

REPORT AUDIT TRAIL**CONSULTATION UPDATE, PROPOSED 'NO WAITING AT ANY TIME RESTRICTION – BRECKS LANE, ROTHERHAM. (SMALL INTERVENTIONS SCHEMES 2025/26)****CONSULTATION**

Name/Position	Portfolio/Ward/ Directorate	Date Sent	Date Received	Comments in para:
Councillor John Williams	Cabinet Member for Transport, Jobs and the Local Economy	06/11/25	10/11/25	
Andrew Bramidge	Regeneration and Environment	Click here to enter a date.	Click here to enter a date.	
Chloe Parker, Finance	Finance and Customer Services	06/11/25	19/11/25	6.1
Nick Fletcher, Legal Services	Legal Services	06/11/25	07/11/25	7.1
Lynsey Linton, Human Resources	Assistant Chief Executive's Office	06/11/25	14/11/25	8.1
Karen Middlebrook, Procurement	Finance and Customer Services	06/11/25	13/11/25	6.1 and 6.2
Equalities	Assistant Chief Executive's Office	06/11/25	13/11/25	10.1 and 10.2
Anthony Ashton	South Yorkshire Police Traffic Liaison Officer	23/09/25	24/09/25	

<u>REPORT APPROVAL TRACKING</u>			
Equalities	Initial Screening completed and included with report	YES	13/11/2025
	Full Assessment completed and included with report	YES	13/11/2025
Carbon Impact Assessments	Carbon Impact Assessment completed and included with report.	YES	14/11/2025
Background information	<p>Rotherham Metropolitan Borough Council: Cabinet Report 17th March 2025, Item 137 - recommendation 4. Approved by Cabinet Member – 2nd June 2025 Approved by Section 151 Officer – 12th May 2025</p> <p><u>Decision - Transport Capital Programme 2025/26 - entry of projects for Minor Works into the programme - Rotherham Council</u></p>		
Appendices	Appendix 1 Drawing Number 126/17/TT563a Appendix 2 Resident Consultation Letter Appendix 3 Initial Equality Screening Assessment Appendix 4 Climate Impact Assessment CIA 558 Appendix 5 Consultation Responses Received Appendix 6 Part B Equality Analysis		
Cabinet Member Approval	YES	10/11/25	
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.	

Public Report
Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 05 December 2025

Report Title

Consultation Update, Proposed 'No Waiting At Any Time Restriction – Brecks Lane, Rotherham. (Minor Works Schemes 2025/26)

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

No, but it has been included on the Forward Plan

Assistant Director Approving Submission of the Report

Simon Moss, Assistant Director, Planning, Regeneration & Transport

Report Author(s)

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Engagement Officer
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Ward(s) Affected

Sitwell
Sitwell

Report Summary

To provide an update on the consultation regarding the extension of a no waiting restriction (at any time) on Brecks Lane, Rotherham. The location proposed to be subject of the waiting restriction, was suggested as part of the Minor Works Schemes 2025/26.

Formal consultation and press advertisement took place from the 26th September 2025 and concluded on the 24th October 2025.

Recommendations

That the Assistant Director of Regeneration & Environment exercises his delegated powers and approves in principle the proposals shown on drawing number 126/17/TT563a, Appendix 1, and gives authority that:

1. The responses to the consultation process received have been considered and the original proposal has been amended slightly to take these into account. (See section 4 and appendix 5).
2. The scheme is confirmed as shown on drawing numbered: 126/17/TT563a attached as Appendix 1 is implemented.
3. The Director of Legal Services is authorised to make the Order.

4. Residents are informed of the decision to implement the waiting restriction.

List of Appendices Included

Appendix 1 Drawing Number 126/17/TT563a
Appendix 2 Resident Consultation Letter
Appendix 3 Initial Equality Screening Assessment
Appendix 4 Climate Impact Assessment CIA 558
Appendix 5 Consultation Responses Received
Appendix 6 Part B Equality Analysis

Background Papers

Transport Capital Programme 2025/26 – entry of projects for Minor Works into the programme.

Cabinet Report, Transport Capital Programme Report, 17th March 2025

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 17 March 2025

Name of Committee – Click here to enter a date.

