

## **CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**

**Venue: Town Hall, Moorgate  
Street, Rotherham. S60  
2TH**

**Date: Monday, 4th February, 2013**

**Time: 10.30 a.m.**

### **A G E N D A**

1. To determine if the following matters are to be considered under the categories suggested in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered as a matter of urgency.
3. Apologies for absence
4. Minutes of the previous meeting held on 21st January, 2013 (copy attached) (Pages 1 - 3)
5. Opening of Offers (report attached) (Page 4)
6. Ulley Conservation Area (report attached) (Pages 5 - 10)
7. M1 South Yorkshire - Highways Agency Managed Motorways programme - Consultation (Pages 11 - 20)
8. Local Pinch Point Fund - Preparation of Business Case (Pages 21 - 23)
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 relates to finance and business affairs).
10. International Business Convention (report attached) (Pages 24 - 42)
11. Date and time of next meeting - Monday, 18th February, 2013 at 10.30 a.m.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT**  
**Monday, 21st January, 2013**

Present:- Councillor Smith (in the Chair); and Councillor Godfrey; also in attendance: Councillor Dodson.

Apologies for absence were received from The Mayor (Councillor Pickering) and from Councillor Clark.

**G83. WINTER MAINTENANCE OF HIGHWAYS**

Members placed on record their appreciation of the work of the Streetpride Service for the Winter maintenance of the Borough's roads during the current period of inclement weather.

**G84. MINUTES OF THE PREVIOUS MEETING HELD ON 7TH JANUARY, 2013**

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 7<sup>th</sup> January, 2013, be approved as a correct record for signature by the Chairman.

**G85. ROAD SAFETY ACTIVITY - UPDATE**

Consideration was given to a report presented by the Transportation and Highways Projects Manager providing details of current road safety activity in Rotherham. The report highlighted the following issues:-

: Local Safety Schemes;

: Rotherham town centre – proposed 20mph speed restriction;

: Parking outside schools – 'Keep Clear' Traffic Regulation Orders;

: Education, Training and Publicity Initiatives;

: Drive for Life – presentation about safer driving for 17-24 year olds;

: Crucial Crew – personal safety education programme for 10 and 11 year olds; this year the course has been very well attended by all primary schools;

: Schools – further study of roads outside schools, to assess their suitability for the introduction of 20mph speed limits;

: South Yorkshire Safer Roads Partnership – various road safety initiatives and coordination / partnership working with colleagues in the Police, Fire and Rescue and Health Services.

Resolved:- (1) That the report be received and its contents noted.

(2) That the report be referred to the Children, Young People and Families Partnership Board for information.

**G86. 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 items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 as amended (information relating to the financial/business affairs of any person [including the Council]).

**G87. WINTER SALTING - ROUTE NAVIGATION AND TRACKING SYSTEM**

Consideration was given to a report presented by the Streetpride Network Manager stating that, as part of the proposals to improve the Council's Winter service, Network Management plan to purchase, for its Winter service fleet, an advanced salting package with route navigation and a tracking system. The system will allow the tracking of salting activities, navigate Winter service drivers along routes without the need for route familiarisation training, automatically control the rates of salting, thereby minimising the salt used and allow data to be retrieved in the future for analysis, to create an audit trail and help in the defence of third party claims.

Accordingly, approval was being sought to waive Standing Order number 48 to enable the purchase of the system from Exactrak, the only company which is able to supply a Winter maintenance system that is compatible with the Econ Hardware system used and operated by this Council on its gritting vehicles.

Resolved:- (1) That the report be received and its contents noted.

(2) That an exemption from Standing Order number 48 (the requirement to obtain 6 tenders) be approved and the advanced salting package with route navigation and a tracking system be obtained from Exactrak on the terms described in the report now submitted.

[nb: subsequent to this meeting, The Mayor gave the necessary authorisation to exempt this decision from the Council's call-in procedure]

**G88. ROTHERHAM TOWN CENTRE - BUSINESS VITALITY GRANT**

Consideration was given to a report presented by the Business Investment Manager concerning an application for a Business Vitality Grant in respect of a retail shop situated within the Rotherham town centre.

