

CABINET MEMBER FOR REGENERATION AND ENVIRONMENT

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

Date: Monday, 15th November, 2010

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are likely 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 Chesterfield Canal Partnership Executive Steering Group held on 10th June, 2010. (copy attached) (Pages 1 - 3)
4. Opening of offers. (report attached) (Pages 4 - 5)
- to note.
5. Receipt of Petition Against the Proposed Opening of the Footpath to the rear of Woodland Close, Blue Mans Way, Catcliffe. (report attached) (Pages 6 - 15)
- to note receipt of the petition and refer for further investigation and a report back to a future meeting.
6. Traffic Management Act 2004 - Permits to Work in the Highway. (report attached) (Pages 16 - 20)
Ian Ashmore, Principal Traffic Officer (Traffic Manager).
- to explain some of the potential changes to how works in the public highway can now be controlled, and to seek authority to further investigate the potential for a 'Permit Scheme' for work in specified streets in Rotherham by conducting a formal consultation process in accordance with Regulatory guidelines.
7. Acceptance of a single quotation for a Technical and Product Information System (report attached) (Pages 21 - 22)
Peter Lawrenson, Principal Engineer, Streetpride, to report.
- to gain consent to accept a single quotation for a technical and product information system.
8. A681 Moorgate Road, Moorgate - Petition requesting a crossing outside Rotherham Hospital. (report attached) (Pages 23 - 25)
Matthew Lowe, Engineer, to report.
- to report receipt of a 187 signature petition requesting a pedestrian crossing on Moorgate Road outside Rotherham Hospital.

9. A6021 Wickersley Road/Broom Road - Accessibility Improvements - Objection to extension to existing bus lane. (report attached) (Pages 26 - 31)
Matthew Lowe, Engineer, to report.
 - to report an objection to the proposed extension to the existing part time bus lane on the A6021 Wickersley Road approach to the Stag roundabout.
10. Proposed Puffin Crossing, Wortley Road - report of petition objecting to the proposal. (report attached) (Pages 32 - 38)
Tom Finnegan-Smith, Transportation Unit Manager, to report.
 - to report receipt of a 23 signature petition and a further 3 objections from residents affected by a proposal for a new Puffin Crossing outside St Bede's school, Wortley Road, Kimberworth.
11. Northfield Industrial Estate - proposed No Waiting At Any Time. (report attached) (Pages 39 - 46)
Tom Finnegan-Smith, Transportation Unit Manager, to report.
 - to report receipt of three objections to proposed waiting restrictions around Northfield Road Industrial Estate.
12. Proposal to extend School Keep Clear markings Traffic Regulation Orders to all areas of Rotherham. (report attached) (Pages 47 - 49)
Tom Finnegan-Smith, Transportation Unit Manager, to report.
 - to report on a proposal to introduce permanent clearway orders on School Keep Clear markings, in areas of the borough where they are not already in place, on an area by area phased approach.
13. Dinnington Road / Gildingwells Road, Woodsetts - Proposed raised junction table. (report attached) (Pages 50 - 56)
Andrew Lee, Assistant Engineer, to report.
 - to report the receipt of objections/concerns in relation to the proposed raised junction table at the crossroads of Dinnington Road and Gildingwells Road, Woodsetts.

Date of Next Meeting
Monday, 29th November, 2010

Members:

Councillor Smith, Cabinet Member for Regeneration and Environment
Councillor Walker, Senior Adviser
(Councillor Pickering, Chair, Planning Board;
Councillor Dodson, Vice-Chair, Planning Board
Councillor Whysall, Chair, Regeneration Scrutiny Panel
Councillor Swift, Vice-Chair, Regeneration Scrutiny Panel)

Minutes of the meeting of the **CHESTERFIELD CANAL PARTNERSHIP EXECUTIVE STEERING GROUP** held at the Markham Vale Environment Centre on Thursday 10 June 2010.

Attending

Geraint Coles	Chesterfield Canal Partnership
John Nuttall	British Waterways
Pete Cassey	Rotherham Metropolitan Borough Council
Cllr Harold Laws	North East Derbyshire District Council
Lucinda Chapman	North East Derbyshire District Council
Robin Stonebridge	Chesterfield Canal Trust
John Baylis	Inland Waterways Association
Martin Dowson	Derbyshire County Council
Selwyn Jones	Derbyshire County Council
Cllr P Proctor	Chesterfield Borough Council
Mark Shewring	Chesterfield Borough Council
Sandra Withington	Bassetlaw District Council
Cllr. Liz Yates (Chair)	Nottinghamshire County Council
Helena Stenton	Derbyshire County Council

Apologies

Andy Wickham	Nottinghamshire County Council
Cllr Jenny Whysall	Rotherham Metropolitan Borough Council
David Tricket	Chesterfield Canal Trust

2. **Minutes of last meeting** - accepted as a true record.

3. **Matters arising** – the matter of the letter to DCC re Partnership staff and single status implications will be addressed in AOCB

4. **Election of Chair** – Bassetlaw rep unlikely to be able to take on the duties. RS proposed LY, JB seconded, all agreed. LY agreed to take on the role for the remainder of the term, until 2011/2012. Vice chair to be decided at the next meeting, GC to write to partners asking them to consider nominations. Chair of TOG traditional rests with officer from same authority so should be taken by AW, subject to his agreement.

The commitment of all members and officers is essential with a big funding bid going in.

5. Development updates

- Waterside – has received planning consent subject to Environment Agency flood defence works being carried out on the River Rother. Ground works may start as early as autumn. Public interpretation area is now open close to the basin terminal and partnership will provide some information regarding the restoration of the canal. The development is receiving good support from CBC planners.
- Hollingwood Lock – construction work has started on the car park and embankments. Tender documents will go out on Friday 11 June with work

starting in August and to be completed by April 2011. Essential that handover happens before 1 April to meet funding deadlines. GC likely to be first 'tenant'. CCP and CCT have received several approaches for running a café there and are considering these, with a preference for a community run venture. There has been some disruption to towpath and TPT which is likely to continue, but DCC and CCP are looking for a diversion route.

- Staveley Town Basin and Markham Vale – SJ reported that planning was agreed and a contract is being put together to go out to tender, with work expected to start August/September. [JB to talk to SJ about designs for slipway](#). CCT vols are working from Mill Green with the aim of linking to the basin in 18 months. WRGies will be working on site in July. The intention is that the 2012 festival will be held at the basin with a sporting theme. JB to raise NTBF 2012 with IWA. New route for phase 2 of the loop road still being considered and dialog needed between DCE and CBC planners.
- Doe Lea – GC showed pictures from the recent site investigations on the puddlebank. Waiting for geotechnical and archaeological reports but indications are that the bank is made from a uniform material with no voids or run offs making restoration easier and reduces costs.
- Renishaw – work slowed because of the need for funding, LEADER funding applied for. CCT works here are ahead of schedule and a slipway is being considered. £50K received for community park development and CCP working with Groundwork on this project, need to talk to NEDDC re long term maintenance.
- Kiveton-Killamarsh – not a lot of progress. Consultation volume out and waiting for responses.
- Worksop – JN reported works on towpath resurfacing from Shireoaks to Sandy Lane almost complete and will be finished before festival. SW reported Bassetlaw has a bid with ERDF for creative village adjacent to the canal near the town centre. They are looking for expressions of interest for the old library building and Waterway Gateway Project. The Marina study draft needs more detail but will then go to cabinet. She reminded the ESG about LEADER funding in that area that may help fund Forest Lock.
- Trent Vale – AW to update at next meeting. JN reported HLF approval for the project with 5 staff over 3 years, no great impact on the canal, but maybe some overlap.

6. Next Nav East - GC has drafted letter reminding of consultation deadline and asking for comments. RS suggested making it more specific with interim deadlines. End of June need acknowledgement of document and who will be responding. End of July issues councils may find contentious or raise concerns and formal response by 3 September. MD suggested questionnaire for structured response, possibly using survey monkey. PC asked that the document/letter is sent to their Chief Exec. [GC to amend letter](#).

7. Next Nav West – some progress being made.

8. Future form of partnership – discussions have shown that current arrangements could be improved and ideas for structured changes at the

Derbyshire end have been agreed as an interim measure. Partnership needs to work towards being a more independent body. Key issue is to get the right structure for each stage of bidding/planning/delivery. Bring back as a formal paper to the next meeting.

9. **CCT Report** – Trust establishing a Community Interest Company called 'Lockside' for the Hollingwood development. Very busy with promotions with the James Brindley and new leaflet. Trip boats are very busy and have generated approx £7K since beginning of the season, but Seth Ellis has needed extensive works. Festival moving forward with successful working relationship with SW and Bassetlaw team, but H&S regulation changes mean increased expenses of up to £2K. CJ suggested some police decisions could be challenged s different divisions interpret regulations differently. Learning boat project is going well with works on the Python progressing and it will work from Kiveton Park to West Stockwith. Also sad to report the death of Keith Ayling and said the Trust had received may messages of condolence and support.

