

| REPORT AUDIT TRAIL | | | | |
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| REPORT TITLE - Outcome of the TRO (Traffic Regulation Order) consultation regarding the proposed no waiting at any time parking restrictions and prohibition of “U” turns on B6089 Coach Road/Potter Hill Greasbrough | | | | |
| CONSULTATION <i>This is important as it shows that consultation has been undertaken in the preparation of the report and provides a quick reference point for specific comments, whilst the report will not be publishable if these areas have not been completed by the named persons below. You must liaise with and receive sign off from the relevant Cabinet Member(s).</i> | | | | |
| Name/Position | Portfolio/Ward/ Directorate | Date Sent | Date Received | Comments in para: |
| Councillor (Select Cabinet Member Name) | Cabinet Member for Jobs and the Local Economy | 21/10/20 | 22/10/20 | 4.3 |
| <i>Name of Strategic Director</i> | Assistant Chief Executive/ Strategic Director for (relevant directorate) | Click here to enter a date. | Click here to enter a date. | |
| <i>Name</i> , Finance | Finance and Customer Services | 27/01/21 | 12/02/21 | 6.1 |
| <i>Name</i> , Legal Services | Finance and Customer Services | 27/01/21 | 28/01/21 | 7.1 |
| <i>Name</i> , Human Resources | Assistant Chief Executive’s Office | Click here to enter a date. | Click here to enter a date. | |
| <i>Name</i> , Procurement | Finance and Customer Services | Click here to enter a date. | Click here to enter a date. | |
| <i>Name</i> , Equalities | Assistant Chief Executive’s Office | 27/01/21 | 03/02/21 | 10.1 |

| <u>REPORT APPROVAL TRACKING</u> | | | |
|---|--|--------------------------------|--------------------------------|
| Equalities Your report will not be authorised for submission to Cabinet by your Strategic Director if you have not undertaken and included an initial equalities screening. All equalities analysis documents should be included as appendices | Initial Screening completed and included with report | YES/NO (delete as appropriate) | Insert date agreed 9/6/2020 |
| | Full Assessment completed and included with report | YES/NO (delete as appropriate) | Insert date agreed |
| Background information MANDATORY: Insert headings for a few main public documents you have used or referenced to write this report. This is a legal requirement. For Cabinet reports, insert hyperlinks . Do not list private documents. | | | |
| Appendices If appendices are essential to the understanding of the report, list titles here. Equality Analysis documents should be listed as Appendix 1 for all reports. Ensure that appendices have proper titles. | Appendix 1 <i>Equalities Analysis Initial Screening</i> Appendix 2 <i>Drawing No 126/18/TT736</i> | | |
| Cabinet Member Approval You should retain an email confirming the Cabinet Member approval for your records. Strategic Directors should not authorise reports unless Cabinet Members have given sign off | YES/NO (delete as appropriate) | 22/10/20 | |
| Report Authorised by Strategic Director | YES/NO (delete as appropriate) | Click here to enter a date. | |
| Report Authorised for publication by Chief Executive | YES/NO (delete as appropriate) | Click here to enter a date. | |

Report Title

Proposed Traffic Regulation Order (TRO) to introduce 'no waiting at any time' parking restrictions and prohibition of "U" turns on B6089 Coach Road/Potter Hill Greasbrough

Is this a Key Decision and has it been included on the Forward Plan?

No, but it has been included on the Forward Plan

Officer Approving Submission of the Report

Paul Woodcock, Strategic Director, Regeneration and Environment

Report Author(s)

Simon Quarta, Engineer
01709 254491 or simon.quarta@rotherham.gov.uk

Ward(s) Affected

Wingfield

Report Summary

To inform the Strategic Director Regeneration and Environment of the outcome of the Traffic Regulation Order (TRO) consultations on proposed waiting restrictions, report receipt of objections and to seek approval to implement the proposals.

Recommendations

1. The objections are not acceded to;
2. The proposals shown on drawing No 126/18/TT736 attached as Appendix 2 be implemented
3. The objectors are informed of the decision

List of Appendices Included

Appendix 1 Equalities Analysis Initial Screening Template
Appendix 2 Drawing No 126/18/TT736

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Name of Committee – Click here to enter a date.