The report stated that the Town Centre Business Vitality Scheme is designed to encourage and support new independent niche retail businesses to open up in the Rotherham town centre. Members noted

that this project satisfies the eligibility criteria of the Scheme.

Resolved:- (1) That the report be received and its contents noted.

(2) That a Business Vitality capital grant of £7,500 be awarded as a contribution towards the cost of fitting out the premises.

(3) That a rental contribution be approved, to provide 50% of annual rent (exclusive of VAT) in year 1 and 25% of annual rent (exclusive of VAT) in year 2 and the grant is to be paid quarterly in arrears on submission by the applicant of proof of payment of rent.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 4<sup>th</sup> February, 2013</b>
<b>3.</b>	<b>Title:</b>	<b>OPENING OF OFFERS</b>
<b>4.</b>	<b>Directorate:</b>	<b>Resources</b>

**5. Summary**

The purpose of this report is to record the opening of offers for the following:-

on Tuesday 15th January, 2013 for:-

- Land at Sheffield Road, Fence

**6. Recommendation:-**

**That the action of the Cabinet Member in opening the offers be recorded.**

**7. Proposals and Details**

Offers in respect of the following were opened by the Cabinet Member for Regeneration and Development

on Tuesday 15th January, 2013 for:-

- Land at Sheffield Road, Fence

**8. Finance**

To secure value for money. To secure a capital receipt.

**9. Risks and Uncertainties**

Service implications and public perception issues.

Costs associated with securing empty assets.

**10. Policy and Performance Agenda Implications**

In accordance with financial and contractual requirements.

**11. Background Papers and Consultation**

Emails:

Marcus Rudkin, Estates Surveyor; ext 54040

**Contact Name : Debbie Pons, Principal Democratic Services Officer**

**Ext: 22054**

**email: [debbie.pons@rotherham.gov.uk](mailto:debbie.pons@rotherham.gov.uk)**

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member and Advisers for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>Monday 4<sup>th</sup> February 2013</b>
<b>3.</b>	<b>Title:</b>	<b>The Designation of a new Conservation Area: Ulley</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

## **5. Summary**

Within the Borough there are 27 existing Conservation Areas. The Local Planning Authority has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to review the exercise of its functions in respect of the designation of conservation areas and to consider the designation of further parts of its area as conservation areas. Additionally, ENV2.10 of the Unitary Development Plan identified a potential twelve further settlements, including Ulley, for designation as Conservation Areas.

A further request has been made by Ulley Parish Council to designate the village of Ulley as a Conservation area as a consequence of which, a public consultation exercise has been carried out in order to gauge local opinion.

The proposal, if accepted, will create a new Conservation Area to include the majority of the village of Ulley.

## **6. Recommendations**

**That the proposed Ulley Conservation Area be approved as shown on the attached map and as described in the Ulley Conservation Area Appraisal.**

## **7. Proposals and Details**

### **Background**

Under the Planning (Listed Buildings and Conservation Areas) Act 1990 every Local Planning Authority has a duty to consider designating Conservation Areas. Since 1967, over 8000 have been designated in England alone.

Within the Borough of Rotherham there are currently 26 Conservation Areas. The first, in the town centre, were designated soon after the passing of the Civic Amenities Act of 1967. However, the majority were designated by Rotherham Metropolitan Borough Council following local government reorganisation in 1974.

A Conservation Area is an area of special architectural interest, the character of which is desirable to preserve or enhance. Conservation Areas can be of many different kinds, from town centres to villages and even stretches of canals. They are often, but not exclusively centred on listed buildings. It is the character of the area, including its landscape qualities rather than the presence of individual buildings which justifies designation as a Conservation Area.

Our experience of historic areas depends on much more than the quality of individual buildings – on the historic layout of property boundaries and thoroughfares; on a particular mix of uses; on characteristic local materials; on appropriate scaling and detailing of contemporary buildings; on the quality of advertisements, shop fronts, street furniture and hard and soft surfaces; on vistas along streets and between buildings; and on the extent to which traffic intrudes and limits pedestrian use of spaces between buildings. Conservation area designation is seen as the means of recognising the importance of all these factors and of ensuring that conservation policy addresses the quality of townscape in its broadest sense as well as protecting individual buildings.

