

CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY

Venue: Town Hall, Moorgate Street, ROTHERHAM. S60 2TH

Date: Monday, 19th March, 2012

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are likely to be considered under the categories suggested, in accordance with Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of previous meetings of:-
 - Cabinet Member for Town Centres, Economic Growth and Prosperity held 23rd January, 2012.
 - Cabinet Member for Town Centres, Economic Growth and Prosperity held 6th February, 2012.

For signature by the Cabinet Member.

(See White Book – Minutes presented to Council on 7th March, 2012)

4. A57 Major Highway Scheme. Agreement to Preferred Contractor and Target Price for Submission to the Department for Transport (report herewith) (Pages 1 - 4)
 - Dave Phillips, Team Manager, Transportation and Highway Services, to report.
5. Proposal to remove Pelican Crossing - Worksop Road, Swallownest (report herewith) (Pages 5 - 8)
 - Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, to report.
6. Swallownest Crossroads Junction Improvements (report herewith) (Pages 9 - 12)
 - Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, to report.

Extra Items:-

7. Rotherham Local Flood Risk Management Strategy Project Brief (report herewith) (Pages 13 - 23)
 - Graham Kaye, Principal Engineer, to report.

8. Fairs Applications & Fairs Charges Review 2012 (report herewith) (Pages 24 - 26)
 - Robin Lambert, Markets General Manager, to report.

9. Exclusion of the Press and Public.

The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relating to the financial or business affairs of any particular individual (including the Council)).

10. Town Centre Business Grants (report herewith) (Pages 27 - 31)
 - Martyn Benson, Business Investment Officer, to report.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Town Centres, Economic Growth and Prosperity.
2.	Date:	19th March 2012
3.	Title:	A57 Major Highway Scheme. Agreement to Preferred Contractor and Target Price for Submission to the Department for Transport. Ward 18 Wales and Ward 6 Holderness.
4.	Directorate:	Environment and Development Services

5. Summary

To explain 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.

6. Recommendations

Cabinet Member is requested to resolve that:

- i) The preferred contractor for the A57 civil engineering contract to 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.
- ii) The Council enter into a collaboration agreement with the MHA's lead authority Leicestershire CC and the preferred contractor RIS such that Rotherham Borough Council (rather than Leicestershire CC) will act as Employer in any subsequent contract award through the MHA's Medium Schemes Framework for the scheme.
- iii) Once DfT final approval is granted, enter into contract with RIS for the A57 scheme utilising the Medium Scheme Framework and the associated 'package order' process and Framework Board Approval.

7. Proposals and Details

Background.

The A57 Sheffield Road-Worksop Road Improvement Scheme consists of 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. This scheme was given programme entry by the DfT early in 2011 following the Council's Best and Final funding Bid at the end of 2010 (minute number 134 Cabinet meeting 15th December 2010 refers) and was the subject of a public inquiry between 4th and 7th October 2011. The Secretary of State has now 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 will 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, has resolved to utilise a Framework agreement for the procurement of the scheme in order to gain the benefits of a partnership based approach. Cabinet Member may recall the previous resolution of 2nd November 2011 (minute number 57 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 is fully compliant with European competition legislation.

The Outcome of Selection Process in the MHA's Medium Scheme Framework

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 MHA. The contract, if eventually entered into, will be serviced from Ringway's local office in Wath on Dearne.

Scheme documentation has been 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. The outcome of these discussions and negotiations has been to agree a target price for the civil engineering works of £9.677M. This compares to estimates submitted at the time of the Best and Final Funding Bid to the Department for Transport (DfT) in December 2010 of approximately £9.555M. Officers and representative from Ringway will continue to participate in early contractor involvement to refine further the risks and opportunities that the scheme offers. The risk register has already been reviewed as part of this process, and indeed, in line with the ethos of the contract, and it has been possible to remove or reduce previously identified risks.

Next Steps

Now that the result of the public inquiry regarding land acquisition is known and is favourable, the following is required:

- Make a submission to the DfT for final scheme approval, incorporating the target price as submitted by RIS.
- Enter into a collaboration agreement with the MHA's lead authority Leicestershire CC and the preferred contractor RIS such that Rotherham Borough Council (rather than Leicestershire CC) will act as Employer in any subsequent contract award through the Framework for the scheme.
- Once DfT final approval is granted, enter into contract with RIS for the scheme utilising the Medium Scheme Framework and the associated 'package order' process and Framework Board Approval.

It is currently anticipated that the submission for final approval to the DfT will be made early in April with approval expected in May. The package order will be placed as soon as DfT approval is granted, such that a start on site can be made in the late summer. Construction should be complete by Christmas 2013.

8. Finance

The scheme has an agreed £11.8M fixed grant contribution from the DfT. The scheme estimate is still £14.7M, including land acquisition, utility diversions and supervision. The required contribution from the Council is therefore currently estimated at £2.9M, the same as envisaged at the time of the Best and Final Funding Bid to the DfT. A fee is charged by the MHA for placing a package order through the framework of 0.4% of the contract price. This reflects the savings made to the Council and the contractor RIS in the tendering process and through the process of early contractor involvement and the associated saving generated. This will be funded from the scheme budget.

