

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	6 June 2011
3.	Title:	A57 Worksop Road / Sheffield Road Improvement M1 Junction 31 to Todwick Crossroads Ward 18 Wales
4.	Programme Area:	Environment and Development Services

5. Summary

The report details the investigation into a petition received from Todwick Women's Institute requesting the provision of a right turn lane from the A57 into Goosecarr Lane, hence permitting a right turning facility to be incorporated within the proposed major highway improvement scheme.

6. Recommendation

- i) **Cabinet Member does not accede to the request to incorporate a right turn facility into the A57 highway improvement scheme and the lead petitioner be informed of the decision.**
 - ii) **Cabinet Member reaffirms the decision of 18 April 2011 to implement the scheme in accordance with the layout detailed in drawing number 122/A57(T).51A/DM7.**
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7. Proposals and Details

The Todwick Women's Institute have submitted a petition in respect of a request to incorporate a right turn facility from the A57 to Goosecarr Lane into the proposals for the A57 Worksop Road / Sheffield Road M1 Junction 31 to Todwick Crossroads Highway Improvement scheme. The reasons for the request are as follows:

- A. Additional traffic flows on Kiveton Lane
- B. Accessibility to bus services on Goosecarr Lane
- C. Additional travel distances incurred by local residents

All of the above issues have been considered in detail during the scheme development; these and other issues raised by the local community have been assessed during the many years of the scheme development and consultation processes. Where appropriate and reasonably practicable, requests for amendments to the scheme through the consultation processes have been incorporated within the scheme.

Specifically, the details of the reasoning behind the request and responses are detailed below:

1. "Kiveton Lane is already a very busy road and an extra 3000 vehicles per day – some being very heavy lorries – passing our Junior and Infant School is totally unacceptable."

The alleged increase in traffic of 3000 vehicles per day is considered to be an exaggeration. The Council's assessment is that traffic flows on Kiveton Lane in a southerly direction only, would increase by approximately 3 vehicles per minute in the peak hour, and over the day the traffic volume would increase by around 1/3 of that alleged above. It should be remembered that this traffic is local traffic, and a corresponding reduction in traffic flow will occur on Goosecarr Lane and The Pastures, which is a similar standard of highway to Kiveton Lane. Northbound traffic patterns through Todwick Village remain unchanged and no through traffic on the A57 would be diverted into the Village. It should also be recognised that whilst the school entrance is on Kiveton Lane, the reality is that the school is situated almost on the corner of Kiveton Lane and The Pastures, with the school crossing patrol assisting children crossing on both arms of the junction; therefore the total volume of traffic around the junction in the centre of the village remains substantially unchanged.

2. "Bus routes still need to pick up / let off residents on Goosecarr Lane."

Discussions have been held with the South Yorkshire Passenger Transport Executive (SYPTPE) throughout the scheme development and the accessibility to public transport remains to be deemed satisfactory. Bus services in a northerly direction would remain unchanged. In a southerly direction, there is currently one service per hour Monday to Saturday and no service on Sunday. This service would likely divert via Kiveton Lane. There are three bus stops affected, two on Gossecarr Lane, near to the terrace properties, and one on The Pastures, near to the junction with Kiveton Lane. To service the needs of public transport users on Goosecarr Lane, a bus stop will be provided on the A57, only a short walk away, and there would be a signalised crossing facility on the A57 to assist pedestrians. There is an existing bus stop on Kiveton Lane, near to the junction with The Pastures and users of public transport in this vicinity would utilise this facility. Other sections of

Goosecarr Lane are rural in nature and there are no existing bus stops due to little or no demand.

3. "Access into Goosecarr Lane is vital to prevent thousands of extra miles per year being done by residents getting to their homes with all the associated environmental issues that brings."

There are a few properties at the northern extremity of Goosecarr Lane, where access from the A57 west will require traffic to either travel to the new roundabout and U-turn or travel along Kiveton Lane and the Pastures. The majority of residential properties affected are situated off The Pastures; access to these properties would be via Kiveton Lane. It is expected that additional journey distances will not be significant; indeed the change in travel distance from the A57 / Goosecarr Lane junction to the Kiveton Lane / The Pastures junction travelling via the A57 and Kiveton Lane rather than via Goosecarr Lane is only 200m.

It is recognised that there will be a small amount of inconvenience incurred by some residents regarding access, particularly those on Goosecarr Lane, however, none of the petitioners appear to reside at any of these properties. It is considered that the overall benefits of the proposed highway scheme outweigh this inconvenience. The issues surrounding bus routes has been addressed, and what seems to be the primary issue of traffic around the school, when examined in detail, does not appear have the degree of significance as alleged by the petitioners.

8. Finance

There are no financial considerations regarding the issues raised in this report.

9. Risks and Uncertainties

None are identified within the context of this report.

10. Policy and Performance Agenda Implications

The scheme is a named major highway improvement scheme in LTP2, LTP3 and the draft Sheffield City Region Transport Strategy and accords with the aims and objectives to assist the improved management of traffic, provide road safety benefits and support regeneration and economic growth. The improvement supports the aims and objectives of the Traffic Management Act 2004 in reducing congestion and improving the free and safe flow of traffic.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2006-2011.

South Yorkshire Local Transport Plan 2011 – 2015.

Sheffield City Region Transport Strategy 2011 – 2026.

Minute No G122 of Cabinet Member for Regeneration and Environment meeting of 18 April 2011.

Local Ward 18 Members

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