10. **Canal Festival** – SW shoed publicity posters, articles in Bassetlaw newspaper and Arts festival literature. Lots of support with great assortment of events. TRAX FM on board with a breakfast show promotion the week prior to the festival. The launch will be a breakfast buffet for dignitaries. Thanks and credit to CCT's Rod Auton 'Festival Director' for all his work.

Provisional plans for the 2011 festival will be at Retford with Historic Narrowboat Owners club and have a historic theme. Funding issues need to be addressed for future annual festivals.

11. **Promotion and Publicity** – James Brindley, the CCT publicity trailer, is out and about on a regular basis, thanks to a very dedicated team of CCT volunteers. GC intends to revise the CCP website and will add engineering drawings. The news page is temporarily suspended due to lack of time for updating. There is a possibility that the CCT news page may be able to feed into the partnership site.

12. **Partnership Award** – this item is held over to the next meeting as Peter Storey and Andy Wickham are not present. The CCT and CCP awards should complement each other and consideration given to a 'Keith Ayling Award'

13. **AOCB** – refer back to item from last minutes on P6, letter to DCC re job evaluation and implications for partnership officers. Chair is to refer the matter back to AW and ask him to deal with it urgently.

14. Dates and venues for subsequent meetings

- Thursday 28th October at Retford
- Thursday 20 January 2011 at Chesterfield Borough Council Town Hall
- Thursday 14 April 2011 at the Idle Valley Centre (provisionally)
- Thursday 9 June at the new Hollingwood Lockside

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	15th NOVEMBER, 2010
3.	Title:	OPENING OF OFFERS
4.	Directorate:	Chief Executive's

5. Summary

The purpose of this report is to record the following:-

on 27th October, 2010:- opening of offers for:-

former Churchfields Nursing Home, Wickersley

6. Recommendation:-

That the action of the Cabinet Member in opening the offers be recorded.

7. Proposals and Details

Offers for the following were opened by the Cabinet Member for Regeneration and Environment on 27th October, 2010:-

Former Churchfields Nursing Home, Wickersley

8. Finance

To secure value for money.

9. Risks and Uncertainties

Service implications and public perception issues.

10. Policy and Performance Agenda Implications

In accordance with financial and contractual requirements.

11. Background Papers and Consultation

Emails: Category Manager, RBT

Contact Name : Janet Cromack, Senior Democratic Services Officer

Ext: 22055

Email: janet.cromack@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	15th NOVEMBER, 2010
3.	Title:	Receipt of Petition regarding Catcliffe Footpath 3
4.	Directorate:	Chief Executive's

5. Summary

The purpose of this report is to report the receipt of a petition, containing 66 signatures, regarding Catcliffe Footpath 3.

6. Recommendation:-

- (i) that the receipt of the petition be noted.**
- (ii) that the Public Rights of Way Team investigates the matter raised in the petition and submits a report to a future meeting of the Cabinet Member.**
- (iii) that the lead petitioner be informed of the action taken to date.**

7. Proposals and Details

A petition has been received containing 66 signatures from residents of Woodland Close, Blue Mans Way and Challiner Mews in respect of the opening up of Catcliffe Footpath 3, which has been illegally blocked by residents who have extended their gardens.

The petition requests that the footpath be permanently closed.

A copy of the petition (Appendix A), 2 plans (Appendix B and C) and an aerial photograph (Appendix D) are attached.

8. Finance

Service Area and legal expenses. Future footpath maintenance costs.

9. Risks and Uncertainties

Maintaining public access to a public right of way.
Expectations of local residents.

10. Policy and Performance Agenda Implications

Council's corporate themes of Rotherham Safe and Rotherham Proud

11. Background Papers and Consultation

Memorandum from Countryside and Rights of Way Officer dated 2nd November.

Contact Name : Janet Cromack, Senior Democratic Services Officer

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Traffic Management Act 2004 – Permits to Work in the Highway; All Wards
4.	Programme Area:	Environment and Development Services

5. Summary

To explain some of the potential changes to how works in the public highway can now be controlled, and to seek authority to further investigate the potential for a 'Permit Scheme' for work in specified streets in Rotherham by conducting a formal consultation process in accordance with Regulatory guidelines.

6. Recommendations

- i) **The statutory consultation for the introduction of a Permit Scheme be undertaken.**
- ii) **The outcome of the consultation is reported back to a further meeting of Cabinet Member for Regeneration and Environment for consideration.**

7. Proposals and Details

The Traffic Management Act was introduced in October 2004 with the intention of tackling road congestion by changing the way that local traffic authorities carry out their duties. The Act gave new powers and imposed a duty to keep roads clear of obstruction and traffic moving. The Act contains a specific duty on local traffic authorities to manage their road networks with a view to “... *securing the expeditious movement of traffic* ...” In relation to this ‘Network Management Duty’ the Act requires local traffic authorities to make, “ ... *such arrangements as they consider appropriate for planning and carrying out the action to be taken* ...”.

Permit Schemes to Control Work on the Highway

One of the powers contained in the TMA is the ability for local traffic authorities to apply to the Secretary of State to make an Order for a permit scheme for the control of “*specified works*” on all, or part, of an authority’s highway network. Specified works are utility street works and the traffic authority’s own works for highway purposes. Formal arrangements for the implementation of permit schemes were introduced in Regulations in November 2007, along with a Code of Practice and followed by Department for Transport (DfT) guidance in 2010.

Currently, under arrangements covered by New Roads and Street Works Act, a works promoter is required to send a notice to the traffic authority that works are intended. Under a TMA Permit Scheme, the works promoter is required to apply to the authority for a permit to work in that road, on specified days, at specified times, using specified methodology and traffic management – all of which would require the agreement of Rotherham Borough Council as local traffic authority. A permit scheme can apply to all roads or just certain specified streets. For utility companies there is a charge imposed (the permit fee) for a permit to work on a street covered by the permit scheme. All the funding derived from permit fees has to be used to provide additional resources to better control works on the highway with the intention to reduce delays to the travelling public.

Permit schemes have been implemented in Kent and in a large proportion of London boroughs, and a Northamptonshire scheme for main roads only has recently been approved, and due to be implemented early in 2011. Many other authorities are now actively working on potential permit schemes.

There are three types of permit schemes available to traffic authorities:

- (i) An ‘individual’ scheme for one authority
- (ii) A ‘common’ scheme, which has the same road types, rules and requirements for several authorities in an area, but with individual permit fee levels and objectives particular to each authority.
- (iii) A ‘joint’ scheme, which is operated by one organisation on behalf of a number of authorities, administered centrally.

Yorkshire Common Permit Scheme

Through the Yorkshire and Humberside Traffic Managers Group (YHTMG) a representative group of officers has worked on a proposal for the region and concluded that a common permit scheme would be the most appropriate type of

scheme for authorities in the region. This type of scheme has the advantage of joint working on compilation, drafting, informal and formal consultation and mutual assistance in submission to the Secretary of State, combined with individual objectives, specific choice of specified roads and individual fee levels. Discussions with the DfT have, to date, been favourable.

Cabinet Member will recall attending with the Director of Streetpride, a presentation detailing the Yorkshire common permit scheme initiative in March 2009, and all authorities in the region were asked if they wished to take the initiative further in their area. The eventual outcome of the permit scheme implementation is an application to the Secretary of State for an individual Statutory Instrument for each authority scheme. In his speech to the 'Local Transport Today' conference in London on 20 July 2010, Norman Baker, Parliamentary Under-Secretary of State for Transport said; "We want authorities to be free to make decisions on how best to manage their street works and, in particular, to consider permit schemes like those that have been launched in Kent and London and which clearly are delivering impressive results".

It is proposed that the Permit Scheme is applied to strategic main routes and those which are designated to be "traffic sensitive" within Rotherham and the rest of Yorkshire. On all other less significant routes, the existing noticing procedure will be retained. The scheme strategy is similar to that used in Kent and the recently approved scheme in Northamptonshire.

Costs and Benefits

A robust cost benefit analysis is a required step in determining whether to proceed to the application stage for a permit scheme. All of the four South Yorkshire traffic authorities together with Leeds CC and Kirklees MBC have taken this process to the next stage. All six authorities have now had completed a full cost benefit analysis to give an individual appraisal for each authority, using common principles and methodology.

The permit fees are determined by a calculation based on a DfT matrix, which aggregates all the time which local authority officers will be required to assign to determining a work promoter's permit application.

The cost benefit analysis for Rotherham gives a positive rate of return, based on a typical 12 month assessment of works on the highway that would require a permit to be issued. Hence, this confirms that if a permit scheme for Rotherham is implemented, it would demonstrate good value for money.