9. Risks and Uncertainties

Procurement of a contractor for the civil engineering elements of this scheme through the MHA aims to reduce the financial and other risks associated with the procurement of this major scheme. The contractor will be incentivised to produce works of high quality and at an affordable price through the KPI process associated with the medium scheme framework and the continuous feedback of key performance indicators into the framework that affect the likelihood of future contract awards.

A risk register has been compiled and risk workshops held with the contractor as part of the early contractor involvement process, and this in turn has generated a significant risk allowance that has been included within the estimated whole scheme costing.

10. Policy and Performance Agenda Implications

The A57 scheme is a named major highway improvement scheme in LTP3 Implementation Plan and accords with the aims and objectives of the Sheffield City Region Transport Strategy in assisting the improved management of traffic, offering road safety benefits and supporting regeneration initiatives. The improvement supports the aims and objectives of the Traffic Management Act 2004 in reducing congestion.

11. Background Papers and Consultation

The proposed scheme was granted conditional planning consent on 30th August 2011 and was subject to a Public Inquiry in respect of the proposed compulsory purchase orders and side roads order in October 2011. The best and final funding bid for the scheme was made in December 2010, Cabinet Minute 134, 15th December 2010, and confirmed in January 2011.

Contact Name : **David Phillips, Team Manager, Transportation and Highway Services, extension 2950, david.phillips@rotherham.gov.uk**

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Town Centres, Economic Growth and Prosperity
2.	Date:	19 March 2012
3.	Title:	Proposal to remove Pelican Crossing – Worksop Road, Swallownest
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of objections received to a proposal to remove a Pelican Crossing at Worksop Road, Swallownest

6. Recommendations

Cabinet Member is asked to resolve that

- i. That the objections to the removal of the pedestrian crossing are not acceded to**
- ii. That the crossing be removed and replaced with a pedestrian refuge**
- ii. That the objectors be informed accordingly**

7. Proposals and Details

Cabinet Member will recall that a resolution was made to the effect that when a controlled pedestrian crossing (Zebra, Pelican) reached end of life, an assessment should be undertaken to establish if it still meets the criteria for a controlled crossing. If the crossing no longer meets these criteria then it should be removed. (Minute 140 of 26/03/2010 refers)

The Pelican Crossing located on Worksop Road near its junction with Wesley Avenue has been in service for a number of years and is now in need of urgent refurbishment. Following an assessment it was found that it no longer met the criteria for a controlled crossing.

It was therefore proposed that the crossing be removed and replaced with a pedestrian refuge as shown on drawing No 126/17/TT177 attached as Appendix A.

As a result of public consultations 9 objections to the removal of the pelican crossing were received and these are summarised as follows:-.

- The crossing is 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 are well used bus stops on both sides of Worksop Road near to the crossing.
- It's 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 is regularly used by the elderly, disabled (some with mobility scooters) and the blind who would be disadvantaged by the removal of the crossing.

Copies of the objections will be available at the meeting.

It is accepted that, even though an assessment of the crossing indicated low pedestrian usage, a proposal to remove a Pelican crossing facility is 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.

Over a 12 hour period approximately 226 pedestrians used the crossing with 96 walking northbound and 130 southbound. Of these there were 173 adults, 1 child under 11 who was unaccompanied, 16 children under 11 accompanied by adults and 25 children over 11. Also there were 4 infirm pedestrians and 7 elderly pedestrians.

There is 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 is of major importance. To this end a pedestrian refuge has recently been constructed near Manvers Road for the benefit of pedestrians approaching from the east. It is also planned to construct another refuge on Mansfield Road at its junction with Worksop Road. Proposals are 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 will 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 are 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 prohibits parking.

Historically Worksop Road was part of the A57 Trunk Road and traffic levels will 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 has been provided through the Service Centre grounds which is 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 will be compliant with the needs of mobility impaired pedestrians. The crossing assessment criteria does take into account the number of such pedestrians using the crossing.

In view of this it the crossing should be removed and replaced with a pedestrian refuge.

8. Finance

The proposal will be funded from the traffic signal maintenance budget using savings from not refurbishing the Pelican Crossing apparatus

9. Risks and Uncertainties

None.

