

**CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY
19th March, 2012**

Present:- Councillor Smith (in the Chair) along with Councillors Dodson, Pickering and Walker.

G103. MINUTES

Consideration was given to the minutes of the previous meetings held on 23rd January and 6th February, 2012.

Resolved:- That the content of the minutes be noted and they be signed as a correct record.

G104. A57 MAJOR HIGHWAY SCHEME - AGREEMENT TO PREFERRED CONTRACTOR AND TARGET PRICE FOR SUBMISSION TO THE DEPARTMENT FOR TRANSPORT

Consideration was given to a report presented by Dave Phillips, Team Manager, Transportation and Highway Services, which explained the progress made since the Council joined the Midlands Highway Alliance and the subsequent use of the Medium Schemes Framework for the procurement of the civil engineering works associated with the A57 Major Highway Scheme.

The A57 Sheffield Road-Worksop Road Improvement Scheme related to an improvement of the existing single carriageway to dual carriageway and improvements to the intersections at Todwick Crossroads (A57/B6463) and the priority controlled A57/Goosecarr Lane junction, which was given programme entry by the Department for Transport early in 2011 following the Council's Best and Final funding Bid at the end of 2010 (Minute No. 134 of the Cabinet held on 15th December, 2010 refers) and was the subject of a public inquiry between 4th and 7th October, 2011.

The Secretary of State confirmed the Orders that were the subject of that inquiry thereby allowing the acquisition of land for the scheme and the associated amendments to the side roads. The scheme would, therefore, need procuring as part of the final approval process of the Department for Transport.

The Project Board for the A57 scheme, chaired by the Strategic Director for Environmental and Development Services, resolved to utilise a Framework Agreement for the procurement of the scheme in order to gain the benefits of a partnership based approach (Minute No. 57 of the meeting of the Cabinet Member held on 2nd November, 2011 refers) to join the Midlands Highway Alliance (MHA) and utilise their medium sized schemes framework for the procurement of the scheme's civil engineering works. The framework was fully compliant with European competition legislation.

The selection process included the use of a model highway scheme similar in scope to the A57 scheme and a range of quality criteria that were weighted according to the scope of the scheme, the Council's objectives and the Council's procurement strategy.

The outcome was that the preferred contractor for the scheme from the four contractors listed on the framework was Ringway Infrastructure Services. This selection was subsequently endorsed by the Framework Board of the Midlands Highway Alliance. The contract, if eventually entered into, would be serviced from Ringway's local office in Wath upon Dearne.

Scheme documentation was delivered to Ringway's office in line with the framework's procedures and officers have been working with Ringway representatives to develop the 'target price' for the scheme's civil engineering works and initiate a process of 'early contractor involvement' (ECI) to refine scheme details and a target price for the civil engineering works had been agreed and compared to estimates submitted at the time of the Best and Final Funding Bid to the Department for Transport (DfT) in December, 2010.

Further information was provided on the next steps associated with this scheme, but it was currently anticipated that the submission for final approval to the Department for Transport would be made early in April with approval expected in May. The package order would be placed as soon as Department for Transport approval was granted, such that a start on site could be made in the late summer with an anticipated completed construction around Christmas, 2013.

Resolved:- (1) That the preferred contractor for the A57 civil engineering contract be Ringway Infrastructure Services (RIS) and the agreed target price submitted by RIS to form the basis of a submission to the Department for Transport (DfT) for final scheme approval.

(2) That the Council enter into a collaboration agreement with the Midlands Highway Alliance's lead authority Leicestershire City Council and the preferred contractor Ringway Infrastructure Services such that Rotherham Borough Council (rather than Leicestershire City Council) act as Employer in any subsequent contract award through the Midlands Highway Alliance's Medium Schemes Framework for the scheme.

(3) That once Department for Transport final approval is granted, a contract be entered into with Ringway Infrastructure Services for the A57 scheme utilising the Medium Scheme Framework and the associated 'package order' process and Framework Board Approval.