Character Appraisals are intended to recognise the conservation area's special historic, archaeological and architectural interest through maps, photographs and analysis of the area's development.

Within Conservation Areas the controls on development are more restrictive than elsewhere. Council must give special attention to the desirability of preserving and enhancing the character or appearance of the area via the following controls:

- Apart from very small buildings, consent is required for the demolition of buildings.
- Trees within the area are protected and works cannot be carried out unless six weeks written notice is given to the Council
- Development which can be carried out without the need for planning permission is more limited.
- The Council must advertise any planning application which proposes development likely to affect the character and appearance of the area.

### **Rotherham Borough Conservation Area Review**

In Rotherham the process of Conservation Area Review began in 1992 when the Report of Survey examined existing Conservation Areas and proposed new Conservation Areas. In the Unitary Development Plan the settlements listed below were identified as potential Conservation Areas:

- Maltby (Church)
- Letwell
- Stone
- Firbeck

- Ulley
- Thrybergh
- Upper Whiston
- Morthen
- Hooton Roberts
- Throapham
- Brookhouse
- Chesterfield Canal (Turnerwood)
- Chesterfield Canal (Norwood)

Appraisals have now been carried out on all the areas identified. With the exception of both of the areas of the Chesterfield Canal, it is considered that all have individual merit and therefore *potential* for designation as additional Conservation Areas. The Chesterfield Canal was discounted as the vast majority of the lock structures and bridges are adequately protected as listed buildings.

It was originally proposed to carry this out through a rolling programme of designation starting with those that are considered most meritorious and/or where there is perceived threats to the area through development. However, in view of recent changes in legislation, mainly the National Planning Policy Framework, there is a perceived shift in emphasis, therefore, necessitating a change in direction towards heritage at risk.

### **Ulley**

The village of Ulley lies in rolling farmland approximately 6.5km to the south east of Rotherham town centre. The village is washed over Green Belt and is designated as an area of High Landscape Value. A Character Appraisal has been carried out for the village giving detail regarding its history and architectural merit. This is available as a download on the Council website ([www.rotherham.gov.uk/conservation](http://www.rotherham.gov.uk/conservation)).

The Appraisal concludes that Ulley is a well preserved, working agricultural village. Negative factors that can damage settlements such as inappropriate window and door replacement have taken place but have yet to destroy the character of the village.

In view of the above, it is considered that Ulley meets the criteria for Conservation Area designation. Due to public representation, the proposed boundary covers a larger area than that proposed in the past.

By designating the village as a Conservation Area it will help ensure that the character of the settlement is retained and that future development is of a suitable quality that will enhance and not detract from its current appeal.

### **Consultation**

There is no statutory requirement to consult prior to the designation of a conservation area, although consultation is seen as desirable to ascertain local opinion and generate local support for the designation and associated policy proposals. As regards Ulley, consultation has already been conducted via:-



- A letter drop to all households explaining the proposal and offering an opportunity to all residents to vote on both the principle of designation and the proposed boundary.
- Discussions with Ulley Parish Council. To assist in the process, the Parish Council have also recently included details of the proposal in their Parish newsletter.
- Potential Conservation Areas have been shown as part of the Local Plan, consultation for which is ongoing.

As the result of the letter drop, there have been 16 responses, 15 of which are in favour of the principle of designation. This includes a representation from Ulley Parish Council who are fully supportive of the proposal.

There have been a number of representations regarding the proposed boundary. In the case of the suggested extensions to incorporate properties to the east on Penny Hill Lane and south on Turnshaw Road, the arguments are regarded as convincing. The original proposed boundary has been amended accordingly. Taking on board local opinion is actively encouraged in Government guidance as exemplified by the following quote from English Heritage's document Understanding Place: Conservation Area Designation, Appraisal and Management "over the last few years local communities have become more proactively involved in identifying the general areas that merit conservation area status and defining the boundaries. The values held by the community are likely to add depth and a new perspective to the local authority view."

The suggested inclusion of the 20<sup>th</sup> century properties on Poynton Avenue/Way is considered inappropriate particularly as there was only one positive response out of 24 households consulted.

The only post designation requirement is to place a notice in a local paper and the London Gazette. English Heritage will also require notification.