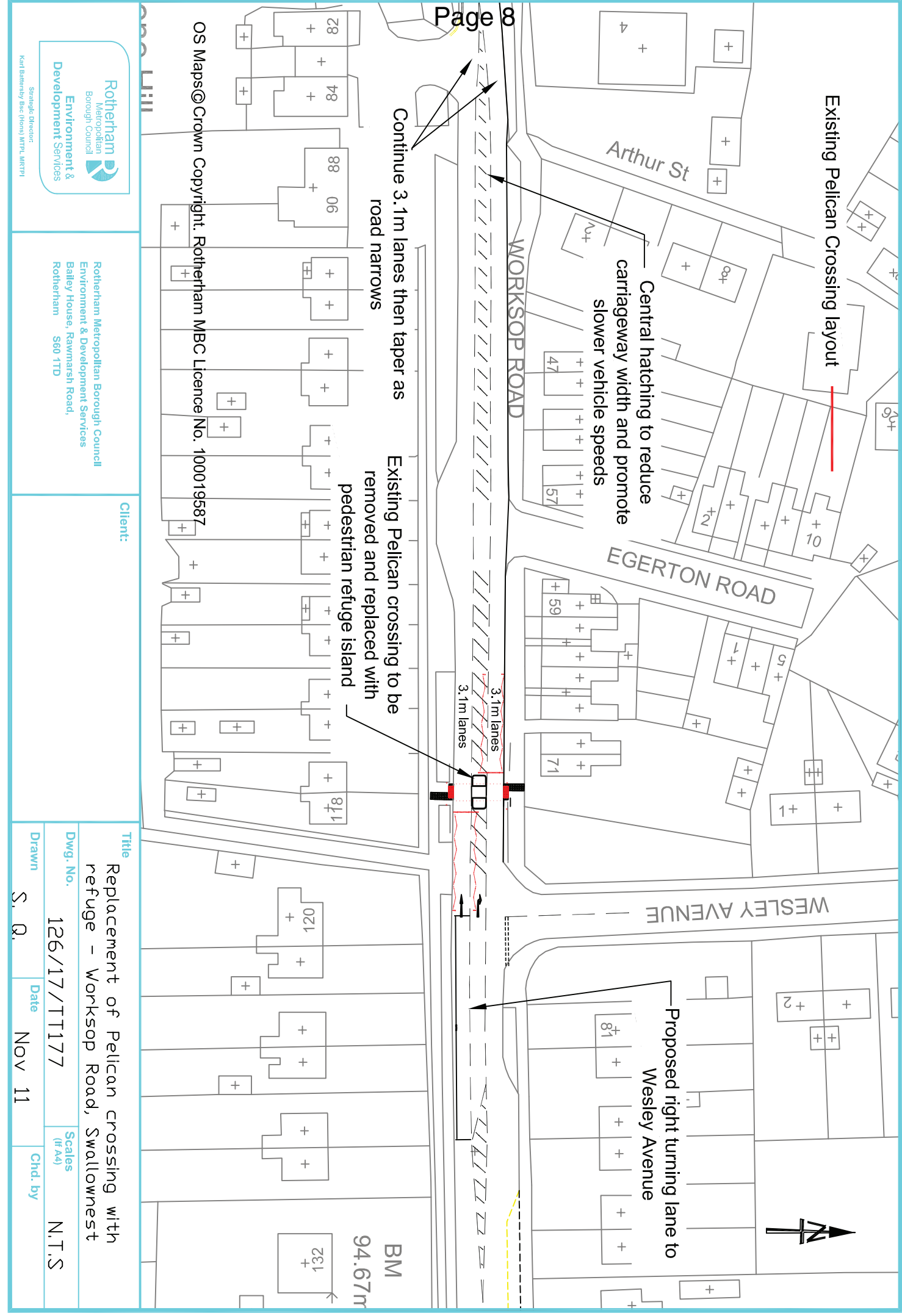
10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Third South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

Appendix A – Drawing No 126/17/TT177

Contact Name : *Simon Quarta, Assistant Engineer, Ext 54491*
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Existing Pelican Crossing layout

Central hatching to reduce
carriageway width and promote
slower vehicle speeds

Proposed right turning lane to
Wesley Avenue

Continue 3.1m lanes then taper as
road narrows

Existing Pelican crossing to be
removed and replaced with
pedestrian refuge island

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Rotherham
 Metropolitan Borough Council
Environment & Development Services
 Strategic Director:
 Karl Battersby Bsc (Hons) MTP, AMPTM

Rotherham Metropolitan Borough Council
 Environment & Development Services
 Bailey House, Rawmarsh Road,
 Rotherham S60 1TD

Client:

Title		Replacement of Pelican crossing with refuge - Worksop Road, Swallownest	
Dwg. No.	126/17/TT177	Scales	(# A4) N.T.S
Drawn	S. Q.	Date	Nov 11
		Chd. by	

BM
94.67m

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Town Centres, Economic Growth and Prosperity
2.	Date:	19th March 2012
3.	Title:	Swallownest Crossroads Junction Improvements
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to refurbish and improve the signal installation at Swallownest Crossroads (B6053 Chesterfield Road, B6053 Rotherham Road, Park Hill and Main Street).

6. Recommendations

It is recommended Cabinet Member resolves that:

- i) approval is given to consult on the proposals identified in the attached drawing (126/17/TT194)**
- ii) detailed design is undertaken on the scheme**
- iii) subject to no objections being received the scheme is implemented within the 2012/13 financial year**

7. Proposals and Details

The existing Swallownest Crossroads signal installation is approaching the end of its recommended life and will shortly require refurbishing. The junction is currently a four arm installation with a separate Pelican Crossing located approximately 30 metres west of the junction on Park Hill. This crossing is linked to the junction and runs within the operation of the junction.

Observations on site have shown that the existing crossing is not well used; this may be due to the crossing not being located on the pedestrian desire; that is the point where pedestrians want to cross. On site observations suggest that school children and others are 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 requires.

