

Report Title

Proposed amendment to waiting restrictions – A6178 Sheffield Road and Fullerton Road Templeborough Rotherham

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

No

Officer Approving Submission of the Report

Andrew Moss, Interim Head of Transport Infrastructure Service

Report Author(s)

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Ward(s) Affected

Boston Castle
Rotherham West

Report Summary

To seek approval to amend the current double yellow line waiting restrictions on the A6178 Sheffield Road and Fullerton Road in order to maintain the free and safe movement of vehicles and pedestrians, as shown on drawing 126/18/TT746.

Recommendations

That the head of Service authorises:

1. Consultation with local Ward Members and Cabinet Member;
2. The insertion of the proposal into the Forward Plan for Officers Decisions; and,
3. Submission of a report to the Assistant Director of Planning, Regeneration and Transportation, subject to no objections being received.

List of Appendices Included

Appendix 1 Equalities Analysis Initial Screening Template

Appendix 2 Drawing No 126/18/TT746

Background Papers

RMBC Traffic Regulation Procedure updated 2018

DfT Traffic Signs Regulations General Directions 2016

Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) as amended.

The Road Traffic Regulation Act 1984

Consideration by any other Council Committee, Scrutiny or Advisory Panel

N/A

Council Approval Required

No

Exempt from the Press and Public

No

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1.	Background
1.1	The scheme has been developed as part of the successful Transforming Cities Fund bid and the restrictions will assist with the implementation of the improved pedestrian and cycle facilities along the A6178 Sheffield Road.
1.2	The highway layout along the A6178 Sheffield Road is being adjusted to improve the experience for cyclists along the route. Highway works have commenced to create segregated cycle facilities which will reduce the width of the carriageway in favour of more active travel choices.
1.3	The restrictions on Fullerton Road are to address concerns raised by businesses on Fullerton Road who have indicated that parked vehicles make access, by goods vehicles, to their premises difficult.
2.	Key Issues
2.1	Key to the design is a need to address situations where parked vehicles would interfere with the free movement of traffic. There is also a demand for some on street lorry parking to serve businesses along Sheffield Road and this will therefore be accommodated where it does not interfere with the safe movement of traffic
2.2	Complaints have also been received from businesses on Fullerton Road that parked vehicles adversely affect deliveries to business establishments off Fullerton Road particularly as these deliveries are by large heavy goods vehicles.
3.	Options considered and recommended proposal
3.1	Maintaining the current parking restrictions was considered but it was felt that not amending the waiting restrictions would present a risk to road safety. Currently there is little demand to park on the A6178 Sheffield Road, but parked vehicles would interfere with the safe and efficient movement of traffic.
3.2	On Fullerton Road a reduction of restrictions was considered but again it was felt that if the route was fully restricted it would maintain access to the businesses located along its length.
3.3	It is therefore proposed to extend the existing waiting restrictions on Sheffield Road and Fullerton Road by restricting parking in the identified areas. This will ensure the safe and efficient movement of traffic on the highway for all modes as shown on drawing number 126/18/TT746 in Appendix 2.
4.	Consultation on proposal
4.1	South Yorkshire Police have been consulted, they expressed reservations about the scheme and specifically queried what impact the removal of all parking will have on vehicle speeds and road safety.
4.2	Currently very little parking takes place on the section of Sheffield Road

	between the borough boundary with Sheffield and Bessemer Way roundabout. The implementation of segregated cycle facilities will reduce the width of the available carriageway to between 6m and 7m, such that any parked vehicle may impact upon the safe and efficient movement of traffic on the route. Some limited stay lorry parking will be permitted on the section as shown on drawing number 126/18/TT746in Appendix 2.
5.	Timetable and Accountability for Implementing this Decision
5.1	If the recommendations are approved the proposals will be shared with local Ward Members and the Cabinet Member for Transport and Environment. The proposal will also be placed on the Forward Plan for Officer Decisions. If no objections are received after 28 days, a report will be submitted to the Assistant Director, Planning and Transportation.
5.2	If the recommendations are approved, then the proposal will be sent to the Statutory consultees and if no objections are received at that point then the Head of Legal Services will publicly advertise the proposed order. The public consultation period lasts for 28 days. Residents affected by the proposals will also receive a letter outlining the proposal
5.3	If objections are received, then the Director of Regeneration and Environment will determine how to proceed.
5.4	If there are no objections raised at this stage, then Legal Services will 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)
6.1	The waiting restrictions will be funded using the Transforming Cities Fund. The cost of this will be in the region of £5,000.
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	The improved highway facilities will assist in creating a road environment where young people and vulnerable adults feel more comfortable when travelling on foot or by bike.
10.	Equalities and Human Rights Advice and Implications
10.1	Improved pedestrian and cycle facilities should give users more opportunities to use the route and cross the road in a safe manner.
11.	Implications for Ward Priorities
11.1	The proposal will improve the safe and free flow of all traffic which is a common area of concern raised with Councillors engaging on Ward Priorities.
12.	Implications for Partners
12.1	None
13.	Risks and Mitigation
13.1.	Not Applicable
14.	Accountable Officers
	Richard Parady Assistant 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	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	

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