There is no permit fee for a highway authority's own works permits. Works for road purposes are assessed and controlled in the same manner as utility works and are subject to the same rules. This has to be done to demonstrate parity of treatment between utility companies and the Council. Parity of treatment is one of the most significant of the intervention criteria which the Traffic Management Act introduced. Failure to meet the criteria can involve a significant cost to an authority by the appointment of an external 'Traffic Director' by the DfT to take over 'any' of the functions of the authority.

Timescales

The joint officer group has developed and updated a project timeline as work on the common scheme has progressed. There are factors such as the availability of a Government Minister to sign the final Order that may influence the implementation date. However, it is anticipated that if an application from Rotherham to the Secretary of State is submitted during June/July 2011, the earliest that a permit scheme could be implemented would be early in 2012, but could be later subject to the securing of statutory processes required.

Consultation

The next step towards the potential implementation of a permit scheme is to undertake a formal consultation on the scheme document and all its proposals, fees and procedures as set down in the DfT Regulations. There is a significant DfT list of required stakeholder consultees and the Authority is also required to offer an open invitation for anyone to indicate whether they wish to be included as consultees.

The Yorkshire permit group officers have devised a consultation methodology which will utilise a 'data room' to which all registered and specifically included consultees will have password protected access via the internet. The consultation web site will be hosted by Doncaster Metropolitan Borough Council, and the scheme documents for each authority will be included. The consultation period will be for three months and is likely to commence in December 2010. There will also be the opportunity for any of the consultees to make comments directly to the authority, should they wish to do so.

Application to the Secretary of State for Transport

Following the consultation period, the documentation may require amendment in order to consider comments made by consultees prior to submitting an application to the Secretary of State for Transport. A further report will be brought to a future meeting of the Cabinet Member for Regeneration and Environment following the consultation exercise, in order to consider whether to proceed with the application for a permit scheme in Rotherham.

8. Finance

The DfT permit fee calculation matrix includes a validation check to determine the number of officers required to work on permit applications and permit conditions vetting for the authority. The staff required for processing the permit applications for utility works will be funded from the permit fees, permit applications for works for road purposes will be processed by the current staff resource. Costs involved in setting up the permit scheme will be recouped from the permit charge income.

9. Risks and Uncertainties

There may be challenges from the consultees over the level of permit fees to be charged, which will vary from authority to authority. However, these fees are subject to a 'cap' by the DfT, and have been calculated from the DfT matrix. The decision to

proceed with an application to the Secretary of State for Transport will not be taken until after the consultation exercise and therefore will allow further consideration of the scheme by the Council prior to full commitment. Calculations in respect of forecast income are based on the number of works which would require a permit over a 12 month period to April 2010, there is a risk that there could be a reduced number of street works in the future which would affect income.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, and the Traffic Management Act 2004 in that it will give greater control over roadworks on the busiest and most important traffic routes in the borough. This will reduce delays and congestion, resulting in reduced carbon emissions and improved air quality. 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

Traffic Management Act 2004.

Local Transport Plan 2006 – 2011.

Contact Name : *Ian Ashmore, Principal Traffic Officer (Traffic Manager), Ext. 22825,*
ian.Ashmore@Rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Acceptance for single quotation for a Technical and Product Information System Affects all wards
4.	Directorate:	Environment and Development Services

5. Summary

Consent is requested to the acceptance of a single quotation for a technical and product information system because there is only one suitable supplier .

6. Recommendations

That it be resolved that the procurement of a technical and product information system be exempted from standing order 47.6.2 and that the quotation from IHS (Global) Ltd be accepted.

7. Proposals and Details

EDS' technical staff need ready access to a library of technical and product information, for example design guides, British Standards and product literature.

The directorate gave up its paper-based system many years ago. Individual items were expensive to buy. Documents took up a lot of space and they were difficult to keep track of. Updates were a constant problem.

The current library service is delivered to technical staff through a website and paid for by a subscription to IHS (Global) Ltd. Any member of staff with a PC can use the service, at work or at home, so this method supports the WorkSmart agenda. The current subscription expires in October 2010. In the last 12 months, staff downloaded and viewed 2,259 documents during 1,029 sessions.

This is a very specialist market. Since the last competitive tendering exercise, the only other comparable supplier, Barbour Indexes, has withdrawn from this market as they were unable to compete with IHS. This has left IHS in a monopoly position.

Consent is requested to accept a single quotation from IHS (Global) Ltd for £12,340.

8. Finance

The cost will be met from various existing design budgets as in previous years.

9. Risks and Uncertainties

If EDS does not subscribe to this system, design teams would need to purchase relevant documents in paper format. This would lead to significant funding, storage and document management problems.

Without a good technical library, EDS' quality system objectives would be at risk.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

There are no background papers.

The IHS service is appreciated by design staff and no complaints have been received.

Financial Services has been consulted and their comments have been incorporated into this report.

Legal and Democratic Services has been consulted and support the recommendation for the reasons outlined in the report.

Contact Name :

Peter Lawrenson, Principal Engineer, Streetpride
Tel: Extension 22973
Email: pete.lawrenson@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	A618 Moorgate Road, Moorgate – Petition requesting a crossing outside Rotherham Hospital
4.	Directorate:	Environment and Development Services

5. Summary

To report receipt of a 187 signature petition requesting a pedestrian crossing on Moorgate Road outside Rotherham Hospital.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) a new pedestrian crossing survey is undertaken and this be assessed using the Council's pedestrian crossing assessment criteria**
- ii) if the site meets the pedestrian crossing assessment criteria a feasibility study be undertaken into a providing a stand alone controlled pedestrian crossing on Moorgate Road outside Rotherham Hospital**
- iii) the lead petitioner be informed of this decision**

7. Proposals and Details

A 187 signature petition has been received from the National Health Service Retirement Fellowship requesting a pedestrian crossing on Moorgate Road to serve Rotherham Hospital. A copy of the first page of the petition is attached as Appendix A.

A pedestrian crossing assessment was undertaken in this location in 2006 and the criteria for the installation of a controlled pedestrian crossing were met. At this time it was decided that rather than investigate the installation of a stand alone crossing that it should be considered as part of a larger scheme to address issues such as congestion and access to the hospital by the bus service. Due to site constraints and funding issues a larger scheme was not progressed on Moorgate Road. Minor changes were however made to road markings to give more space for vehicles to queue to turn right into the Hospital, together with making Mile Oak Road a one way road.

As the original pedestrian crossing survey was done in 2006 it is recommended that a new survey be undertaken and the site be re-assessed against the Council's pedestrian crossing assessment criteria. Should the site still meet the criteria for provision of a controlled pedestrian crossing it is further recommended that a feasibility study be undertaken into the practicalities of providing a stand alone crossing on Moorgate Road outside of Rotherham Hospital. The provision of a stand alone crossing presents a complex problem as it may well be used by public transport users and school children but may also be used by commuters or visitors parking in the Broom Valley area and walking to the hospital.

8. Finance

The cost to carry out a new pedestrian crossing survey and to undertake the feasibility study into a stand alone crossing would cost approximately £3,000. Funding is available for this from the South Yorkshire Local Transport Plan Integrated Transport settlement for 2010-2011.

9. Risks and Uncertainties

The Council has received several complaints from residents in the Broom Valley and Moorgate areas about commuter or hospital visitor parking causing access and obstruction problems. There is the risk that the provision of a controlled pedestrian crossing outside of the hospital may make parking in these areas more attractive which could further exacerbate these problems.

10. Policy and Performance Agenda Implications

The provision of a pedestrian crossing would be in line with objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

Appendix A A copy of the first page of the petition.

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

National Health Service Retirement Fellowship



Reg Charity No 287936
PATRON: Ken Jarrold CBE



We the undersigned, call upon Rotherham Council to include in this years budget, the cost of a much needed Pedestrian Crossing on Moorgate Road. To serve Rotherham General Hospital, where the traffic builds up year on year, causing a hazard to all who have to cross there, particularly the elderly and infirm.