### **8. Finance**

The designation of new conservation areas does not have any direct financial implications other than the required advertisement in both the London Gazette and the local press.

However, there are implications in relation to the slight increase of planning and advertisement applications for determination due to the more restrictive permitted development rights; for conservation area consents dealing with demolitions; and for tree works which will be met from existing resources. This will also be offset by the resulting increase in planning application fees and the greater certainty in the development control process which would introduce greater focus in negotiation and discussion of proposals.

Clear definition and explanation of the special architectural or historic interest an area possesses will also help in avoiding subsequent unnecessary and expensive planning appeals and/or legal challenges.

Section 77 of the 1990 Act provides for English Heritage to make grants or loans in respect of “any relevant expenditure which has made or will make a significant contribution towards the preservation or enhancement of the character or appearance of any Conservation Area or any part of any Conservation Area situated in England” Unfortunately, this is probably more theoretical than real given the shortage of English Heritage finance and other priorities. Such grant money as there is tends to go on large set-piece high grade listed buildings.

### **9. Risks and Uncertainties**

Without Conservation Area status, the historic character of some of Rotherham’s more idyllic settlements could be further undermined by development which is currently acceptable as permitted development. Since the first designations of Conservation Areas in the late 1960’s and 1970’s, the criteria for designation has changed dramatically. The first designations tended to be of very obvious groups of buildings, often tightly formed around individual special, and often listed, buildings or small areas of strongly similar architectural design. Later it was seen that larger areas, where less obvious origins such as topography, routes and use had produced a special character, could and should benefit from designation. Under evolving criteria, villages such as Ulley are now worthy of consideration for designation.

Heritage resources within the Authority are limited and therefore the funding required to undertake the preparation of long term Conservation Area Management Plans that could promote further investment opportunities may be difficult to obtain. However, funding may become available from English Heritage or through neighbourhood/community planning enabling future preparation of management plans.

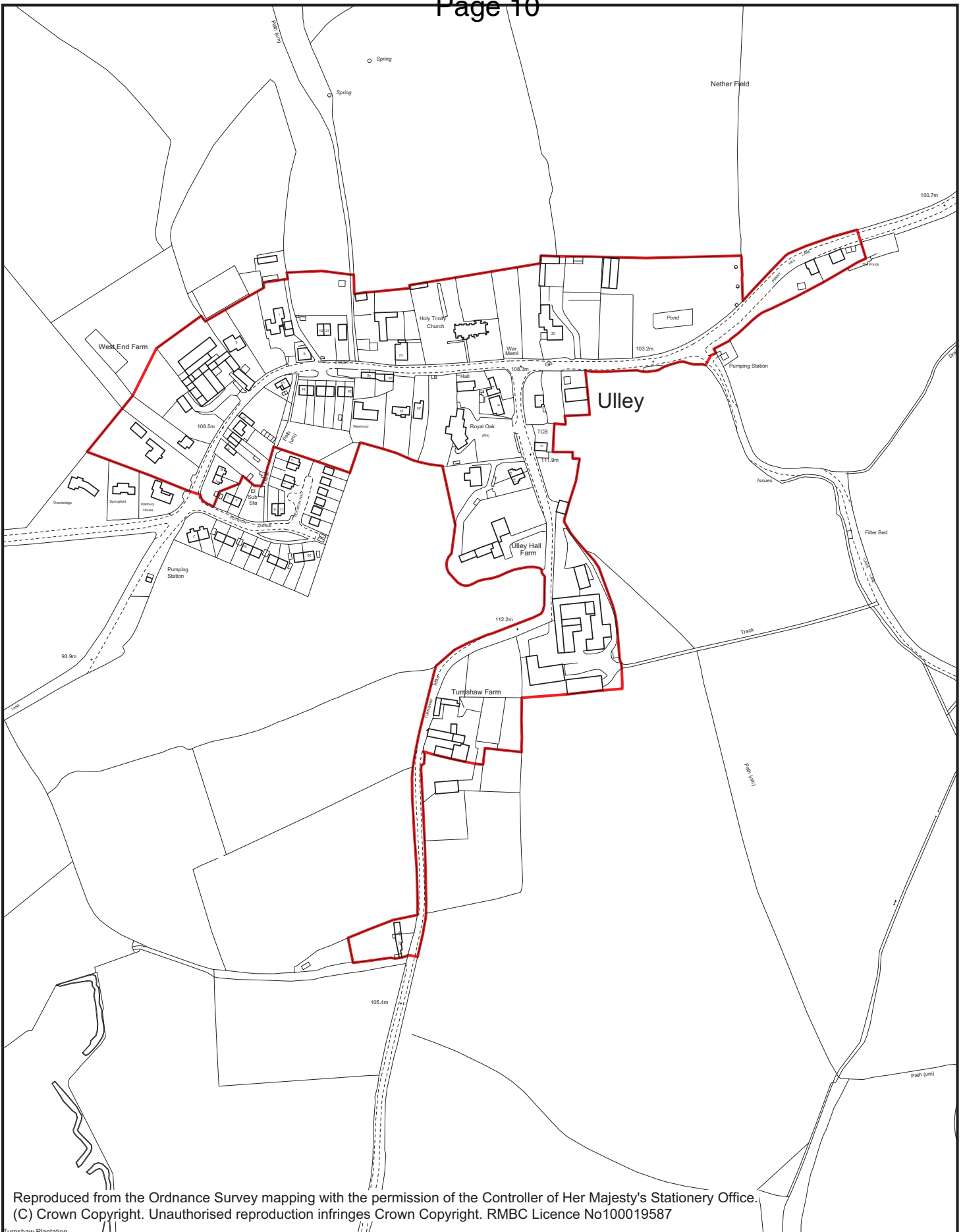
### **10. Policy and Performance Agenda Implications**

