

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 22 September 2023

Report Title

Proposed No Waiting at any Time restriction on Stadium Way, Parkgate

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

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Simon Moss, Assistant Strategic Director of Regeneration and Environment

Report Author(s)

Nigel Davey Engineer
01709 822380 or nigel.davey@rotherham.gov.uk

Ward(s) Affected

Rawmarsh East

Report Summary

The purpose of this report is to consider a proposed no waiting at any time restriction on the new Parkgate link road (currently under construction) to be known as Stadium Way with the restriction proposed for both sides of the road, from its junction with the A6123 Aldwarke Lane to the internal roundabout within Parkgate Retail Park; a length of approximately 660m. The key recommendation of the report is to continue with the making of the order.

Recommendations

That the Assistant Strategic Director of Regeneration and Environment exercises his delegated powers with regard to the proposal shown on drawing No's D102165/H/1200/001 Rev C01 and D102165/H/1200/002 Rev C01 attached as Appendix A, and gives approval to:-

- Authorise the Head of Legal Services to make the order and implement the waiting restriction

List of Appendices Included

Appendix A Stadium Way - Proposed No waiting at any time (part 1)
Appendix B Stadium Way - Proposed No waiting at any time (part 2)
Appendix C Equalities Assessment
Appendix D Carbon Impact Assessment

Background Papers

None.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Not applicable

Council Approval Required

No

Exempt from the Press and Public

No

Report receipt of no objections to proposed No Waiting at any Time restriction on Stadium Way, Parkgate

1.	Background
1.1	Following approval of a planning application for a new link road from the A6123 Aldwarke Lane to the Parkgate Retail Park, (application No RB2021/2056, approved August 2022), it was required that a length of 'no waiting at any time' yellow line restrictions be implemented on both sides of the new link road. This length of waiting restriction, from the junction with the A6123 Aldwarke Lane to the internal roundabout of Parkgate Retail Park, extends for a distance of approximately 660m in an east / west direction and would maintain the free and safe flow of traffic along the new link road. See Appendix A.
2.	Key Issues
2.1	As part of the approved planning application for a new link road in Parkgate, (to be named Stadium Way), it was required that the section of link road which will be adopted (the road is not as yet adopted by Rotherham MBC), be subject to a no waiting at any time restriction(s) to ensure that vehicles do not park in these identified areas. This restriction should ensure that the free and safe movement of vehicles along this section of the public highway is maintained and that the nearby parking facilities offered at the Parkgate Retail Centre including the Park and Ride facilities, are utilised.
3.	Options considered and recommended proposal
3.1	One option considered was that Stadium Way would be constructed and subsequently adopted without any waiting restrictions being introduced. However, due to the requirement to ensure that the new link road was free from any stationary vehicles, then this option was not considered a viable option.
3.2	It is proposed to implement the no waiting at any time restriction shown on drawings no's D102165/H/1200/001 Rev C01 and D102165/H/1200/002 Rev C01
4.	Consultation on proposal
4.1	All statutory consultees including South Yorkshire Police, South Yorkshire Fire and Rescue etc. the Cabinet Member for Transport and Environment, Rawmarsh East Ward Members and the general public via notices on street and in the Rotherham Advertiser have been consulted. No objections were received.
5.	Timetable and Accountability for Implementing this Decision
5.1	The purpose of this report is to seek approval to implement the proposed 'no waiting at any time restrictions'. Should approval be granted, the amendments to the consolidation order will be undertaken by the Councils Legal department.

5.2	The works to implement the proposed waiting restrictions on site will be undertaken by the developer constructing the new link road. The changes will be coordinated with the sealing of 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 cost of the traffic regulation order and amendments to the signing and lining on site will be met by the developer.
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities.
7.2	The appropriate statutory procedure including consultation had been followed as set out in the body of the report.
8.	Human Resources Advice and Implications
8.1	There are no human resources implications arising from this report.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	There are no specific implications for children, young people and vulnerable adults arising directly from this proposal.
10.	Equalities and Human Rights Advice and Implications
10.1	An Equalities Assessment has been completed for this report and is attached at Appendix B.
11.	Implications for CO2 Emissions and Climate Change
11.1	A Carbon Impact Assessment has been completed for this report and is attached at Appendix C.
12.	Implications for Partners
12.1.	Failure to secure the traffic regulation order may result in vehicles parking on the proposed new link road, which may affect the free and safe flow of traffic, potentially affecting response times for emergency services etc, or collisions due to vehicles overtaking stationary vehicles.

13.	Risks and Mitigation
13.1	Failure to secure the traffic regulation order may result in vehicles parking on, the proposed new link road, which may affect the free and safe flow of traffic, or collisions due to overtaking stationary vehicles. The proposed change to the traffic regulation order addresses this.
14.	Accountable Officers
	Nigel Davey, Engineer
	Matthew Reynolds Head of Transport 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)	Jon Baggaley	23/08/23
Head of Legal Services (Monitoring Officer)	Stuart Fletcher	05/09/23

Report Author: Nigel Davey Nigel Davey Engineer
01709 822380 or nigel.davey@rotherham.gov.uk
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