J Wharatt	S. Watson	A Watson	CAROL BAMFORTH.
J Harvey	M. Watson	J Harvey	Daniel Bamforth
M. BURGESS	S. Watson	Pam Willey	SB
S. Gouldwell	M. Regan	J. Willey	P. Beere
B. Smith	M. Keenan	M. Robb	D. Beere
J. Spence	B. Jeffs	A.C. Dainty	M. Burrows
A. Kettles	J. Jackson	R. Dainty	S. Barradough
D. Deaiby	B. Birks	M. Lee	A. Smith
D. Atkinson	J. Taylor	C. E. Lee	S. Smith
A. Juncle	B. Woodcock	S. Lee	A. Butter
C. Cheery	M. Brewster	Offd	B. M. Butcher
H. Cheery	P. Yates	K. Asher	N. Brown
M. Kettle	C. Humphries	M. Green	R. L.
S. M. Kettle	M. Huscroft	C. Series	J. Gent
G. Last	A. Makepeace	A. Harvey	B. Gent
D. Last	R. Kettle	J. Harvey	B. Gent
M. G. G. G.	S. Kettle	J. Harvey	R. Gambles
E. G. G.	R. Lawton	J. Harvey	J. Gambles
C. Bowes	B. Barth	J. Harvey	A. Ballinger
M. Bradbury	J. Harvey	C. Dobson	M. B. Ballinger
J. R. Dan	S. Kettle	J. Harvey	
	S. Kettle	A. France	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	A6021 Wickersley Road/Broom Road Accessibility Improvements – Objection to extension to existing bus lane
4.	Directorate:	Environment and Development Services

5. Summary

To report an objection to the proposed extension to the existing part time bus lane on the A6021 Wickersley Road approach to the Stag roundabout.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) the objection to the proposed Traffic Regulation Order be not acceded to and the objector be informed of this decision**
- ii) the Traffic Regulation Order be made and the scheme implemented in the 2010-11 financial year**

7. Proposals and Details

A report was presented to Cabinet Member on 6 September 2010 regarding a series of measures which were being investigated to improve accessibility along the A6021 between the Clifton Lane and Breck roundabouts, minute number 42 refers.

On the section of the A6021 Wickersley Road between Broom Avenue and the Stag roundabout it is proposed to extend the existing part time bus lane, which operates on Monday to Friday from 16:30 to 1800, in order to improve the reliability of the bus service. A plan showing the proposed scheme is attached as Appendix A.

On 24 September 2010 a Traffic Regulation Order (TRO) was advertised. In addition a letter, plan and copy of the TRO was delivered to residents on Wickersley Road who would be directly affected by the proposal.

One objection was received from a resident, a copy of which is attached as Appendix B. The basis for the objection is that the extension to the bus lane will increase congestion on Wickersley Road and that the changes will inconvenience more people than it benefits. They further suggest removing the existing bus lane as a "trial" to free up the flow of traffic.

The scheme as designed should not cause an increase in delay or congestion for general traffic on Wickersley Road. This is because the scheme reallocates part of the wide single carriageway to form a part time bus lane and still retains two general traffic lanes, one in each direction. During the operation of the bus lane traffic will queue for the roundabout as it does now, in a single lane. Outside of these times capacity will be increased as general traffic will be able to use two lanes for a significant distance on the approach to Stag roundabout. The benefit of the scheme is that it will allow the bus service to by pass more of the traffic queue on the approach to Stag roundabout which should in turn increase journey time reliability.

Timetable information indicates that sixteen buses use the bus lane during its one and a half hours of operation. Bus occupancy data is not readily available for individual routes however given the time of operation of the bus lane it is reasonable to assume that these buses will be busy. If we assume they are half to three quarters full this could equate to some 530 to 800 passengers. Based on a traffic count undertaken in 2009 in the same period some 1200 vehicles (carrying 1440 passengers using a commuter average occupancy of 1.2 people per vehicle) enter the Stag roundabout from Wickersley Road. Clearly this shows that the bus lane will benefit a significant number of people using Wickersley Road.

Consultation has already taken place with Statutory Consultees and Ward Members and no concerns or objections have been raised.

8. Finance

The cost estimate for the extension to the existing bus lane on Wickersley Road has been estimated at £44,300 (including both fees and works cost). Funding is currently available for this element of the scheme from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011.

9. Risks and Uncertainties

Funding is currently available for this scheme from the South Yorkshire Local Transport Plan Strategic Pot for 2010-2011. If the scheme is not constructed during the current financial year there is no guarantee that funding would be available in the 2011-12 financial year.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

- | | |
|------------|--|
| Appendix A | Plan number 128/17/TT505 showing the proposed extension to the existing bus lane on Wickersley Road. |
| Appendix B | A copy of the objection to the proposed scheme. |

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



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Client:		Title	
Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Wickersley Road, Stag Proposed extension to existing bus lane	
Rotherham Metropolitan Borough Council Environment & Development Services		Dwg. No.	126/17/TT505
Scale: 1:1000		Rev.	P1
Scale: 1:1000		Date	Jan 2010
Scale: 1:1000		Chd. by	ASB
Rev.		Description	

14th October 2010

For the Attention of Chris Armitage
R.M.B.C
Bailey House
Rawmarsh Road
Rotherham
S60 1TD

Dear Sirs

RE: PROPOSED EXTENSION TO EXISTING BUS LANE

I would refer to your correspondence of 24th September 2010, regarding the above proposal and I would ask you to take this letter as an objection to the extension of the bus lane.

During the last 14 years that I have lived on Wickersley Road I have had to put up with the councils mindless and ill thought out schemes. Do you not realise that extending the length of the bus lane, that it will intensify congestion not decrease it?

I would ask you to consider how many buses you think that you're assisting during the one and a half hours the bus lane is in operation and would also ask you to obtain figures of how many passengers use the bus lane during this period.

Finally to look at the number of vehicles you're going to further delay their journey. I will guarantee you're going to assist a fewer number of people if you progress with this proposal.

I would ask you to consider the following proposal, remove the restriction of the bus lane between 4.30pm and 6.00pm, for a trial period, you'll find that this will free up the flow of traffic by allowing any vehicle to use the two lanes to the stag roundabout and the problem will be solved. I would further ask you to do the same in the opposite direction approaching Rotherham in the morning, as traffic is often queuing back to the Homestead public house.

The easy way to ease congestion is to free the flow of traffic not stifle it.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Proposed Puffin Crossing, Wortley Road Report of Petition Objecting to the Proposal
4.	Directorate:	Environment and Regeneration Services

5. Summary

To report receipt of a 23 signature petition and a further 3 objections from residents affected by a proposal for a new Puffin Crossing outside St Bede's school, Wortley Road, Kimberworth.

6. Recommendations

Cabinet Member resolve that:

- i) No further work is undertaken on the proposal to introduce a Puffin signal controlled pedestrian crossing at this time and that further investigation is undertaken into alternatives to help pedestrians cross the road in this area**
- ii) The lead petitioner is informed of the outcome of the meeting**

7. Proposals and Details

A request for a controlled pedestrian crossing was made by parents of children attending St Bede's Primary School in 2005. As a consequence of this request a pedestrian crossing survey was undertaken and results showed that the site met the criteria for a controlled pedestrian crossing (Puffin Crossing). The site was then added to a list of sites meeting the criteria for a controlled crossing and in 2009 St Bede's became the next site on the list for consideration of delivery.

The original Puffin Crossing proposal (shown as appendix A) was identified for construction between properties 526 and 528 Wortley Road and included:

- Removal of the existing school keep clear zig zag markings
- Widening of the northern kerb line to give a minimum 1.2 metre wide footway clearance for pedestrians between the property boundary wall and the proposed traffic signal pole
- Resurfacing of the carriageway within the controlled area
- Installation of a 3 metre wide Puffin Crossing and associated white zig zag markings
- Installation of high friction surfacing on the approaches to the crossing

Consultation was undertaken by letter with affected residents on 29th June 2010.

As a result of this consultation a 23 signature petition objecting to the scheme was received by the council on 20th July 2010, a further three letters objecting to the scheme were also received within the consultation period. (Pages 1 & 2 of the petition are attached as appendix B)

There were a number of grounds of objection received, these were;

- A School Crossing Patrol is currently in operation during the peak hours with an unblemished safety record.
- The crossing will not benefit parents of nursery level children as the gates near the proposed crossing are locked except for school start and end times.
- The red signal time for vehicles is too long (90 seconds) and will cause temporary queues of traffic including Heavy Goods Vehicles. (*Note. the maximum vehicle red period would be 57 seconds if pedestrians remain on the crossing for a full 30 seconds after the invitation to cross*).
- Parking will not be allowed 365 days a year outside the affected properties.
- The general positioning of the crossing; residents feel the crossing will have more benefit to the local community if it is positioned near building number 500 Wortley Road.

In light of the objections the Transportation Unit has re-visited the initial assessment of the crossing undertaken in 2005 and re-assessed the location against new criteria which was approved at the 6th February 2006 Cabinet

Member for Economic, Regeneration and Development Services Meeting
(minute 182 refers).

The new criteria assesses the crossing location based on an average of the 4 peak hour periods of pedestrians crossing instead of the highest 2 peak periods used prior to the 2006 revision.

A simple analysis of pedestrian flows and traffic flows using the latest method identified that the proposed crossing still meets the required criteria, however closer analysis of the data shows a skew in the results. The majority of pedestrians crossing at this location cross during two short time periods; these are at the start and end of the school day. At other times of the day the number of pedestrians crossing is low and a crossing for these low numbers would not be justified.