The Borough’s Conservation Areas are a key component of its vibrant communities which offer opportunities for the future, such as tourism and job creation. The effective protection of Conservation Areas, through analysis and good management, enhances quality of life for all and safeguards the environment. Investment in Conservation Areas with a business/ retail function can support local businesses by creating a climate for inward investment.

### **11. Background Papers and Consultation**

- Rotherham Unitary Development Plan (Adopted Version) (June 1999)
- English Heritage Guidance on Conservation Area Appraisals (2011)
- Planning Policy Statement 5 : Planning for the Historic Environment (2010)
- National Planning Policy Framework (2012)

**Contact Name:** *Jon Bell, Assistant Conservation Officer,  
ext 23811 e-mail: jon.bell@rotherham.gov.uk*



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Drawn by ABH  
 NTS | 23.01.2013

### Ulley Conservation Area



Planning Policy Team  
 Riverside House  
 Main Street  
 Rotherham S60 1AE

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>4 February 2013</b>
<b>3.</b>	<b>Title:</b>	<b>Highways Agency Managed Motorways programme</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Environment and Development Services</b>

## 5. Summary

The report outlines the Highways Agency's (HA) proposed Managed Motorways proposals on sections of the M1 motorway within South Yorkshire, which are due to commence in April 2013. The proposals involve the introduction of a new All Lane Running standard which sees the conversion of the Hard Shoulder to a permanent running lane. The report also sets out the risks associated with the proposals and the views of the emergency services.

## 6. Recommendations

It is recommended that Cabinet Member:

- i) Note the Highways Agency's proposed Managed Motorways All Lane Running (MM-ALR) proposals.
- ii) Note that due to the timescales associated with responding to the HA's formal consultation that Cabinet considered the draft consultation response at its meeting on 16 January 2013 and subsequently Overview and Scrutiny Management Board (OSMB) considered the report on 25 January 2013.
- iii) Agrees to include the further comments suggested by OSMB (shown in red at appendix D) within the final response to the HA
- iv) **That approval from the Mayor is sought to exempt this decision from call in is sought.**

## 7. Proposals and Details

### Background

In early 2012 the Highways Agency (HA) announced their intention to undertake improvements to the national motorway network, including capacity improvements on the M1 between Junctions 28 to 31 and 32 to 35A. These sections of the M1 are some of the worst congested and improving the capacity along these sections of motorway is welcome in terms of both its benefit to improved traffic flow and journey times, and its associated impact on the economy. Plans indicating the proposed extents of the Managed Motorways schemes within South Yorkshire are attached at Appendix A and B.