G105. PROPOSAL TO REMOVE PELICAN CROSSING - WORKSOP ROAD, SWALLOWNEST

Consideration was given to a report presented by Andrew Butler, Senior Traffic Engineer, which set out details of the Pelican Crossing located on Worksop Road near its junction with Wesley Avenue which was now in need of urgent refurbishment. Following an assessment it was found that it no longer met the criteria for a controlled crossing and, therefore, proposed that it be removed and replaced with a pedestrian refuge.

As a result of public consultations nine objections to the removal of the pelican crossing were received and related to:-

- The crossing was regularly used by residents from the Wesley Avenue area (north side of Worksop Road) to access the Aston Joint Service Centre (health centre, Council contact centre and library) and Lodge Lane School
- There were well used bus stops on both sides of Worksop Road near to the crossing.
- It was alleged that residents of Egerton Road use the lights to get on to Worksop Road.
- There would be a reduction in the amount of parking available in the vicinity of the crossing. Some residents have no off street parking available.
- A number of residents use an alley way between 118/120 Worksop Road to access the large housing estate to the south of Worksop Road and cross Worksop Road here.
- The crossing was regularly used by the elderly, disabled (some with mobility scooters) and the blind who would be disadvantaged by the removal of the crossing.

Whilst it was accepted that, even though an assessment of the crossing indicated low pedestrian usage, a proposal to remove a Pelican crossing facility was likely to raise fears and concerns within the community. In view of the concerns raised during the consultation, a further pedestrian crossing assessment was carried out.

The survey showed the crossing did not meet the criteria with a modified PV2 value of 0.12. Whilst this was higher than the previous assessment (0.04), a value of 0.85 would be required to justify a controlled crossing.

Discussion ensued on the objections raised by residents and it was noted that there was an alternative controlled crossing near Lodge Lane School so pedestrians walking here from the north side of Worksop Road could do so close to Lodge Lane.

Pedestrian accessibility to the Joint Service Centre was of major importance. To this end a pedestrian refuge had recently been constructed near Manvers Road for the benefit of pedestrians approaching from the east. It was also planned to construct another refuge on Mansfield Road at its junction with Worksop Road. Proposals were also being developed to construct a further refuge at the end of Worksop Road near the Mansfield Road/High Street junction.

The proposed pedestrian refuge island including the wide central hatch area would provide right turning lane into and out of both Wesley Avenue and Egerton Road which should assist turning manoeuvres at these junctions.

Concerns about the loss of parking were unfounded. If it was felt that waiting restrictions were necessary here, they would extend no further than the existing zig zags to the Pelican crossing which already prohibited parking.

Historically Worksop Road was part of the A57 Trunk Road and traffic levels would have reduced following the opening of the Aston Relief Road in 1986. There may have been a high number of pedestrians from the housing estate to the south of Worksop Road using the alley way between 118/120 Worksop Road. However, an alternative high quality pedestrian route had been provided

through the Service Centre grounds which was more likely be used by those heading towards the shopping facilities on High Street and the Comprehensive School at Aughton Road.

The proposed pedestrian refuge would be compliant with the needs of mobility impaired pedestrians. The crossing assessment criteria did take into account the number of such pedestrians using the crossing.

Resolved:- (1) That the objections to the removal of the pedestrian crossing be not acceded to and the objectors be informed accordingly.

(2) That the crossing be removed and replaced with a pedestrian refuge.

G106. SWALLOWNEST CROSSROADS JUNCTION IMPROVEMENTS

Consideration was given to a report presented by Andrew Butler, Senior Traffic Engineer, which sought approval to refurbish and improve the signal installation at Swallownest Crossroads (B6053 Chesterfield Road, B6053 Rotherham Road, Park Hill and Main Street).

Observations on site have shown that the existing crossing was not well used. On-site observations suggest that school children and others were crossing at the traffic lights of the junction without the aid of the Pelican Crossing due to the 'detour' that using the crossing on Park Hill required.

Resolved:- (1) That consultation on the proposals identified in the attached drawing (126/17/TT194) be approved.

(2) That detailed design be undertaken on the scheme.

(3) That, subject to no objections being received, the scheme be implemented within the 2012/13 financial year.