A School Crossing Patrol is currently in operation at the peak periods with no reported road safety or traffic related concerns. In the event that a controlled crossing is installed outside St Bede's there is the potential that the current School Crossing Patrol post would be removed. Discussions have taken place with Children and Young People Services regarding this crossing patrol. It is agreed that a crossing patrol is currently the best form of crossing facility at this location given there are only two times of day when there is a demand for a crossing.

As a result of the above it is recommended that work on the proposal for a controlled pedestrian crossing outside properties 526 and 528 is halted and a feasibility study is undertaken to identify other potential crossing improvements. Site observations suggest that even though traffic islands are present nearby at the junction of Great Park Road, pedestrians are still having difficulty crossing the A629. Further improvements at the Great Park Road junction along with minor improvements around St Bede's could help to reduce vehicle speeds on the section of the A629 thereby assisting pedestrians to cross the road. It is anticipated that with reduced funding available from the 2011/12 financial year integrated transport budget allocation that improvements at the Great Park Road junction as suggested would provide a greater benefit than a stand alone pedestrian crossing at St Bede's School.

8. Finance

The original scheme had a budget estimate of £132,450 and would have been funded from the RMBC Local Transport Plan budget 2010/11. It is now expected that only a small proportion of this funding will be used to investigate and develop further options to improve accessibility on this section of the A629.

9. Risks and Uncertainties

At present the level of funding for transportation projects in the 2011/12 financial year is uncertain and funding may not be available to undertake any recommended scheme.

10. Policy and Performance Agenda Implications

Any proposed scheme would need to be in line with objectives set out in the South Yorkshire Local Transport Plan, and the associated Road Safety and Casualty Reduction Strategy for improving road safety.

11. Background Papers and Consultation

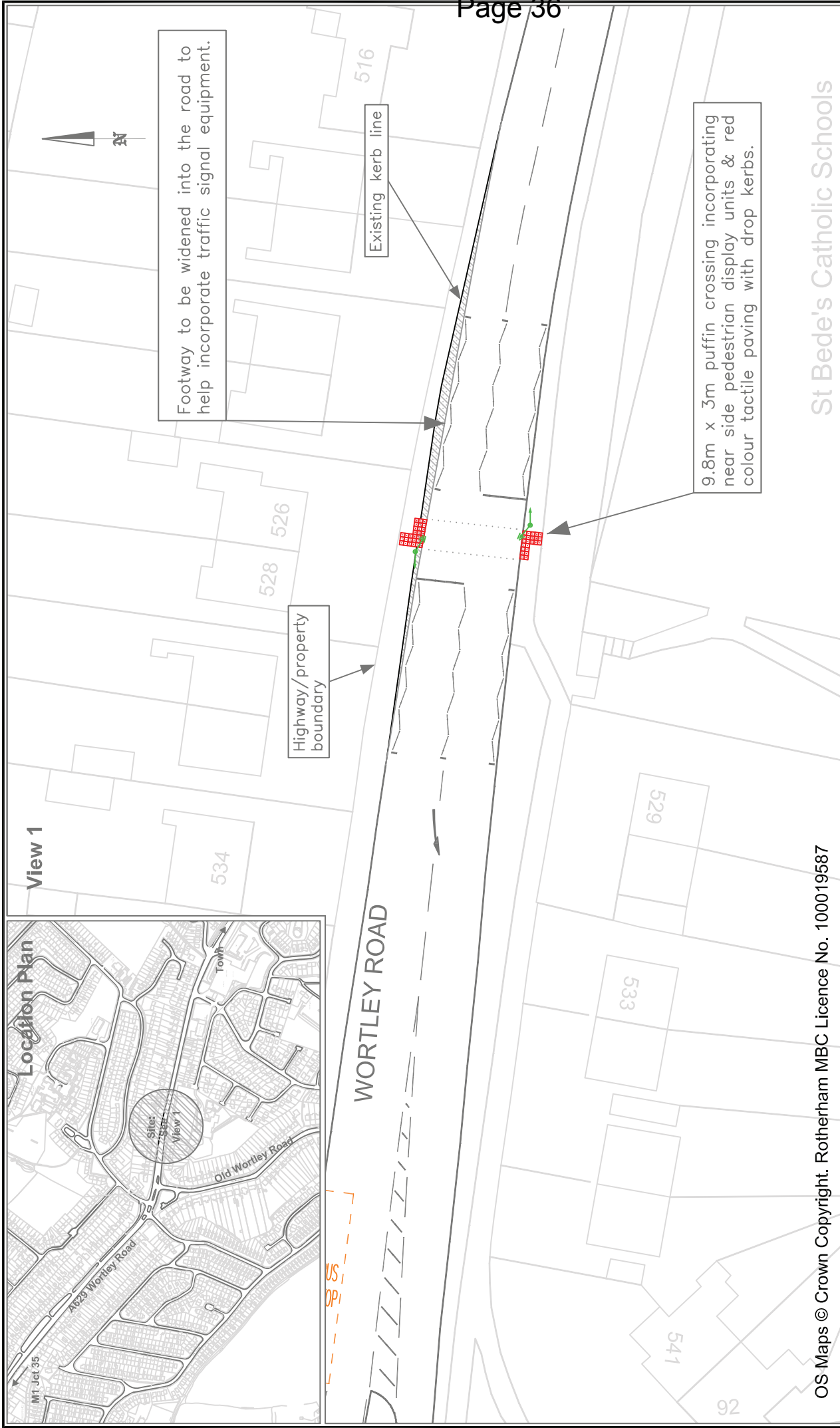
As per the details within section 7 of this report, consultation was undertaken with affected residents by letter dated 29th June 2010. A 23 signature petition was received on 20th July 2010.

Consultation with the Local Ward Members and South Yorkshire Police has been undertaken, no objections were received.


12. List of Appendices

- Appendix A – Plan of proposed Puffin Crossing location
- Appendix B – Pages 1&2 of the received petition

Contact Name: *Chris Armitage, Assistant Engineer, Ext. 54493,
chris.armitage@rotherham.gov.uk*



St Bede's Catholic Schools

 Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD Strategic Director: Karl Battersby Bsc (Hons) MTPL MRTPI	Client: Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Title A629 Proposed Puffin Crossing Outside St Bede's School	
	Dwg. No. 122/A629.049-D02		Scales (If A4)	1:500
	Drawn CA	Date JUNE 10	Chd. by ASB	

[REDACTED]
[REDACTED] Wortley Road
Kimberworth
Rotherham
[REDACTED]

[REDACTED]
Planning & Regeneration Service
Bailey House
Rawmarsh Road
Rotherham
S60 1TD

Thursday, 08 July 2010

Wortley Road, Proposed Puffin Crossing

Dear [REDACTED]

I am writing in response to your letter dated 29th June 2010 which proposes to install a Puffin Crossing between 526 and 528 Wortley Road.

A number of residents in the affected area have met and discussed in length your proposal. We all fully appreciate the need to safely cross children over Wortley Road to gain access to St. Bede's school which operates approximately 190 days out of the year. However we wish to strongly object to the proposed site of the Puffin Crossing and make the following points in support of this decision;

The Local Authority currently employs a crossing patrol person to ensure that school children are safely crossed over Wortley Road to gain access to the secondary entrance of the school [REDACTED]. To our knowledge the safety record of the crossing patrol person is unblemished. This secondary entrance is only open for two brief periods during the school day. The Main entrance to the school is actually located off Manor Fields Road [REDACTED] and is open at all times during the school day.

If the crossing is located in the proposed area it will not benefit parents or children who attend the nursery unit at St Bede's as the gates to the secondary entrance are locked during the school day to ensure the school complies with safeguarding requirements set down by Ofsted. The school operates morning and afternoon sessions, therefore parents would have to use the main entrance off Manor Field Road to collect or drop off children. We believe the crossing would be better located further down Wortley Road, opposite the steps [REDACTED].

We have observed the Puffin Crossing located further down Wortley Road in front of The Effingham Arms Pub. When the crossing is activated it takes approximately 1 ½ minutes to change back to green. This is a significant amount of time and we are all convinced that this will cause traffic coming into Rotherham to back up well beyond Great Park Road during rush hour traffic. This has implications to the flow of traffic coming off the Kimberworth Estate via Great Park Road and Grange View Road. In addition we believe it will cause a greater risk to pedestrians crossing the road using the bollards further up from the proposed site.

In contrast to this, we have observed that the Crossing Patrol person will use her judgement and collect a number of children together before stopping traffic. When the traffic is stopped it is for no more than 30 seconds which does not allow the traffic time to back up and cause problems. Again if

the site was moved further down Wortley Road, any built up traffic would not cause access problems to and from the Kimberworth Estate via Great Park Road and Grange View Road.