Council Approval Required

No

Exempt from the Press and Public

No

Report Title: Consultation Update, Proposed 'No Waiting At Any Time Restriction' – Brecks Lane, Rotherham. (Minor Works Schemes 2025/26)Error! Reference source not found.

1. Background

1.1 The scheme has been developed following a suggestion made to the Minor Works 2025/26 programme to introduce the waiting restrictions at Brecks Lane, Rotherham. Details of the proposal are indicated on the location plan Drawing Number: 126/17/TT563a.

The restrictions comprise the introduction of double yellow lines at the junction of Bawtry Road and Brecks Lane for a distance of 30m on the south-western kerb and 45m on the north-eastern kerb line of Brecks Lane, Rotherham. The proposal also includes the introduction of a white 'H' marking across the access to Butterfly Nook and 1 Brecks Lane to reduce obstructive parking on the highway.

1.2 The introduction of double yellow lines and a 'H' marking at this location will remove inappropriate and obstructive parking around the junction of Bawtry Road and Brecks Lane, which has the attributes of a busy junction servicing both local businesses and residents.

In the previous five years no injury collisions have been recorded by the police within the scheme area.

2. Key Issues

2.1 Consultation letters were delivered to addresses along and bordering the area proposed to be subject to the waiting restrictions. The consultation period was conducted between 25th September and 24th October 2025. A copy of the resident consultation letter is included at Appendix 2.

2.2 In total, 5 responses were received (see Appendix 5). All feedback received has been acknowledged directly with the respondent.

3. Options considered and recommended proposal

3.1 Recommended:
Following the receipt of the request to extend the existing waiting restrictions, various iterations of restrictions were considered. Upon completion of the consultation process, and subsequent discussions with residents and local ward members, the extents proposed will cover the location where indiscriminate parking takes place and will address the issues.

These restrictions are likely to lead to a slight parking migration further down Brecks Lane due to the need to protect the junction and increase safety for pedestrians and other road users but although the proposed restrictions will prohibit waiting, they will not prevent motorists from stopping for as long as necessary to pick up or set down passengers.

3.2 Not Recommended:
Making no changes to the restrictions was considered, but this would be likely to still result in obstruction and congestion and would not address the repeated concerns raised by residents and Ward Members.

3.3 Not Recommended:
Extending the restrictions further down Brecks Lane.
This was considered but ruled out as it would prevent local residents and their visitors from parking on the highway outside their properties. It would also mean that visitors to the local shops and businesses would be inconvenienced, potentially leading to a reduction in footfall to said businesses.

4. Consultation on proposal

4.1 Formal consultations commenced on the 25th September and ended on the 24th October 2025, with a copy of the notice placed in the Advertiser and notices placed on street.

4.2 In total 5 responses were received.

One was from a resident on Butterfly Nook who wanted the waiting restrictions extending further along Brecks Lane to prevent drivers parking close to the entrance of Butterfly Nook.

Consideration was given to extending the waiting restrictions along Brecks Lane to Butterfly Nook, but this would result in a reduction in available parking and the displacement of vehicles further down Brecks Lane.

Also the cancellation of the legal process would result in the Council starting the TRO process again incurring further costs and a delay of 9-12 months in the delivery of the scheme.

The revised proposal now includes a white 'H' marking being placed across the access road to Butterfly Nook and 1 Brecks Lane to deter motorists from blocking or partially obscuring the access road.

4.3 Four responses were received from employees and owners who work at the businesses on the corner of Bawtry Road and Brecks Lane and who wanted the restrictions reduced or removed all together.

The Council understands the issues raised by local businesses but also has a duty of care to motorists and road users. Local residents and Ward Members have campaigned for some time for parking restrictions at this busy junction.

In acknowledging the concerns raised, the original waiting restrictions proposed have been reduced in a way which allows for some on-street parking to help visitors and employees, but which still protects the junction and also makes it easier for vehicles entering and leaving the post office carpark.

With regards to the issue raised regarding pedestrian safety especially during the darker winter months.

Brecks Lane is a well-lit road with ample street lighting plus illumination from vehicles and residential buildings. It is not considered to be any less safe than any other roads in the Borough that are illuminated in this way.

With regards to the issue raised regarding time limited parking or permits. The introduction of the waiting restrictions is primarily to protect the junction of Bawtry Road and Brecks Lane. It was felt that introducing time-limited parking or resident/business permits would allow vehicles to continue to park near the junction so would not address the issue.

- 4.4 Councillors for Sitwell Ward were consulted. Councillor Bower, Councillor Fisher and Councillor Thorp raised no objections. Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy raised no objections.
- 4.5 South Yorkshire Police have been formally consulted and have no objections to the proposal.
- 4.6 The usual statutory consultations have been undertaken, and no adverse comments were received.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the recommendations are endorsed, then the scheme will be continued as per the drawing contained in Appendix 1, and the TRO process will continue with the order subsequently being made and waiting restrictions implemented.

6. Financial and Procurement Advice and Implications

- 6.1 The costs of this proposal and its works will be contained within the Minor Works programme, as detailed in an officer decision on 9th June 2025. A budget of £2,500 was allocated to these works but the estimated cost is £7,500, which will have to be managed within the overall programme.
- 6.2 There are no direct procurement implications associated with this recommendation, however, if implemented, the engagement of external contractors to undertake road markings and signage, must be procured in compliance with the Council's Financial and Procurement Procedure Rules and relevant procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023).

7. Legal Advice and Implications

- 7.1 The Road Traffic Regulation Act 1984 allows the Council to make and vary Traffic Regulation Orders to regulate parking and to improve the amenities of an area.

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.

Legal Services have prepared the statutory notices and if the proposal is supported for implementation, they will also make the traffic regulation order.

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 Restricting parking at this location where the footway provision is limited, and where any parking can result in passing traffic encroaching into the path of pedestrians will improve road safety. This location is well used by pedestrians when accessing the shops and local businesses at this busy junction so the introduction of waiting restrictions should reduce the potential for collisions involving children, young people, and vulnerable adults by reducing the likelihood of conflict between them and any vehicles accessing the local shops and businesses or passing traffic.

10. Equalities and Human Rights Advice and Implications

- 10.1 Introducing parking restrictions in locations like this can improve road safety through not only a reduction in the likelihood of vehicle and injury collisions, but can also improve people's perception of safety, thus removing major barriers to people walking or cycling. The removal of parked obstructions can improve a community's health and wellbeing through more active living, resulting in environmental improvements such as less air and noise pollution and safer, healthier neighbourhoods.
- 10.2 The introduction of waiting restrictions (double yellow lines) at this junction will aid the free flow of traffic away from the issues currently being caused by vehicles stopping on or close to the junction in order to use the local shops and businesses situated on the corner of Bawtry Road and Brecks Lane.

11. Implications for CO2 Emissions and Climate Change

- 11.1 Increases associated with the development, construction, maintenance, and operation reflect the systemic nature of the carbon emissions problem; whilst the energy and construction systems are emitters of carbon, any additional activity utilising these systems can be expected to result in no increases in emissions.
The proposal relates to the addition of double yellow lines around the corners of one busy road at Brecks. This will result in minor increases as a result of contractor transport and the addition of road markings. The changes are thought likely to be very small in the context of overall transport emissions in

Rotherham, and very small in the context of the NZ2030 and NZ2040 targets, and remaining carbon budgets.

12. Implications for Partners

12.1 A reduction in the number or likelihood of road traffic collisions will reduce pressure on the Emergency Service and Health Services. The reduced calls to the police to deal with instances of obstruction here will enable them to focus more on other priority issues.

Although the measures are intended to be self-enforcing through motorists' appreciation of the reasoning for them, additional pressure may be placed on the Council's Parking Services team should further enforcement of the waiting restrictions be required.

13. Risks and Mitigation

13.1 There is a risk that, following the implementation of these waiting restrictions, drivers will park further down Brecks Lane leading to residents complaining that access to their properties have been compromised. This could lead to further intervention work being necessary to address the issue, but it is expected that drivers will use the parking facilities provided by local businesses rather than parking on the road and outside residents driveways. The Team will respond to future comments, complaints or enquiries as BAU. If more was needed to be done to this junction in the future, decisions would be based on the scale of work needed and budget.

14. Accountable Officers

Damian Nightingale Engagement Officer

Andrew Lee Service Manager, Local Schemes and Road Safety

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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