

Public Report

Delegated Officer Decision

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 03 July 2026

Report Title

Traffic Regulation Order: Grange Road, Broom and Castle Green, Laughton-en-le-Morthen – Proposed School Keep Clear markings (No stopping Mon–Fri, 7:30am–5:00pm)
(Small Interventions Scheme 2024/25)

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

No, but it has been included on the Forward Plan

Service Director Approving Submission of the Report

Simon Moss, Service Director, Planning, Regeneration & Transport

Report Author(s)

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Ward(s) Affected

Sitwell
Dinnington

Report Summary

This report summarises the consultation undertaken in relation to a proposed Traffic Regulation Order (TRO) associated with existing School Keep Clear markings on Grange Road, Broom and Castle Green, Laughton-en-le-Morthen, operating Monday to Friday between 7:30am and 5:00pm.

School Keep Clear Road markings are currently in place at both locations; however, they were installed as advisory markings only. The purpose of this proposal is to regularise the existing arrangements by introducing a Traffic Regulation Order, ensuring the restrictions are lawful, enforceable and consistent with other similar School Keep Clear markings across the borough.

Formal consultation and statutory advertisements were undertaken between 9th June and 7th July 2025. No objections or representations were received as part of the consultation.

Recommendations

That the Service Director, Planning, Regeneration & Transport exercises his delegated powers and approves in principle the proposed Traffic Regulation Order

as shown on drawing number 128/19/TT1416 Appendix 1 and drawing number 128/19/1226, Appendix 2, and gives authority that:

1. No objections or comments were received in response to the public consultation.
2. The schemes are confirmed as shown on drawings numbered: 128/19/TT1226 and 128/19/TT1416 attached as Appendices 1 and 2 are 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 128/19/TT1416
Appendix 2 Drawing Number 128/19/TT1226
Appendix 3 Resident Consultation Letter – Grange Road, Broom
Appendix 4 Resident Consultation Letter – Castle Green, Laughton-en-le-Morthen
Appendix 5 Climate Impact Assessment CIA 558
Appendix 6 Part A Initial Equality Screening Assessment
Appendix 7 Part B Equality Analysis
Appendix 8 Consultation Responses Received
Appendix 9 Road Safety Audit Exemption File Note

Background Papers

The scheme was reported to Cabinet on the 18th March 2024, under the [Transport Capital Programme 2024/25](#), with details of the Small-Scale Intervention programme presented to Cabinet Member for Transport, Jobs and the Local Economy in a mandate drafted 23rd May 2024.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 18 March 2024

Council Approval Required

No

Exempt from the Press and Public

No

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1. Background

- 1.1 The proposal forms part of the Small Interventions Scheme 2024/25. During 2023 the Transportation Infrastructure Service received requests from Sitwell Primary School and Laughton Junior and Infants school for the introduction of School Keep Clear markings to protect pedestrian entrances on Grange Road, Broom and Castle Green, Laughton-en-le-Morthen.

These requests were made in response to concerns raised by parents and school staff about the current parking situation in front of the pedestrian entrances. This included vehicles being parked on the footway and adjacent to the School Crossing Patrol point, thereby limiting visibility for the school Crossing Patrol when in operation and causing pedestrians to walk in the carriageway. The requests made by both schools were fully supported by all Ward Members for the relevant wards.

- 1.2 The School Keep Clear Road markings were implemented on the 5th March 2024 at Castle Green and on the 8th December 2025 at Grange Road; however, these markings are currently advisory only. In the absence of a Traffic Regulation Order the restrictions are unenforceable by the Council's Parking Services team, despite being present on street. Introducing a Traffic Regulation Order will formalise the restriction and enable appropriate enforcement, particularly during school start and finish times when stopping and waiting activity is at its highest. The implementation of the Traffic Regulation Order will also make both locations consistent with similar markings across the borough that are also enforceable.

In addition to the existing road markings, upright signage will be required at both ends of the markings in accordance with the Traffic Signs Manual Chapter 3 section 13.28.5.

There have been no recorded injury collisions within the scheme area in the previous three years.

2. Key Issues

- 2.1 Consultation letters were sent to addresses bordering the areas proposed to be subject to the waiting restrictions, these were sent out on the 9th June 2025. No comments or objections were received. Copies of the resident consultation letters are included at Appendices 3 and 4.

3. Options considered and recommended proposal

- 3.1 Do nothing – **Not recommended.**
Leaving the marking in place without a TRO would:

- Continue to leave the restrictions unenforceable.
- Risk inconsistent or erroneous enforcement.

- Provide no improvement to school-related parking issues.

For these reasons, the “do nothing” option is not recommended.

3.2 Implement the TRO – **Recommended**

Introducing the TRO will:

- Ensure the existing restrictions are lawful and enforceable
- Support road safety during school pick-up and drop-off periods
- Prevent obstruction adjacent to the School Crossing Patrol point
- Align on-street markings with a valid legal order and prescribed signage
- Ensure consistency of enforcement with similar School Keep Clear markings across the borough

There is a small risk of limited parking displacement; however, this is considered manageable and proportionate to the safety benefits delivered. This option represents a balanced and effective response and is therefore recommended.

3.3 Enhanced Measures (“Above and Beyond”) (**Not Recommended at This Time**)

This option would build on Option 3 by introducing additional measures such as extended restrictions, further parking controls in surrounding streets, or increased targeted enforcement.

While this option could:

- Deliver further compliance and visibility improvements, and
- Reduce the risk of displacement beyond the immediate area

It would require additional funding, enforcement resources, and further consultation. Given the absence of recorded injury collisions and the proportionate nature of the issues identified, this approach is not considered justified at this time.

4. Consultation on proposal

4.1 Consultation letters were sent on the 9th June 2025 to all properties bordering the affected sections of Grange Road, Broom and Castle Green, Laughton-en-le-Morthen. Copies of the resident consultation letters are included at Appendices 3 and 4.

4.2 No objections or comments were received.

4.3 Councillors for Sitwell and Dinnington Wards were consulted. Councillors Fisher, Bower and Thorp raised no objections for the Sitwell Ward scheme and Councillors Castledine-Dack, Clarke and Hall raised no objections for the Dinnington Ward scheme.

Councillor Williams, Cabinet Member for Transport & Environment, raised no objections.

4.4 South Yorkshire Police have been formally consulted and have no objections to the proposal.

4.5 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, the Traffic Regulation Order will be made in accordance with the drawings in Appendices 1 and 2. As the road markings are already present on site, the making of the Order will formalise the existing restriction and allow it to be enforced.

6. Financial and Procurement Advice and Implications

6.1 All costs associated with preparation of the TRO, legal notices, consultation and associated signing will be funded from the Small Interventions element of the Transport Capital Programme 2024/25.

The estimated total cost for the project is £9,000 and is within the available budget.

6.2 There is 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 this 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 these locations, where footway provision is limited and where parked vehicles can cause passing traffic to encroach into pedestrian space, will improve road safety. These locations are heavily used by pedestrians during school drop-off and pick-up periods, and the introduction of no-stopping restrictions is expected to reduce the potential for collisions involving children, young people and vulnerable adults by minimising conflict between pedestrians and vehicles parked adjacent to school entrances.

10. Equalities and Human Rights Advice and Implications

- 10.1 The introduction of enforceable School Keep Clear restrictions at these locations is expected to have a positive but limited impact on road safety and accessibility, particularly for children, young people and vulnerable adults accessing the school entrances during peak times.

By reducing inappropriate parking adjacent to the school entrances, the proposals will assist pedestrians with reduced mobility, parents with prams, and those with visual or cognitive impairments by improving footway accessibility and visibility. The proposals may also reduce the need for pedestrians to step into the carriageway, which presents a heightened risk for vulnerable users.

The impact on drivers is considered proportionate, as the restrictions are limited in length and apply only during defined periods. While some motorists may be inconvenienced, the proposals do not prevent access to properties and are considered a reasonable balance between individual convenience and public safety.

Overall, the scheme is considered to support the Council's duties under the Equality Act 2010 by improving safety and accessibility for protected groups, without introducing any disproportionate or adverse impacts.

11. Implications for CO2 Emissions and Climate Change

- 11.1 The proposal relates primarily to the making of a Traffic Regulation Order to formalise two existing School Keep Clear restrictions. It is largely administrative and legal in nature, rather than a construction-led highway scheme.

Minor, short-term carbon emissions may arise from the making of the Traffic Regulation Order and the installation of associated signage, including contractor travel and materials. These impacts are expected to be minimal and temporary.

The introduction of enforceable School Keep Clear markings is not anticipated to materially change travel behaviour or vehicle trip patterns. Any indirect effects, such as reduced engine idling during school drop-off and pick-up periods, are likely to be marginal and cannot be quantified.

Overall, the proposal is considered to have a negligible impact on carbon emissions and is consistent with the Council's wider carbon reduction commitments, given its limited scope and proportionate nature.

12. Implications for Partners

- 12.1 The proposals are expected to have limited but positive implications for partner organisations, primarily through improved road safety and reduced obstruction in the immediate vicinity of the school entrances during peak periods.

South Yorkshire Police and the School Crossing Patrol service may benefit from clearer, enforceable restrictions, which should help reduce instances of unsafe or obstructive parking during school start and finish times. Clearer restrictions may also reduce the need for officers to respond to ad hoc complaints relating to parking at these locations.

The introduction of enforceable restrictions may result in a modest requirement for targeted enforcement by the Council's Parking Services during the initial implementation period and in response to any displacement issues. This is not expected to place a significant or ongoing burden on partner services.

Overall, the proposals are not anticipated to create any significant additional demands on partner organisations and are considered proportionate to the nature and scale of the scheme.

13. Risks and Mitigation

- 13.1 There is a risk that, following the implementation of these waiting restrictions, drivers will park further down both Grange Road and Castle Green 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 displacement in both locations will be minimal due to the length of the markings at both locations being set to the appropriate length as described in the Traffic Signs Manual Chapter 3 section 13.28.2.

The Team will respond to future comments, complaints or enquiries as business as usual. If further interventions are required at these locations in the future, decisions would be based on the scale of work needed and budget available.

14. Accountable Officers

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