The purpose of this report is to seek approval to slightly amend the geometry of the junction on Chesterfield Road / Park Hill such that the crossing on Park Hill can move further east and become an integral crossing of the junction. The attached drawing 126/17/TT194 shows how this can be undertaken; the south western radius of the junction can be tightened by removing the existing left turn lane from Chesterfield Road to create a wider footway and a defined position to which the crossing on Park Hill can be moved to. Furthermore by altering the carriageway at this point we are also able to install a controlled pedestrian crossing across the B6053 Chesterfield Road.

It is good practice to aim to install controlled pedestrian crossings on arms of signalised junctions where this is physically possible and a pedestrian demand has been observed. Observations at this site suggest the heaviest pedestrian flows are across the Park Hill and Chesterfield Road arms. As the crossroads will continue to be signalised and will shortly be refurbished, these new crossings can be installed using the same infrastructure and traffic management. The crossings will then be maintained as part of the junction leading to reduced maintenance costs.

Due to the geometry of the junction it is not feasible to install crossings on the Rotherham Road and Main Street arms of the junction as to do so would require the stop lines to be moved a long way back leading to significant vehicle delay.

Initial traffic modelling suggests that at times where pedestrian demands are low the delay to vehicles will be similar to the existing junction. When pedestrian demand is heavy the average vehicle delay will increase slightly however this will be minimised by the use of Puffin Crossings.

Puffin Crossings have advanced detection methods to cancel the pedestrian demand if the pedestrian has walked away from the crossing or crossed early within gaps in traffic, therefore eliminating unnecessary delay to drivers.

8. Finance

The amendments and upgrade is estimated to cost £80,000 and will be funded by the LTP strategic fund programme and traffic signal maintenance for 2012/13.

9. Risks and Uncertainties

Failure to secure sufficient funding would impact on the ability to upgrade the junction. If the junction is not upgraded here there is a significant risk that the existing traffic signal equipment could fail and cause severe traffic delays.

Statuary Undertakers surveys have already been carried out and are unlikely to add any costs to the scheme.

10. Policy and Performance Agenda Implications

The proposals are in line with the objectives set out in the Third South Yorkshire Local Transport Plan / Sheffield City Region Transport Strategy 2011-2026.

11. Background Papers and Consultation

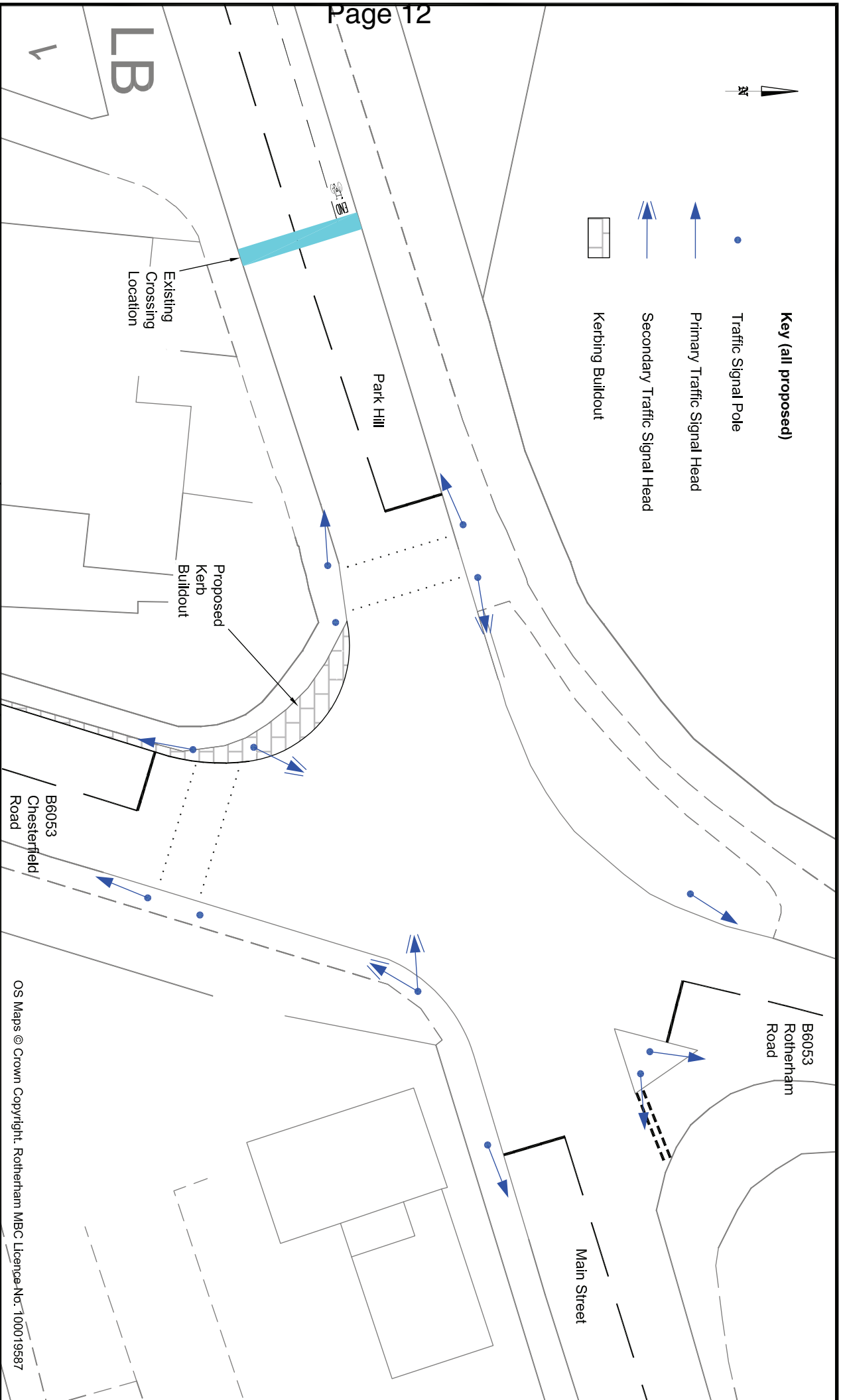
Appendix A – Drawing number 126/17/TT194 showing the proposed layout of the junction.

Contact Name: *Chris Armitage, Assistant Engineer, ext 54493*
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Key (all proposed)

- Traffic Signal Pole
- ▶ Primary Traffic Signal Head
- ▶ Secondary Traffic Signal Head
- ▭ Kerbing Buildout



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Rotherham
Metropolitan
Borough Council
**Environment &
Development Services**

Rotherham Metropolitan Borough Council
Environment & Development Services
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

Client:

Rev.	Description

Title		Drawn	
APPENDIX A		CA	
Swallownest Crossroads		27 February 12	
Proposed Junction / Crossing Amendments		Date	
Dwg. No.	126/17/TT194	Rev.	
		Scales	1:250
		(if A3)	
		Chd. by	ASB

**ROTHERHAM BOROUGH COUNCIL
REPORT TO COUNCILLOR GERALD SMITH
CABINET MEMBER FOR TOWN CENTRE & ECONOMIC GROWTH &
PROSPERITY**

1.	Meeting:	CABINET MEMBER MEETING
2.	Date:	19 March 2012
3.	Title:	Rotherham Local Flood Risk Management Strategy Project Brief All Wards
4.	Programme Area:	Environment and Development Services

5. Summary

As Lead Local Flood Authority, the Council is required under Section 9 of the Flood and Water Management Act (2010) to develop, maintain, apply and monitor a Local Flood Risk Management Strategy. The Lead Local Flood Authority shall manage 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 is a requirement of the Act that Rotherham's Local Flood Risk Strategy, Project Brief is approved and signed off by the Council's Cabinet Member before the Strategy is finalised. It is also proposed that Rotherham Local Flood Risk Management Strategy will be agreed and signed off by all partners and by the Local Flood Risk Management Steering Group and the council's scrutiny panel.

6. Recommendations

It be recommended that:

- 6.1 Cabinet Member approves the Rotherham Local Flood Risk Management Strategy Project Brief before the Strategy is finalised.**

7. Proposals and Details

The Council is required under Section 9 of the Flood and Water Management Act (2010) to produce a Local Flood Risk Management Strategy.

The main requirements of the Strategy are that it must:-

- Be completed by December 2013;
- Take account of Corporate procedures and priorities in Local Government;
- Be compatible with the requirements of the Flood and Water Management Act 2010;
- Be consistent with the National Flood and Coastal Erosion Risk Management Strategy;
- Identify and deliver all legal requirements and liabilities;
- Prepare guidance about its application;
- Engage Risk Management Authorities, partner organisations, stakeholders, members and local communities, Parish Councils, and Local Flood Action Groups in delivering the Local Flood Risk Strategy;
- Identify the skills and resource capacity required to deliver, maintain, apply and monitor the strategy;
- Prioritise areas for future investigation and investment in flood risk management in the Borough;
- Be of sufficient quality to:
 - justify future expenditure and resources for future Flood Risk Management, supporting funding investment under the new Defra approach to joint funding of schemes 'Partnership Funding'
 - support and feed into the spatial planning and development control processes
 - support and feed into emergency planning and community resilience actions
- Be a document that is relevant to everyone in Rotherham including all Risk Management Authorities and strategic partners
- Develop a clear, realistic and achievable action plan
- Be compatible with the requirements of the Flood Risk Regulations 2009
- Sign off by Risk Management Authorities or strategic partners in Rotherham such as the Environment Agency, Internal Drainage Board, British Waterways, Yorkshire Water, Severn Trent Water etc.

The main benefits of the Strategy are to achieve consistent assessment and sustainable development objectives, and to inform future integrated investment in flood risk management across Risk Management Authorities. The Strategy will achieve satisfactory solutions to identified risks/problems and benefits for flood risk management, funding and opportunities through spatial planning and new development. The Strategy will be beneficial towards increasing skills and capacity for flood risk management, and should improve community awareness of the work of the Lead Local Flood Authority and local flood risk by involving local communities in decision making.

The aim of the Local Flood Risk Management Strategy is to provide action plans that steers future flood risk management actions in Rotherham. It is a duty on all Lead Local

Food Authorities to formalise arrangements between Risk Management Authorities and to undertake new responsibilities as set out in the Flood Risk Regulations 2009 and Flood and Water Management Act 2010. The main aim of the Strategy is to raise awareness and help build community resilience and involve a strategic assessment of environmental impacts and community engagement.

It is a requirement of the Flood and Water Management Act 2010 that a Project Brief is incorporated within the Strategy. To enable the Strategy to be formally completed, it is necessary that a Project Brief is prepared by the Council, which will provide the required guidance, aims, objectives and outcomes necessary to have a successful and practical Strategy.

The Council's Cabinet Member is required to approve and sign off the Project Brief to enable the Council's Local Flood Risk Management Strategy to be completed.

8. Finance

It has been agreed by Defra that funding will be provided to Lead Local Flood Authorities through the Local Support Grant, which will enable the Authorities to carry out their duties under the requirements of the Flood Risk Regulations 2009 and Flood and Water Management Act 2010.

Rotherham has received grant funding of £120,000 for 2011/2012 from Defra, and Defra has also agreed to provide the Council with an additional £156,300 grant funding for 2012/2013, to enable the Council to carry out its new statutory duties under the Regulations and Act. Defra has also stated that future grant funding beyond 2012/2013 should be made available to all Lead Local Flood Authorities.

It is estimated that some of the new duties of the Council will be carried out over a 5 year cycle, which is expected to be completed by 2016. However at the end of the 5 year cycle the Council will be expected to update and revise documents, records, registers and Local Flood Risk Management Strategy, because these documents will be continuous living documents required to maintain flood risk management within Rotherham.

The Council's legislative duties such as investigations works, records, flood risk management plans and enforcement under the Act will be continuous.

Please note any requirements for additional revenue funding are not reflected in the current medium term financial strategy.

9. Risks and Uncertainties

It is important that the funding provided by Defra through the Local Support Grant is used to fund the work and requirements under the Act, including the Council's Local Flood Risk Management Strategy. Defra have indicated that they will if required audit or assess Lead Local Flood Authorities that are failing to carry out their duties under the Act.

Some sections of the Floods and Water Management Act 2010 have yet to be finalised by Defra. The main concern to Lead Local Flood Authorities is the proposed introduction of

Sustainable Urban Drainage Systems (SUDs), which are likely to have a major impact on all skills, resources, and funding within the Council.

Rotherham Local Flood Risk Management Strategy is programmed to be completed by December 2013, although Defra have not provided any directive as to when Lead Local Flood Authorities are expected to complete the Local Flood Risk Management Strategies.

In accordance with the Flood Risk Regulations 2009 and Flood and Water Management Act 2010, it is a requirement of the Council to approve and implement a Project Brief to ensure a consistent approach in delivering Rotherham Local Flood Risk Management Strategy.

It is proposed that the Cabinet Member approves Rotherham's Project Brief, which is attached with this report.

10. Policy and Performance Agenda Implications

The issues contained within this report support the Council's main Corporate Priorities.
Flood Risk Regulations 2009
Floods and Water Management Act 2010

11. Background Papers and Consultation

Rotherham Project Brief (attached with this report)

Ward Members have not been consulted.

Contact Name : *Graham Kaye, Principal Engineer, ext 22983*
graham.kaye@rotherham.gov.uk

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Project Information	
Project Name	Rotherham Local Flood Risk Management Strategy
Project Manager	Stephen Lister
Project Executive	Graham Kaye
Project Council's Elected Member	Councillor Gerald Smith

Background
As Lead Local Flood Authority, the Council is required under Section 9 of the Flood and Water Management Act (2010) to develop, maintain, apply and monitor a Local Flood Risk Management Strategy

Purpose
Lead Local Flood Authority to manage 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.

Outline Business Case
<p>There is a legal requirement to produce a Local Flood Risk Management Strategy.</p> <p>The main benefits will be:</p> <ul style="list-style-type: none"> • Consistent assessment (flood risk, surface water management, and sustainable development objectives) to inform future integrated investment in flood risk management across Risk Management Authorities (e.g. cross boundary issues). • Improving co-operation between Lead Local Flood Authority and other Risk Management Authorities to achieve satisfactory solutions to identified risks/problems and benefits for flood risk management, funding and opportunities through spatial planning and new development. • The avoidance of duplication of effort or inefficient investment • Formalising actions between Risk Management Authorities in terms of procedure to meet the requirements of the new legislation • Increasing internal skills and ultimately capacity for flood risk management • Increasing community awareness of the work of the Lead Local Flood Authority and local flood risk • Involving local communities in decision making – localism agenda

Early warnings should be issued as soon as the Project Manager becomes aware that any of these might not be achieved with regular updates given