The Households in front of the proposed crossing do not currently have any parking restrictions imposed upon them. If you install the crossing it will be accompanied by white zigzag lines painted on either side of the crossing spanning a distance of 6 households [REDACTED]

[REDACTED] The white zigzag lines restrict parking at all times of the day, 365 days per year, even when the school is not in session. Deliveries to the residents of 532 to 522 Wortley Road will become impossible as vehicles are not allowed to park on the zigzag lines. I have contacted South Yorkshire Police who have confirmed that parking is not allowed at any time on white zigzag lines even if hazard lights are on. I know from personal experience that B&Q will not deliver goods to a household that is more than 50 metres away from the parked delivery vehicle. If the proposed crossing was moved further down opposite the steps going to the main school entrance it would not impose further parking restrictions as the road is currently marked with double yellow lines. It would also benefit residents who use public transportation as it would be near the bus stops. There are no bus stops located near the site proposed by yourself. I am sure you will agree that residents are not going to walk up the hill to use the crossing to walk back down the opposite side of the road; they will continue to cross the road unaided. If the crossing was located to our preferred site it will benefit everyone including parents and school children.

We understand that the Local Authority conducted a pedestrian crossing survey which was used to form the basis of the need for a Puffin Crossing. We would like to have clarification as to where the survey was conducted and the length of time taken to conduct the survey. Did it take into consideration the number of residents using public transportation which drops them near the steps on Wortley road [REDACTED] who then have to cross Wortley Road unaided and go up the path to gain access to Eilam Road and beyond [REDACTED] This route is widely used by local residents. If the crossing was moved to the alternative site [REDACTED] it would facilitate the entire community 365 days per year and not just parents of school children 190 day of the year.

In conclusion we support the need to safely cross school children over Wortley Road but feel the location of the crossing between 526 and 528 Wortley Road will cause considerable access problems to the Kimberworth area during rush hour time, in addition to imposing parking restrictions on the residents of 532 to 522 Wortley Road. We would ask you to reconsider your proposal and look into our suggestion which we feel will benefit the whole community for 365 days per year. If you would like to meet with the residents who are represented by this letter we would welcome the opportunity to put our concerns to you in person

I look forward to hearing from you with your views on our proposal.

Yours sincerely

Name & Signature: [REDACTED]

Address: [REDACTED]

Wortley Rd.

Name & Signature: [REDACTED]

Address: [REDACTED]

WORTLEY RD

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Northfield Industrial Estate, Northfield – Proposed No Waiting At any Time – Ward 13, Rotherham West Ward
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of three objections to proposed waiting restrictions around the Northfield Industrial Estate.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) The objections to the proposed traffic regulation order are not acceded to;**
- ii) The objectors be informed of the outcome;**
- iii) The Traffic Regulation Order be made and the waiting restrictions implemented.**

7. Proposals and Details

Due to ongoing concerns from local businesses regarding vehicles obstructing the free and safe movement of traffic on Lincoln Street, North Drive, Field Way, Greasbrough Road Service Road and Primrose Hill at Northfield it was proposed to introduce a series of no waiting at any time restrictions. This proposal was the subject of a report to Director of Service in May 2008. These restrictions have been designed to maximise the availability of road side parking whilst maintaining access for large vehicles. Details of the proposed scheme are shown on Drawing Number 126/18/TT460b, attached as Appendix A.

The Traffic Regulation Order (TRO) was advertised on Friday 8th May 2009 in the Rotherham Advertiser and on street via notices. Letters informing those businesses directly affected by the scheme were sent out in conjunction with the notices.

Three objections were received in response to the notice and consultation and these are detailed below

Resident of Station Road, Bawtry

This objection is on the grounds that there is not enough free parking in and around Rotherham, so removing more parking will only make it worse for employees in this area. A copy of this letter is attached as Appendix B.

Response: There are numerous paid and unpaid parking opportunities in and around the town centre. Inappropriate parking at various locations throughout the Northfield Industrial estate is obstructing the free and safe movement of traffic furthermore commuter parking in this area is contributing towards these problems.

Business of Greasbrough Road, Northfield

The business is objecting on the grounds that they do not believe we are going about this the right way. They believe we should supply permits to the business and make it parking for business *employees* only. A copy of this letter is attached as Appendix C.

Response: To implement a permit parking scheme for the businesses would result in ongoing costs for the Council and the businesses, waiting restrictions will achieve a similar outcome, ensuring the free and safe movement of traffic, but will not have the same costs

Business of Greasbrough Road, Northfield

The business is objecting only to the restrictions on Primrose Hill and Greasbrough Road Service Road, Northfield as they say they do not currently have a parking problem and they need as much parking opportunities as possible for their customers. They also believe that the introduction of No Waiting at Any Time restrictions on Primrose Hill, Northfield will make it more difficult for their delivery vehicles to gain access to their business. A copy of this letter is attached as Appendix D.

Response: Restrictions are proposed on Primrose Hill and Greasbrough Road Service Road because it is anticipated that vehicles may migrate from North Drive, Lincoln Street and Field Way to this location if any waiting restrictions are introduced. The implementation of these waiting restrictions will still leave ample parking opportunities for customers to their and other surrounding businesses. Also the restrictions should not have any impact on access for delivery vehicles. Access for deliveries may well be helped by the restrictions, additionally vehicles can park on the restrictions to load and unload.

It is for the reasons outlined above that it is recommended that these objections are not acceded to and that the scheme be implemented.

8. Finance

The scheme is estimated to cost approximately £2,000, with funding for the works identified being available from the South Yorkshire Local Transport Plan Integrated Transport settlement for 2010/2011.

9. Risks and Uncertainties

Lack of restrictions may hinder deliveries to some businesses.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety Strategy, for improving road safety and managing traffic.

11. Background Papers and Consultation

Appendix A	Drawing No. 126/18/TT60b
Appendix B	A copy of the objection from Resident of Station Road, Bawtry
Appendix C	A copy of the objection from Business of Greasbrough Road, Northfield
Appendix D	A copy of the objection from Business of Greasbrough Road, Northfield

Contact Name: *Peter Henchley, Engineering Technician, 54485
peter.henchley@rotherham.gov.uk*



Key:

Existing No Waiting At Any Time

Proposed No Waiting At Any Time

OS Maps©Crown Copyright. Rotherham MBC Licence No. 100019587		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Client:		Description		Rev.	
Works		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		Client:		Description		Rev.	
Title		Proposed Waiting Restrictions		Title		Proposed Waiting Restrictions		Description		Rev.	
Lincoln Street, Field Drive, North Drive, Primrose Hill & Greasbrough Road Service Road, Northfield		Lincoln Street, Field Drive, North Drive, Primrose Hill & Greasbrough Road Service Road, Northfield		Lincoln Street, Field Drive, North Drive, Primrose Hill & Greasbrough Road Service Road, Northfield		Lincoln Street, Field Drive, North Drive, Primrose Hill & Greasbrough Road Service Road, Northfield		Description		Rev.	
Dwg. No. 126/18/TT460b		Rev.		Dwg. No. 126/18/TT460b		Rev.		Description		Rev.	
Scales (if A3) 1:1000		Scales (if A3) 1:1000		Scales (if A3) 1:1000		Scales (if A3) 1:1000		Description		Rev.	
Date May 08		Date May 08		Date May 08		Date May 08		Description		Rev.	
Chd. by TF-S		Chd. by TF-S		Chd. by TF-S		Chd. by TF-S		Description		Rev.	
Drawn PH		Drawn PH		Drawn PH		Drawn PH		Description		Rev.	

Rotherham Borough Council
Legal and Democratic Services
Civic Building
Walker Place
Rotherham

20th May 2009

For the attention of Mr T.C. Mumford

Re: No Waiting Time restrictions – Lincoln St Rotherham

Dear Sir,

I would like to voice my strong opposition to the proposed introduction of No Waiting at Any Time restrictions to the vast majority of Lincoln Street and the surrounding area.

The introduction of No Waiting at Any Time restrictions to Lincoln St, Field Way, North Drive, Primrose Hill and Greasbrough Road Service Road will cause further frustration and inconvenience to the people who work in this area and the immediate surrounding areas.

There is currently a severe lack of free parking in and around Rotherham, which is a major inconvenience, particularly to those people who travel to work from outside the borough. This lack of free or affordable parking is actively deterring visitors to the area and deterring potential new employees seeking employment within the town.

The alternative pay-and-display parking at around £2.50 represents a large chunk of most salaries and is too costly for most people to consider.

I hope Rotherham B.C. can reconsider this proposal and at least give me and other motorists a chance of parking at no cost within a reasonable walking distance to work.

Yours sincerely

LEGAL & DEMOCRATIC SERVICES				
26 MAY 2009				
TCP				
SP				
FILE No.				
TO FILE				

4th June 2009.