Name of Committee – [Click here to enter a date.](#)

Council Approval Required

No

Exempt from the Press and Public

No

Outcome of the Traffic Regulation Order (TRO) consultation regarding the proposed 'no waiting at any time' parking restrictions and prohibition of "U" turns on B6089 Coach Road/Potter Hill Greasbrough

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| 1. | Background |
| 1.1 | The junction of B6089 Potter Hill with Coach Road, Greasbrough has been identified as a "pinch point" in the highway network. With further anticipated traffic growth from potential developments such as Bassingthorpe Farm, it has been proposed to replace the existing mini roundabout with a signalised junction. |
| 1.2 | The proposed traffic signal controller to be used at this junction will operate using Microprocessor Optimised Vehicle Actuation (MOVA). This allows the signal controller to respond to changing traffic conditions more quickly and will increase vehicle capacity at the junction. However this system requires additional road surface vehicle detectors which must be placed much further away from the junction stop lines. These vehicle detectors must be kept free from parked vehicles to operate efficiently. It will also be necessary to prohibit "U" turn manoeuvres on both Main Street and Potter Hill at the junction with Coach Road, to prevent a conflict between vehicles and pedestrians when using the adjacent pedestrian crossing phases. |
| 1.3 | Proposals to implement no waiting at any time parking restrictions on Coach Road, Main Street, Potter Hill and Rossiter Road and to prohibit "U" turns on B6089 Coach Road/Potter Hill are shown on drawing No 126/18/TT736 attached as Appendix 2. These proposals were advertised by notice in the Rotherham Advertiser and on street on 26 th June 2020. At the same time a letter was also delivered to the adjacent residential properties and businesses. |
| 1.4 | As a result of the public consultation 2 objections were received from members of the public as well as 2 enquiries seeking clarification of the proposals. |
| 2. | Key Issues |
| 2.1 | Objection 1: <i>'I have an objection to the proposed changes as I do not believe that this is the "pinch point" for the traffic. Yes, traffic does build here but it is due to traffic turning right at Cinder Bridge Road, onto Cinder Bridge Road, leading to Greasbrough Lane. The traffic queues from the right turn all the way back to the mini roundabout in Greasbrough causing it to be at a stand still, mainly at the evening rush hour. Therefore, I cannot see how the proposed changes will help - the traffic will still queue back to the new junction, including Potter Hill and Coach Road.'</i> Response: |

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| | <p>Whilst there are capacity issues on the corridor that may not be entirely resolved in the outbound direction until an improvement at Cinder Bridge can be delivered, at Coach Road there are congestion issues in the inbound direction as well in both peak hours. Traffic modelling has identified that the existing mini-roundabout creates congestion for traffic travelling towards Rotherham. The existing layout has limited provision for pedestrians wishing to cross the road the proposed junction will include traffic light controlled pedestrian crossings.</p> <p>We are aware of congestion issues at Cinder Bridge in the evening peak hour, when right-turning traffic blocks outbound traffic, and are in the process of developing an improvement to address this issue. Funding has been identified to deliver this improvement in the coming years. Unfortunately, constraints on the funding pot we are using for the Coach Road mean these cannot be delivered at the same time as, or instead of, the proposed Coach Road improvement.</p> |
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| 2.2 | <p>Objection 2:</p> <p><i>'Notwithstanding the junction, there are further traffic problems in Greasbrough which reduce traffic flow. Main Street is one of the oldest streets, if not the oldest in the village. It is not very wide and it has a bend in the middle rising up to its junction with Church Street on the left and Harold Croft opposite. Traffic from The Whins wanting to turn right to Church Street stop the traffic flow down to the junction because there is not enough room to pass on the left. Traffic often creeps out of Church Street hoping for a gap in the traffic from the Whins, but it brings the flow out of the village to a halt. Similarly, at peak times some drivers from Fenton Road take a short cut via Croft Street then turn right along New Street, Mill Street or Chapel Street in order to bypass the junction to make a left on to Main Street.</i></p> <p><i>Under comparatively light traffic conditions the village grinds to a halt with traffic, so what chance does Greasbrough have with the council's proposal for at least another 2,400 houses and associated vehicles on our immediate green belt?'</i></p> <p>Response:</p> <ul style="list-style-type: none"> • The proposed junction improvement increases capacity at the junction which will better accommodate additional traffic growth generated by such developments as Bassingthorpe Farm. • As previously stated, funding has been identified to deliver improvements to the area known as "The Whins", but these cannot be delivered at the same time as, or instead of, the proposed Coach Road improvement. <p><i>'Further to the above you must consider the existing traffic in Greasbrough. Potter Hill carries the bulk of the volume. It is a residential road with many houses on either side and junctions with side streets. Many have driveways but many residents prefer to leave their vehicles on the road. This causes</i></p> |

problems for traffic as it is not a wide road and vehicles double park with wheels blocking the pavements. Pedestrians often have to risk walking on the road because the vehicles are obstructing their way. When it is bin collection day it is havoc.'

Response:

- The Government are currently consulting on the best way forward to deal with footway parking.
- If parked vehicles are obstructing the safe and free flow of traffic then further waiting restrictions will be considered.