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Objectives

- Completion by December 2013
- Take account of Corporate procedures and priorities in Local Government
- Be compatible with the requirements of the Flood and Water Management Act 2010
- Be consistent with the National Flood and Coastal Erosion Risk Management Strategy
- Identify and deliver all legal requirements and liabilities
- Prepare guidance about its application
- Engage Risk Management Authorities, partner organisations, stakeholders, members and local communities, Parish Councils, and Local Flood Action Groups in delivering the Local Flood Risk Strategy
- Identify the skills and resource capacity required to deliver, maintain, apply and monitor the strategy
- Prioritise areas for future investigation and investment in flood risk management in the Borough
- Be of sufficient quality to:
 - justify future expenditure and resources for future Flood Risk Management, supporting funding investment under the new Defra approach to joint funding of schemes 'Partnership Funding'
 - support and feed into the spatial planning and development control processes
 - support and feed into emergency planning and community resilience actions
- A document that is relevant to everyone in Rotherham including all Risk Management Authorities and strategic partners
- Develop a clear, realistic and achievable action plan
- Be compatible with the requirements of the Flood Risk Regulations
- Sign off by Risk Management Authorities or strategic partners in Rotherham such as the Environment Agency, Internal Drainage Board, British Waterways, Yorkshire Water, Severn Trent Water etc.

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Outcomes

The strategy will :

- define Risk Management Authorities, (Partners and Stakeholders) in the Lead Local Flood Authority area
- define flood risk management functions that Risk Management Authorities may exercise
- assess local flood risk for the purpose of the strategy
- set objectives for managing flood risk
- define measures designed to meet those objectives
- describe how and when measures will be implemented
- identify costs, benefits and funding of measures
- describe how the strategy will be reviewed
- show how the strategy contributes to wider environmental objectives

A summary of the Local Flood Risk Management Strategy will be needed, which includes guidance on the availability of relevant information and how the strategy will be applied.

In Scope

The aim of the Local Flood Risk Management Strategy is to:

- Provide an action plan that steers future flood risk management actions by Risk Management Authorities in Rotherham.
- Formalise arrangements between Risk Management Authorities to undertake new responsibilities as set out in the Flood Risk Regulations (2009) and Flood and Water Management Act (2010).
- Enable document to raise awareness and help build community resilience.
- Manage expectations we will need to set out clearly the aims of the Local Flood Risk Management Strategy.
- Detail of the work that will be suitable for these purposes.
- Involve a strategic assessment of environmental impacts and community engagement.
- Engage with Communication Plan, Strategy including Action Plan, optional guidance document, Strategic Environmental Assessment

Out of Scope

The aim of the Local Flood Risk Management Strategy will not:

- Involve detailed computer modelling of all flood risks across the Borough
- Seek to resolve all flooding and drainage issues
- Develop schemes to a detailed design level
- Undertake detailed parish feasibility studies or Surface Water Management Plans
- Provide an action plan that steers future flood risk management actions by Risk Management Authorities in Rotherham.

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Project Variables

Assumptions:

- The majority of the work will be undertaken using the Council's resources with external support where necessary
- Good buy-in from Risk Management Authorities throughout the development of the Strategy
- Elected Member support and involvement throughout
- Legislation is fully enacted by October 2012. (SUDS Approval Body is a major concern)

Constraints:

- Legal requirements
- Consistency with National Flood and Coastal Erosion Risk Management Strategy
- Available skills and resources
- Balancing the different drivers and objectives of Risk Management Authorities in Rotherham
- Available budget for staff resources and time management relating to new ways of working
- Available budget for specialist elements, e.g. Strategic Environmental Assessment (if required)

Tolerances:

Are to be managed by the Project Executive and the Flood Risk Management Group in relation to:

- Scope - conflicting aims of Risk Management Authorities, stakeholders, members and communities that maybe difficult to resolve
- Benefit – strategy should as far as possible be fit for purpose by all Risk Management Authorities, stakeholders, members and communities
- Time – strategy itself is complete by December 2013 (sign off by multiple partners may take longer)
- Cost – subject to availability budget
- Risk – major risks may arise which affect time, budget or other objectives which mitigating actions cannot absorb
- Quality – should be as far as possible compatible with Risk Management Authorities, stakeholders, members and communities

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Stakeholders

Rotherham MBC - Local Lead Flood Authority, Highway Authority, Local Planning Authority, Emergency Planning and Elected Members
Minister of Parliament for Rotherham area
Rotherham Multi Agency Flood Risk Management Group
South Yorkshire Flood Risk Partnership
Environment Agency
Danvm Internal Drainage Board
Yorkshire Water
Severn Trent Water Limited
South Yorkshire Resilience Forum
Communities.