Your Ref: 126/18/1331

Ref: No waiting North Drive and others Drwg ref 126/18/TT460b

Dear Sirs,

We would wish to object to the No waiting restriction proposals in the area that we occupy.

We would suggest that a better solution would be that concessions should be given by way of permits to employees of the businesses affected.

Whilst writing we would also appreciate your confirmation that loading and unloading restrictions would not apply at any time.

We look forward to hearing from you with a positive response.

Yours faithfully,

LEGAL & DEMOCRATIC			
08 JUN 2009			
TCM			
SP			
FILE No.			
TO FILE			

HEAD OFFICE:

tel:

LEGAL & DEMOCRATIC SERVICES			
11 JUN 2009			

3rd June 2009

Your Ref 126/18/1331

Dear Sir

Ref: Lincoln Street, Field Way, North Drive, Primrose Hill, Greasborough Road Service Road,
No waiting at any time restriction.

I refer to the proposed restrictions as proposed by your letter 7.05.09 and drawing number 126/18/TT460b relating to the proposed no waiting restrictions.

Please note we strongly object to any waiting restriction to either Primrose Hill or to the frontage of our property and the Service Road to Greasborough Road as marked in purple on the attached plan.

Our objections are based on the following grounds: -

- (a) Any concerns experienced by businesses on Lincoln Street and Fieldway are not our concerns.
- (b) We are the only occupier on our site together with [REDACTED] and as such as retailer are at present using (i) The Service Road in front of our showroom for customer use, any demise on parking would reduce the number of car parking spaces available and therefore affect our business by customers not coming into our showroom.
- (c) The Service Road is used on a daily basis by private vehicles which are at present filling both sides of the road, restrictions again would force more traffic into the then free spaces putting more pressure on any chance of customer parking for ourselves, we are already struggling with cars being left all day by people that work in Rotherham.
- (d) Regarding Primrose Hill only traffic using this is for ourselves or [REDACTED] it is further more a dead end road and we feel no restrictions are needed on this road, it is also used as direct access to our warehouse and Lorries have to wait outside our gates because they are too large to access our yard, to place restrictions on this road would make it more difficult for delivery vehicles to gain access.

HEAD OFFICE:

tel:

web:

e-mail:

[REDACTED]

In conclusion therefore we feel that your problems are not our problems, reducing continuous vehicular access to Lincoln Street and Field Way should be kept to that side of Greasborough Road Only and not extend to the front and to the side of our property to which we do not suffer the same problems.

Your proposed restriction to our site area would have a major economic effect on the company's financial survival.

Thanking you for your co-operation in this matter,

[REDACTED]

For and on behalf of The Company

[REDACTED]

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Proposal to extend School Keep Clear markings Traffic Regulation Orders to all areas of Rotherham
4.	Programme Area:	Environment and Development Services

5. Summary

To report on a proposal to introduce permanent clearway orders on School Keep Clear markings, in areas of the borough where they are not already in place, on an area by area phased approach.

6. Recommendations

- i) **Clearway Traffic Regulation Orders are introduced on all School Keep Clear markings, in areas of the borough where they are not already in place, and these are implemented on an area by area phased approach in accordance with the programme on page 2.**
- ii) **The next area in which clearway Traffic Regulation Orders are introduced to cover School Keep Clear markings is the remainder of the Wentworth Valley area, part of which has already been dealt with when clearway orders were introduced in the Maltby Ward and part of Hellaby Ward, and Wentworth South.**

7. Proposals and Details

A proposal to implement clearway Traffic Regulation Orders on a trial basis on all School Keep Clear markings in the Maltby Ward and on some in the Hellaby Ward was reported to the Cabinet Member for Environment and Regeneration on 21st May 2007 (minute No 301 refers). The results of this trial were reported to Cabinet Member on 20th April 2009 (minute No 222 refers) following which the trial was made permanent. The same report also recommended that clearway Traffic Regulation Orders be introduced on all School Keep Clear markings across the borough on an area by area phased approach starting with the Wentworth North area, and that the programme for treating the remainder be reported to a future Cabinet Member meeting.

Clearway orders have recently been successfully introduced on School Keep Clear markings in Wentworth North and a programme for treating the remainder has now been devised and is set out below:-

Area	Year
Wentworth Valley and Wentworth South	2011/12
Rotherham South and Rotherham North	2012/13
Rother Valley South and Rother Valley South	2013/14

This programme has been drawn up based on the work undertaken for the joint Children and Young People and Regeneration scrutiny review into road safety outside schools which involved carrying out a risk assessment of all school entrances. Due to the amount of work and costs involved it is proposed to treat two areas per year.

The enforcement of waiting restrictions is the key to their success, especially where they are known to be abused on a regular basis, such as outside schools. Consequently, close co-operation between Safer Neighbourhood Teams (SNTs) and the Council's Parking Services is important if clearway Traffic Regulation Orders are to be extended to other areas as this will further stretch the resources of Parking Services. Every Police Community Support Officer (PCSO) in an SNT has an allocated beat area and within that area may be one or more schools which are 'adopted' by the PCSO. The PCSO will have regular contact with staff, children, parents and residents and can therefore continually assess whether parking and road safety issues require more or less enforcement for a particular school and/or time of the day. Sharing this information would help Parking Services to carry out targeted enforcement and hence make the best use of staff resources.

8. Finance

It is estimated to cost £50000 to introduce clearway Traffic Regulation Orders in the remainder of the Wentworth Valley area together with the Wentworth South area. This will be made available from the Local Transport Plan Integrated Transport Programme for 2011/12. It is estimated that each of the remaining areas will cost £30000 to treat, with two areas, costing a total of £60000, being treated in each of the subsequent two financial years. It is expected that funding will be made available for these areas from the respective years Local Transport Plan Integrated Transport Programme.

9. Risks and Uncertainties

Objections to proposals for the introduction of clearway orders on School Keep Clear Markings may be forthcoming. Any objections will be reported to Cabinet Member.

The success of the scheme in dissuading parents from parking on the markings will depend on parents being informed and aware of the restrictions and the effectiveness of enforcement activity. Under the Council's decriminalised parking enforcement regime the Council's Civil Enforcement Officers have responsibility for enforcing these restrictions.

Funding for the 2011/12 Integrated Transport programme is still subject to the final settlement announcements that are expected in December 2010.

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 Road Safety and Casualty Reduction 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

Consultation with ward members, Parish councils, emergency services and general public will be undertaken in each of the areas.

Contact Name : *Stuart Savage, Senior Engineer, Ext. 22969,*
stuart.savage@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Environment
2.	Date:	15 November 2010
3.	Title:	Dinnington Road / Gildingwells Road, Woodsetts – Proposed raised junction table
4.	Programme Area:	Environment and Development Services

5. Summary

To report the receipt of objections/concerns in relation to the proposed raised junction table at the crossroads of Dinnington Road and Gildingwells Road, Woodsetts.

6. Recommendations

Cabinet Member resolves that:-

- i) Objections to the proposed raised junction table be not acceded to;**
- ii) Support for the scheme be reiterated and approval be granted for the works to be implemented.**

7. Proposals and Details

During the last 3 years a total of 5 reported Personal Injury Accidents have occurred at the junction of Dinnington Road and Gildingwells Road, Woodsetts, which in part has led to calls from the Parish Council for measures to be introduced which reduce the danger to road users. As a consequence, a number of traffic calming schemes for the area were produced and presented to the Parish Council in June of this year. From the schemes presented, Woodsetts Parish Council opted for a raised junction table at the crossroads.

The proposed scheme will involve the creation of a 75mm high road hump with 1.2 metre long ramps at the junction of Dinnington Road/Worksop Road/Lindrick Road and Gildingwells Road, intended to reduce vehicle speeds on all approaches to the crossroads, which should improve safety for pedestrians when crossing in the area.

Consultations on the proposals have been undertaken, involving the Emergency Services, Passenger Transport Executive, Local Ward Members, and residents / businesses close to the junction. From this consultation two objections were received (one written, one verbal), together with three general comments/concerns, one of which was received from the South Yorkshire Passenger Transport Executive on behalf of Stagecoach East Midlands. These are attached as Appendix A.

The general concerns raised in the correspondence received either relate to the lack of additional traffic calming measures for the rest of the village, or the severity of the proposed junction table. Our response to the issues raised is as follows: With regard to the lack of additional traffic calming features for the rest of the village the scheme is primarily aimed at addressing concerns at the crossroads. In terms of the severity of the proposed junction table, the ramp gradients comply with the Road Hump Regulations and are in accordance with guidelines produced by the Passenger Transport Executive for road humps on bus routes. Considering that the junction table is an isolated feature and the frequency of the bus service is approximately hourly the scheme is expected to have a minimal impact on the bus service both in terms of potential discomfort to passengers and journey time penalties.

Bearing in mind the response to the consultation and the objectives of the scheme we recommend that the raised junction table is implemented.

8. Finance

The scheme is estimated to cost £69,450 with funding for the works coming from the Local Transport Plan Integrated Transport Programme for 2010/11.

9. Risks and Uncertainties

The estimated cost is dependent upon the need to divert Statutory Undertakers' apparatus; this is expected to be minimal.

The installation of a single traffic calming feature may not completely reduce the number of reported Personal Injury Accidents taking place at this location.

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 Road Safety and Casualty Reduction 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

Reference: South Yorkshire Local Transport Plan 2, 2006 to 2011.

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

APPENDIX A

EMAIL CORRESPONDENCE RECEIVED FROM A RESIDENT OF WOODSETTS

From: Mr w
Sent: 14 September 2010 15:48
To: Transportation
Subject: Woodsetts Traffic Calming Proposals

Hurrah, about time!

Just as, if not more, important is the Dinnington end of the village where we have an Old People's Complex, a Doctor's Surgery and Bus Stop on both sides of the road.

Very few, if any, drivers either coming into, or leaving, the village on this road reduce speed and are a serious danger to all the residents attempting to access any of the facilities mentioned above

In this context, it requires a hump the full width of the road to have any real effect

-----*Follow up Message*-----

From: [Burton, Josephine](#)
Subject: Woodsetts traffic calming

Thank you for sending me the correspondence between yourself and RMBC. I am aware of the problem of some cars speeding through the village and it has been discussed at length at several meetings, including the Parish Council. As you can imagine there are as many different solutions to the issue as there are people at those meetings, but the priority was felt to be around the crossroads particularly for children crossing the road at that point. Many people in Woodsetts, however, are not happy with the prospect of speed humps, and taking everything into consideration, it was decided that the raised platform at the crossroads would be the preferred option. I know it does not please everyone but I think we need to see how it works.

The Council hopes that it will be possible to do this in the next twelve months. The financial situation is by no means predictable, but this decision remains in the plan at this stage
I am sure it will make a difference.

Thank you
Jo Burton
Cllr AnstonWoodsetts

-----*Follow up Message*-----

Thank you for your email.

In an ideal world, considerate drivers would slow down to 30MPH at the signs either end of the Village.

But, this is not an ideal world and, otherwise considerate, people become inconsiderate when seated behind the wheel of a car.

In this context, there will be no real traffic calming when drivers speed into the Village, slow down at the central hump then speed up again on their way out.

The central hump will slow traffic for the infant school children when they cross at this point, possibly four (4) times a day, but what of all the elderly, infirm, older school children, shoppers and bus passengers who have to cross the road, at all times of the day, at either end of the Village?

The proposed scheme, of a central hump only, does not serve the needs of the majority of the villagers, which should be the objective of our elected Councillors surely?

Yours
Mr W

From: [redacted]
Sent: 27 September 2010 16:25
To: Transportation
Subject: Woodsetts traffic calming proposal

It is good to see that a step in the right direction is being taken to reduce the speed of traffic travelling through Woodsetts by raising the carriageway at the village crossroads, but it is of much concern to me that the scheme does not address the problem of traffic travelling too fast in other areas of the village.

All of the approaches to the village, apart from the one from Lindrick Common across Socheage Hill and onto Lindrick Road, have long straights leading to them, and from the entrance to the village to the crossroads at the church these roads remain fairly straight and can be driven along at high speed. Without some form of traffic calming at the entrances to the village at Worksop Road, Gildingwells Road and Dinnington Road, motor vehicles will continue to speed into the village until they meet the proposed speed hump in the centre. Then, of course, they'd be free to accelerate away again.

However, even with some traffic calming at these entry points, the lengths of these roads to the crossroads (Worksop Road, >530m, Gildingwells Road, >850m and Dinnington Road, >380m) are sufficient to allow vehicles to accelerate along their lengths having passed any control that might be placed at the village approaches

If traffic calming is to succeed in the village then a much more comprehensive scheme is required. Perhaps more consideration needs to be put into the plans so that it is successful throughout the community and does not just concentrate on one particular area. Remember that people cross the roads in all parts of the village, not just at the crossroads. There are shops and a recreation ground on Worksop Road, a Village Hall, church and alternative access to the recreation ground on Gildingwells Road and the Doctors' surgery off Dinnington Road.

The "your speed" signs on Dinnington Road and Worksop Road seem to be ignored by many – the one on Dinnington Road only comes to life if it detects a vehicle travelling too fast, otherwise it remains dead. The posts in the grass on the northern side of Dinnington Road that stretch for 190m out from the crossroads and stop residents from pulling their cars onto the verge are an abominable eyesore; presumably they were put there so that the cars parked on the carriageway would act as a chicane for traffic along this stretch. How unfair on their owners. Much better that the council dealt with this in a fairer and more aesthetical manner.

I hope that you will take my thoughts into consideration; spending money on a scheme that looks to me as though it probably will not work is, I would hope you agree, money poorly spent.

Woodsetts
S81

Subject: Speed Hump proposal Woodsetts

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

[redacted]
[redacted] [mailto:mortgagesat home@aol.com]

Sent: 10 September 2010 10:29

To: Transportation
[redacted]

Subject: Speed Hump proposal Woodsetts

Dear Sirs,

I note from the Woodsetts Village Newsletter that proposals have been put forward for a "raised junction table" at Woodsetts crossroads.

It seems that the automatic "solution" to speeding is to incorporate yet another car damaging obstacle in the way of law abiding motorists. In the last two years I have needed to replace both front and rear road springs on my Ford KA, and £180's worth of low profile tyre on my partner's Mazda. It is widely acknowledged that damage of this nature is caused by this type of obstacle, even whilst being driven over at low speeds. Likewise the road surface adjacent to speed humps is more susceptible to damage and breakup because of the concussive effect of vehicle weight. Have RMBC seen the state of the road surface adjacent to all the speed humps in Dinnington? I will happily provide photographs if required.

Woodsetts crossroads already has a ridiculous artificial road narrowing - immediately opposite a bus stop with virtually no forward vision for following motorists who wish to overtake a stationary bus, so quite why Woodsetts Parish Council and RMBC believe that a speed hump will assist pedestrians is beyond my comprehension. Surely a Pelican crossing would make a much more appropriate solution - always assuming there really is a problem for residents crossing the road in the first place?

If the Highways Department has the necessary budget to spend on such a hare-brained scheme, may I suggest that the funds be used to improving the state of the local roads - and I don't mean the throwing of a few spadefuls of cold bitumen into a rainsoaked pothole with no preparation or follow-up, which within 24 hours has been washed away (average cost £72). It appears no-one in RMBC has heard of the permanent "Velocity" repair (average cost £12 as reported in last week's Daily Telegraph)

Please regard this email as one local resident's vote of no confidence in your proposed course of action.

Yours faithfully,

[redacted]
[redacted] [mailto:Woodsetts@woodsetts.co.uk]

[redacted] Tel: 01200 519931 Fax: 01200 569817 Mobile: 07 305 519931



South Yorkshire Passenger
Transport Executive

PO Box 801
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S2 5YT

31 AUG 2010

Enquiries: 0114 276 7575
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sypte.co.uk

Mr A Lee
Planning and Regeneration Service
Rotherham MBC
Bailey House
Rawmarsh Road
Rotherham
S60 1TD

Your Ref AL/KAC/126/17/TT121
Our Ref BSO/2663
Ask For [REDACTED]
Direct Line [REDACTED]
Email [REDACTED]

27 August 2010

Dear Mr Lee



INVESTOR IN PEOPLE



CUSTOMER SERVICE EXCELLENCE



Dinnington Road/Guildingwells Road, Woodsetts
Proposed Raised Junction Table (consultation letter)

Thank you for your letter dated 26 July 2010 regarding the above.

The Transport Executive has given all the bus operators who serve the area the opportunity to comment on the proposed scheme.

We have received a response from Stagecoach East Midlands who understand the need to allow pedestrians to cross the junction but are not happy with the 75mm high table with only 1.25m incline. They are more in favour of a shallow table with a longer run in and having the whole table in contrasting road colour – say 30mm high with a 3m run in. As there is already a 30mph speed limit in the area and good visibility they don't feel it necessary to bring vehicles to an almost stop to approach the cushion.

Would you please give East Midlands concerns your consideration and let me have your comments to enable me to reply to them.

Yours sincerely

pp gh bole

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BUS SERVICES OFFICER

Director General:
D Brown

Director of Strategy:
B Still

Director of Customer Experience:
D Young

Secretary:
L Gandy
LL.B (Hons)

HIWAY3MM



South Yorkshire Passenger Transport Executive is a member of the
Travel South Yorkshire partnership, delivering the county's public transport network.