'By the same token you are proposing no-parking zones on Coach Road and Greenside. Sixteen dwellings will have no provision for parking on Coach Road and patients visiting the doctor's surgery on Greenside will also have nowhere to park their vehicles.'

Response:

- Most of the sixteen dwellings referred to have off street parking facilities accessible from Greenside. None of these residents submitted objections to the proposed no waiting at any time restrictions on Coach Road.

'You are now creating a big problem with your latest proposals. Your plan pivots on an absolutely clear carriageway to the south of Coach Road. This will not happen. You will create a situation where drivers will park their vehicles either fully on the pavement or with two wheels in the gutter. In both cases it is illegal parking, or they may ignore the double yellow lines and park on the road as they always did.'

Response:

- The proposed no waiting at any time parking restrictions will be enforced by Streetpride Parking Services. The restriction applies to the highway boundary (back of footway) so vehicles parking on the footway will also receive a Penalty Charge Notice.

'If you prosecute for blocking the carriageway, then you are honour bound to prosecute all the motorists on Potter Hill for the same illegal activity.'

Response:

- As previously stated this further parking restrictions will be considered here if this affects the safe and free flow of traffic on Potter Hill.

'To conclude I believe the proposed new roundabout is an unnecessary expense and imposition on the local residents that will achieve little or nothing. There is no evidence that you have ever considered the points I

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| | <p><i>have raised and it is all too easy to draw a few lines on the map without having a detailed understanding of why the problem exists.'</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Vehicle movements through Greasbrough have been extensively analysed and modelled including predicted traffic growth. The proposed signalised junction improvements will improve capacity at this location, reducing congestion and delay with a subsequent improvement in air quality. <p><i>'With regard to the plan it does not show any pedestrian crossings.'</i></p> <p>Response:</p> <ul style="list-style-type: none"> • Pedestrian crossing facilities are included on both Potter Hill and Main Street. |
| 3. | Options considered and recommended proposal |
| 3.1 | <p>Various junction arrangements were considered and the proposal identified delivers a number of benefits to this location. These include: -</p> <ul style="list-style-type: none"> • Increased vehicle capacity with a reduction of traffic congestion. • Air quality improvements • Improved pedestrian accessibility. <p>It is proposed to implement the proposals shown on drawing No 126/18/TT736 attached as Appendix 2.</p> |
| 4. | Consultation on proposal |
| 4.1 | The Proposals were advertised using on street notices and letters were sent to affected residents on 26 th June 2020 and 2 objections were received. |
| 4.2 | Council Members for Ward 21 were consulted about the proposals, the subsequent objections and the recommendations in this report, and raised no concerns. |
| 4.3 | The Cabinet Member for Jobs and The Local Economy was consulted and made no comment. |
| 5. | Timetable and Accountability for Implementing this Decision |
| 5.1 | If it is determined that the proposal should proceed then then the Head of Legal Services will be instructed to make the order. |
| 6. | Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer) |

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| 6.1 | The amendments to traffic regulation orders and traffic signs affected by the changes referred to in this report will be funded through grant funding made available by Central Government to improve air quality. The indicative cost of the signs will be in the region of £30,000. |
| 7. | Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services) |
| 7.1 | The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area. |
| 8. | Human Resources Advice and Implications |
| 8.1 | None |
| 9. | Implications for Children and Young People and Vulnerable Adults |
| 9.1 | Formal pedestrian crossings form a valuable asset for children, young people and vulnerable adults in crossing the road, these crossings should therefore be as safe as possible for them to use. |
| 10. | Equalities and Human Rights Advice and Implications |
| 10.1 | The no waiting at any time parking restrictions impact all road users including those in defined characteristic groups, who may wish to park vehicles in the affected areas. Disabled road users can continue to park on the no waiting at any time retractions up to a maximum stay of 3 hours if they display a valid blue badge. |
| 11. | Implications for Ward Priorities |
| 11.1 | The proposal will reduce traffic congestion and improve the safe and free flow of traffic. |
| 12. | Implications for Partners |
| 12.1 | None |
| 13. | Risks and Mitigation |
| 13.1. | None |
| 14. | Accountable Officers |

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| | Simon Quarta, Engineer |
| | Andrew Moss, Interim Head of Transportation and Infrastructure Service |

Approvals obtained on behalf of Statutory Officers:-

| | Named Officer | Date |
|--|----------------------|-----------------------------|
| Chief Executive | Sharon Kemp | Click here to enter a date. |
| Strategic Director of Finance & Customer Services (S.151 Officer) | Graham Saxton | 12/02/21 |
| Head of Legal Services (Monitoring Officer) | Stuart Fletcher | 25/01/21 |

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