Wider stakeholders e.g. British Waterways, Network Rail, Natural England, National Flood Forum, Highways Agency, Utility Companies, Local Flood Action Groups

List is not intended to be exhaustive and complete linkages will be considered through a Communication Plan

Interfaces

The Strategy will, wherever possible, link consistently with:

- National Flood Risk Management Strategy
- Rotherham Strategic Flood Risk Assessment
- Catchment Flood Management Plan
- Rotherham Preliminary Flood Risk Assessment (2011)
- Rotherham Emergency Plan, and Flood Action Plan
- Community Risk Register
- Multi-Agency Flood Plan
- Yorkshire Water and Severn Trent Water Limited Drainage Area Plans
- Highways Network Management Plan
- Local Transport Plan
- Local Development Frameworks/ Replacement Local Plans
- Rotherham Environment and Ecological Plan

**ROTHERHAM METROPOLITAN BOROUGH COUNCIL
LOCAL FLOOD RISK MANAGEMENT STRATEGY
PROJECT BRIEF**

Project Description and Acceptance

Description:

Purpose: steer flood risk management actions

Major deliverables: Communication Plan, Strategy including Action Plan & Summary, Guidance is optional, Strategic Environmental Assessment (if necessary)

Derivation: Input from Preliminary Flood Risk Assessment (Rotherham MBC 2011)

Overall quality: fit for purpose for strategic study that can be used to steer investment, flags where more detailed work needed

Quality tolerances: compatible with Risk Management Authorities, stakeholders, members and communities to be confirmed by the Project Board

Acceptance

Criteria:

- takes full account of consultation with Partners, wider organisations, political representation and communities;
- realistic and achievable action plan that takes full account of available measures including spatial and emergency planning;
- strategy consistent with National FRM Strategy and corporate policy and priorities

Final sign off :

- from all partners including Rotherham Council sections not directly involved
- from Local FRM Steering Group
- Councillor Gerald Smith or Deputy to confirm sign off for Project Brief.
- Scrutiny Panel sign off for Strategy.

Project Approach

The majority of the work will be undertaken using the Council's resources with the use of external resources for support as appropriate.

Rotherham MBC completed Rotherham Preliminary Flood Risk Assessment in June 2011.

Opportunities should be taken for capacity building for flood risk management and developing a strategy that is tailored to Rotherham MBC needs.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:-	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:-	19th March 2012
3.	Title:-	Fairs Applications & Fairs Charges Review 2012 All Wards
4.	Directorate:-	Environment & Development Services

5. Summary

To report on the fairs applications received and annual review of Fairs Charges in accordance with audit requirements.

- Wath Bonfire Ground 29/03/12 – 01/04/12
- Spring Fair Herringthorpe Playing Fields 17/05/12 – 20/05/12
- Kimberworth St. Pauls Fields 21/06/12 – 25/06/12
- Clifton Park x 2 04/07/12 – 09/07/12 & 22/08/12 – 27/08/12
- Rawmarsh Victoria Park 19/04/12 – 22/04/12
- Greasborough Recreation Ground 12/09/12 – 15/09/12
- Maltby Woodlea Common 19/09/12 – 22/09/12
- Rotherham Show
- **New Application** – Bow Broom Recreation Ground Swinton
10/05/12 – 13/05/12 or 14/06/12 – 17/06/12

6. Recommendations

That the new application for a fair at Bow Broom Recreation Ground be refused.

That all other fairs itemised in section 5 be approved.

That increases be approved as itemised in section 7. effective from 29th March 2012.

7. Proposals and Details

Having raised concerns over their falling attendances and increasing operating costs – in particular the cost of fuel; Showmen have requested that rents are frozen for 2012.

Market management propose that the following should be considered by Cabinet Member:

- Wath Bonfire Ground increase from £188.50 per day to £194.50
- Kimberworth St. Pauls Fields increase from £88.50 per day to £91.50
- Rawmarsh Victoria Park increase from £224.00 per day to £231.00
- Wood Lea Common Maltby increase from £ 120.00 per day to £124.00
- Greasborough Recreation Ground increase from £193.50 per day to £199.50
- Spring Fair HPF no increase in the charge of £6,682.00 as this fair is already charged much higher than all others. The operator previously applied for a reduction in the rent, this request was refused.
- Clifton Park no increase in the charge of £1,664.00 is considered for both fairs in 2012 as these fairs are already charged much higher than other fairs of comparable size and visitor attendance.
- Rotherham Show increase of 3.0% on all equipment charges.
- A new application has been received for a fair at Bow Broom Recreation Ground Swinton. All 3 Swinton Ward Councillors have expressed 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 has had considerable externally funded improvements since it was last used as a funfair site.

A previous application for a funfair on this site in 2008 was refused.

8. Finance

The proposed 3% increases are just below the current rate 3.6% rate of inflation and are considered to be the highest that the Showmen can stand in the current economic climate.

These increases will attract additional income of £250.00 to RMBC.

RMBC management costs for all these events are minimal.

9. Risks and Uncertainties

With any increase in operating costs there is a risk that the fair may no longer be financially viable. This risk is considered to be minimal.

10. Policy and Performance Agenda Implications

The provision of fairs for recreation and leisure is in line with the councils' corporate vision of attracting more people into the Town and helping them to enjoy the Parks and Green spaces.

11. Background Papers and Consultation

Discussions have taken place with Showmen. Emergency Services, RMBC Highways, RMBC Health & Safety section, RMBC Culture & Leisure services and the Earl of Scarborough will be informed of the proposed fairs following approval.

**Contact Name : Robin Lambert, Markets General Manager, 6956,
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