(THE CABINET MEMBER AUTHORISED CONSIDERATION OF THE FOLLOWING TWO ITEMS IN ORDER TO PROGRESS THE MATTERS REFERRED TO)

G107. ROTHERHAM LOCAL FLOOD RISK MANAGEMENT STRATEGY PROJECT BRIEF

Consideration was given to the report presented by Graham Kaye, Principal Engineer, which set out details that as Lead Local Flood Authority, the Council was required under Section 9 of the Flood and Water Management Act (2010) to develop, maintain, apply and monitor a Local Flood Risk Management Strategy requiring management of flood risk to safeguard and minimise the risk of future flooding by working in partnership with organisations, communities and stakeholders in Rotherham and surrounding areas.

It was a requirement of the Act that Rotherham's Local Flood Risk Strategy, Project Brief be approved and signed off by the Council's Cabinet Member before the Strategy was finalised.

It was also proposed that Rotherham Local Flood Risk Management Strategy be agreed and signed off by all partners and by the Local Flood Risk Management Steering Group and the Council's relevant Select Commission.

The main requirements and benefits of the Strategy were referred to and set out in detail as part of the report with the main aim of the Strategy to raise awareness and help build community resilience and involve a strategic assessment of environmental impacts and community engagement.

The main aim of the Local Flood Risk Management Strategy to provide action plans that steered future flood risk management actions in Rotherham.

It was a duty on all Lead Local Flood Authorities to formalise arrangements between Risk Management Authorities and to undertake new responsibilities at set out in the Flood Risk Regulations 2009 and Flood and Water Management Act 2010.

Discussion ensued on the liaison with neighbouring authorities, planning developments, sustainable urban drainage, highway maintenance/gully cleansing and on the need to work in partnership with organisations, communities and stakeholders.

Resolved:- That the Rotherham Local Flood Risk Management Strategy Project Brief be approved before the Strategy was finalised.

G108. FAIRS APPLICATIONS & FAIRS CHARGES REVIEW 2012

Consideration was given to a report presented Amanda Dawson, Markets Co-ordinator, by which set out details of the fairs applications received and annual review of Fairs Charges in accordance with audit requirements.

Fairs applications received related to:-

- Wath Bonfire Ground - 29th March - 1st April, 2012.
- Spring Fair Herringthorpe Playing Fields - 17th - 20th May, 2012.
- Kimberworth St. Pauls Fields - 21st - 25th June, 2012.
- Clifton Park x 2 - 4th - 9th July and 22nd - 27th August, 2012.
- Rawmarsh Victoria Park - 19th - 22nd April, 2012.
- Greasborough Recreation Ground - 12th - 15th September, 2012.
- Maltby Woodlea Common - 19th - 22nd September, 2012.
- Rotherham Show.
- New Application - Bow Broom Recreation Ground Swinton - 10th - 13th May or 14th - 17th June, 2012.

Further information was provided on the new application with all Swinton Ward Councillors expressing opposition to this application citing the following reasons:-

- Previous bad experiences of fairs in the area.
- The site being too close to housing.
- Strong resident opposition at public consultation.
- Avoidance of damage to an area which had had considerable externally funded improvements since it was last used as a funfair site.

Resolved:- (1) That the new application for a fair at Bow Broom Recreation Ground be refused.

(2) That all other fairs as set out in the report be approved.

(3) That increases be approved as set out in the report with effect from 29th March, 2012.

G109. EXCLUSION OF THE PRESS AND PUBLIC

Resolved, that under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act (as amended March, 2006 (information relates to finance and business affairs)).

G110. TOWN CENTRE BUSINESS GRANTS

Consideration was given to a report presented by Martyn Benson, Business Investment Officer, which related to an application under the Town Centre Business Vitality Scheme for the expansion of an existing business located in Rotherham Indoor Markets Complex into an adjacent empty shop.

Details of the application and reason for the request were provided in detail at the meeting.

Resolved:- (1) That a capital improvement grant, to cover 75% of total cost of eligible works be approved.

(2) That any grant offer be subject to the Business Vitality Grants Scheme's standard terms and conditions and the additional terms as detailed in the report.