In March, the HA published its Interim Advice Note (IAN) 161/12, Managed Motorways – All Lane Running (MM-ALR) and it became clear that the scheme design represented a departure from the existing motorway standards associated with existing hard shoulder running schemes contained within the national Design Manual for Roads and Bridges (DMRB). The HA in issuing the IAN acknowledge that this is a new standard to work from and the section of the M1 between junction 32 and 35A is proposed to be the first section of motorway implemented using this new standard.

The M42 was the first motorway to operate a Managed Motorway scheme called Dynamic Hard Shoulder (DHS) running. This involves active traffic management using overhead gantry signs to indicate to drivers those periods (usually the most congested) when the hard shoulder can be used by all traffic. Active traffic management involving reduce speed limits are also in place. Whilst many of the features of dynamic hard shoulder running are automated the opening and closing of the hard shoulder requires a HA resource to remotely check that there are no obstructions or other safety risks. The M42 scheme has then been followed by further DHS schemes on the M62 between Junctions 25 and 26, and 29 and 30.

The proposed MM – ALR removes the need for this resource as the scheme will involve the permanent conversion of the hard shoulder to a running lane for use at all times of the day, both during busy periods and at quieter off peak periods. The default position will be that all lanes of the motorway will operate at a speed limit of 70mph. In addition queue protection and congestion systems will be introduced to determine when variable mandatory speed limits will automatically be displayed on verge mounted and overhead gantry signing. At the side of the previous hard shoulder emergency refuge areas with roadside telephones will be provided.

### Emergency Services view

South Yorkshire Police (SYP) and South Yorkshire Fire and Rescue (SYFR) have considered the proposed MM-ALR standards and have raised their concerns regarding new standard. These views have also been shared by ACPO and CFOA and have been expressed to the HA.

From an operational experience perspective the emergency services suggest that the risk of collisions involving stationary vehicles during non-peak times is an unacceptable risk and one which will have serious and potentially fatal consequences. This risk also involves those personnel who work on the motorways along with the public. There are also significant issues relating to the ability of the Police to conduct pursuit and enforcement activities on this stretch of motorway as it is currently designed.

As a result of the above, and given that South Yorkshire will be the first area that will see the new standard introduced, representatives from SYP, SYFR and the South Yorkshire Local Transport Plan Team have been meeting with the HA to consider these concerns with the aim of reaching a way forward that can be accepted by all parties.

Over the last couple of months the HA have explained, in significant detail, their position regarding the safety predictions for this new scheme. They have talked through the detail of their predictive risk registers and the rationale they have used for modelling and testing the scheme design. At this stage they predict an overall decrease in risk of up to 15% although it is worth noting that this reduction in risk is not reflected in the objective for Killed and Serious Injuries (KSI's) on this new design, which states the safety objective to be 'no worse off'. This is against a local objective of reducing KSI's by 4% per annum to 2020. However, the HA also accept that within the overall decrease in risk of 15% that the risk of a collision with a vehicle stopped in a running lane outside of peak periods increases by 200%.

### **Current position**

In order to ensure that specific risks relevant to the section of the M1 between 32 and 35a are mitigated, the HA will continue to work collectively with the South Yorkshire Safer Roads partnership as part of a technical working group to understand what further solutions might be employed that will enable further evidence to be gathered to support the operation of All Lane Running. It is understood that in order to progress with the scheme that an agreed way forward will need to be reached at the end of January 2013.

### **Timescale**

It is anticipated that construction of the scheme will commence in Spring 2013 and take approximately 2 years to complete. The construction will be undertaken in phases starting with amendments to the central reserve and then in coordinated sections of the motorway.

### **Consultation**

On the 21 December 2012 we received formal consultation from the HA, which poses three specific questions in relation to the proposed Managed Motorways All Lane Running scheme. A copy of the consultation pack is attached at Appendix C. The deadline for the consultation is 11 February 2013. As an informatory report on the detail of the MM-ALR scheme had already been placed on the agenda for Cabinet meeting on the 16 January 2013 it was considered that in order to meet the consultation deadline the draft consultation response would be considered by Cabinet and then by the Overview and Scrutiny Management Board on the 25 January 2013. A copy of the draft consultation response is attached at Appendix D. The further comments and observations raised by Members of OSMB are shown in red at Appendix D and it is recommended that these are incorporated into the final response to the HA.

