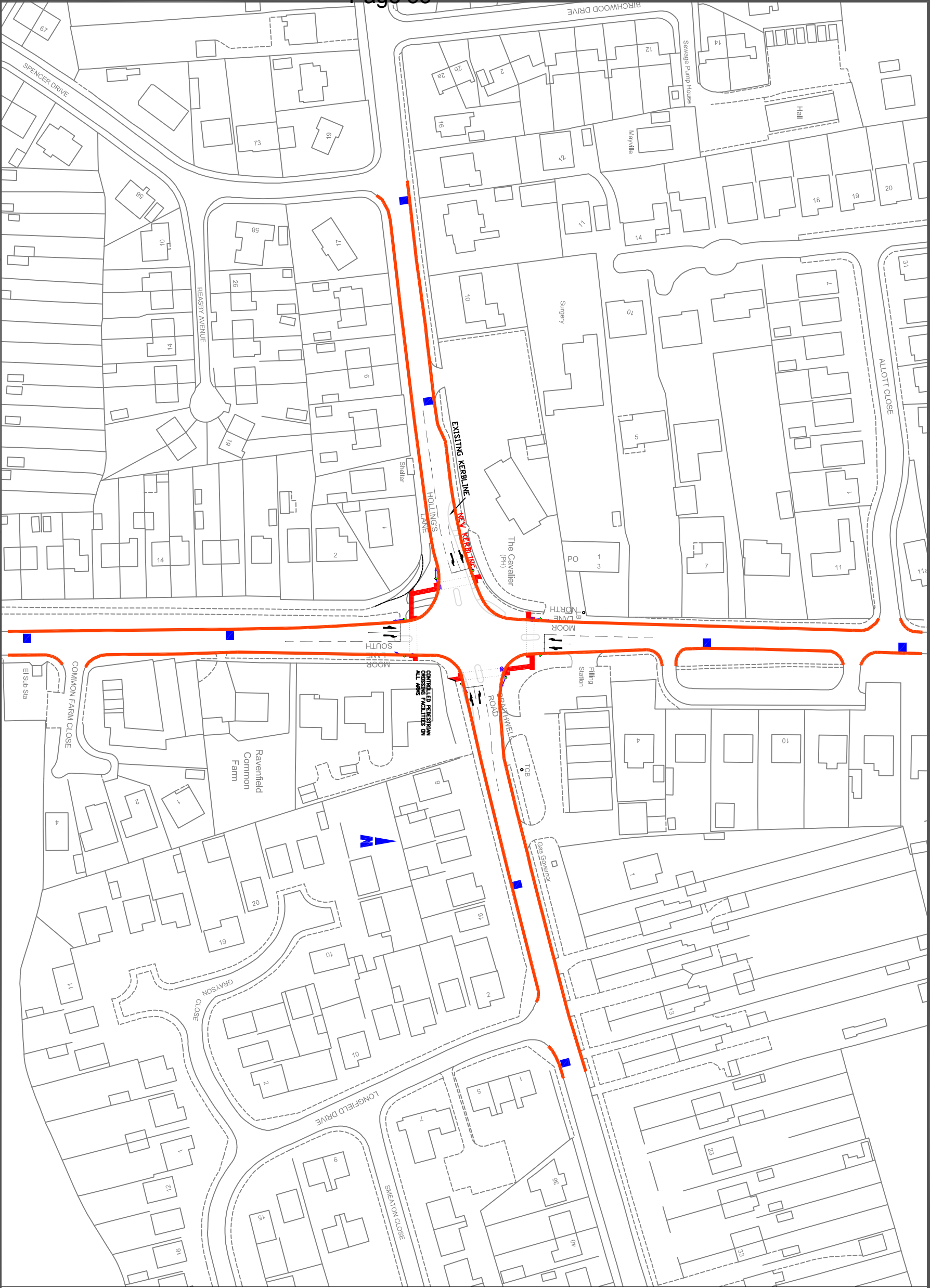
A reduction in congestion and improved accessibility are key themes of South Yorkshire's second Local Transport Plan – treatment of this junction would be in line with this and the Council's themes, particularly SAFE.

11. Background Papers and Consultation

13th October 2008 Cabinet Member Report: *The improvements to the B6093 Ravenfield Crossroads.*

21st April 2008 Cabinet Member Report: *Assessment of the current and future operation of Ravenfield Crossroads including recommendations for improvement*

Contact Name : *Richard Baker, Senior Technician, 2939
richard-eds.baker@rotherham.gov.uk*



KEY

APPROX LOCATION OF
INDUCTIVE LOOPS

EXTENT OF NO WAITING AT
ANY TIME RESTRICTIONS

Rotherham
Metropolitan
Borough Council

**Environment &
Development Services**

Strategic Director:
Karl Battersby Bsc (Hons) MRTPL MRTPI

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

Client:

**MAKING SOUTH YORKSHIRE
ROADS SAFER**

Rev.

Title

SIGNALISATION OF B6093 MOOR LANE - RAVENFIELD CROSSROADS
PROPOSED NO WAITING AT ANY TIME RESTRICTIONS
ASSOCIATED WITH THE INDUCTIVE LOOPS THAT FORM PART THE OF SIGNALISATION
OF THE JUNCTION

Dwg. No.

126/18/TT487

Drawn

RB

Date

MAR 2009

Rev.

Scales
(if A3)

1:1250

Chd. by

TFS

APPENDIX A

Baker, Richard-EDS

From: David Casey |
Sent: 03 July 2009 10:10
To: Baker, Richard-EDS
Subject: B6093, Ravenfield Crossroads

Dear Mr Baker

I refer to your letter to our company dated 5th June 2009, regarding the signalisation of the junction to include
'No waiting at any time' and double yellow lines to correspond.

I would like to raise a 'point of view' with regard to the, already stretched, parking facilities outside our business premises.

Dovetail Reproductions have frequent deliveries of sheet materials requiring a large vehicle, we juggle our own vehicles around to accommodate this, but in view of your proposal to install double yellow lines on the road to the frontage of our premises, it is quite obvious that any visitors to the adjacent bungalows, who have small drives, will almost certainly park their vehicles in front of our premises, sometimes for a very long period of time, leaving no parking spaces at all for our own customers, who, if cannot park their cars other than are a very long way from the business area, will not come in at all!

It appears to me, that this has not been thought out with regard to the well being of all the small business man or their ability to continue functioning.

Whilst I would be the first to congratulate you on your, very long overdue, installation of some form of traffic control at the crossroads, I must object to the further restrictions of our business and hope that the driver will adhere to signs being placed at various intervals along the road reminding him/her of dangerous parking.

We are reminded that many of the new changes in Bramley have had a catastrophic effect on the small business and I can only perceive that this will go the same way.

Please take my concerns with regard to the proposals on board.

Kind Regards
Vicky Casey, Dovetail Reproductions.

21/08/2009

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted