

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Planning, Highways and Street Scene Services
2.	Date:	1st December 2014
3.	Title:	Amendments to pedestrianisation orders Whinney Hill Dalton
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member approval to revoke existing pedestrianisation orders on parts of roads at Whinney Hill Dalton to create all purpose highway that will form part of a proposed new road layout for a new development in this part of Dalton.

6. Recommendations

Cabinet Member is asked to resolve that an application be made to the Department for Transport to revoke the current pedestrianisation order made through the auspices of the Town and Country Planning Act, for the areas shown on the attached drawing number 126/17/TT303.

7. Proposals and Details

In the late 1970s various roads within the housing estate bounded by Doncaster Road and Whinney Hill were pedestrianised under the Town and Country Planning Act. The purpose being to create a road environment with less through routes and hence reduce the risk of pedestrian/vehicle collisions.

The housing that was present on the site has subsequently been demolished and the site has been vacant for a number of years. A developer is in discussions with the Council about redeveloping the site as a housing estate and their proposal requires the pedestrianised roads to become all purpose highways. This does not mean that the estate will be available to through traffic it is merely the case that their proposed estate roads coincide with the position of existing pedestrianised roads. If the developer was applying to remove highway status through the Town and Country Planning Act they would be able to make the application themselves but as they are seeking to amend a restriction on an existing highway then this is something that can only be undertaken by the Highway Authority; in this case Rotherham Borough Council. The application is therefore more a procedural matter that in reality will have little impact on the current environment other than to assist with its potential redevelopment.

8. Finance

The developer has indicated that they will fund the cover our costs regardless of whether the development goes ahead or not.

9. Risks and Uncertainties

Failure to remove the pedestrianisation orders will mean that the developer will have to reconsider the layout of most of the proposed development thereby affecting potential delivery.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3; policy W to encourage safer road use and reduce casualties on our roads”,

11. Background Papers and Consultation

Appendix A, Plan number 128/17/TT303 showing the existing pedestrianised highways to become all purpose highway.

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