### **8. Finance**

There are no direct financial implications to Rotherham MBC as a result of these proposals as the programme will be fully funded by the HA.

### **9. Risks and Uncertainties**

As mentioned above the road safety risks and operational difficulties that the proposed MM-ALR standard present to the Emergency Services are still being discussed with a view to an agreed position being reached.

At this time we have not seen the outcome of the environmental assessment that the HA are undertaking. Clearly the current volume of traffic and congestion on the motorway results in poor air quality particularly in those neighbourhoods adjacent to the proposed scheme, such as Tinsley.

#### **10. Policy and Performance Agenda Implications**

The Managed Motorways proposals align well with the objectives of the Sheffield City Region Transport Strategy, notably Policy B: To improve the reliability and resilience of the national road network using a range of management measures.

Some caution needs to be extended in the policy areas related to road safety and air quality, where the potential outcomes are less clear.

#### **11. Background Papers and Consultation**

The Highways Agency intend to undertake a significant consultation exercise as part of delivering the scheme, including presentations to Elected Members, engagement with Local Action Groups, concerned residents, business groups and undertake public exhibitions.

In addition, the HA will be liaising with RMBC regarding the detail of the construction to ensure that the scheduled works are coordinated in line with any local programmes, particularly those on potential diversion or routes that may experience an increase in traffic volumes.

#### **Contact Name:**

Tom Finnegan-Smith, Transportation and Highways Projects Manager, Streetpride, extension 22967, [tom.finnegan-smith@rotherham.gov.uk](mailto:tom.finnegan-smith@rotherham.gov.uk)

## CONSULTATION RESPONSE FORM

### **M1 junctions 32 to 35a Managed Motorway Scheme**

Please complete this pro-forma and send to the address below

Phil Jones  
 Highways Agency  
 M1 J32 to 35A Managed Motorway  
 Lateral  
 8 City Walk  
 Leeds  
 LS11 9AT

Or alternatively you can respond to the consultation by email:

[M1J32-35aManagedMotorways@highways.gsi.gov.uk](mailto:M1J32-35aManagedMotorways@highways.gsi.gov.uk)

#### **PART 1 - Information about you**

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name	Tom Finnegan-Smith
Address	Riverside House, Main Street, Rotherham
Postcode	S60 1TD
Email	Tom.finnegan-smith@rotherham.gov.uk
Company Name or Organisation (if applicable)	Rotherham Metropolitan Borough Council
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group



<input checked="" type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:</p> <p>Consultation response presented to Scrutiny and endorsed by Cabinet Member for Regeneration and Economic Growth, Cllr Gerald Smith.</p>	
<p>If you would like your response or personal details to be treated <b>confidentially</b> please explain why: N/A</p>	

**PART 2 - Your comments**

1. Do you consider that the proposal to introduce the Managed Motorway Scheme on the M1 between junctions 32 and 35a will lead to an improvement in travelling conditions on this section of motorway?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Please add any comments:</p> <p>The congestion problems experienced on this section of the M1 are well known to us and potential improvements to the delays experienced are welcomed. We acknowledge the benefits that variable mandatory speed limits have provided in other Highways Agency Managed Motorways schemes in increasing motorway capacity and reducing congestion. However, we note that the Managed Motorways initiatives already introduced are not to the MM-All Lane Running (MM-ALR) standard due to be introduced here. MM-ALR will see the hard shoulder used as a permanent running lane and not operate with a dynamic hard shoulder which is used in busy peak periods and closed to general traffic in quieter traffic periods.</p> <p>Whilst MM-ALR may operate in broadly the same way as the other MM schemes during the peaks, it is the adoption of the hard shoulder as a permanent running lane that has raised concerns with the South Yorkshire Safer Roads Partnership of which we are a member.</p>		

2. Are there any aspects of the proposal to introduce the Managed Motorway Scheme on the M1 between junctions 32 and 35a which give you concerns?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Through our involvement in the South Yorkshire Safer Roads Partnership we are aware that from an operational experience perspective the emergency services suggest that the risk of collisions involving stationary vehicles during non-peak times is an unacceptable risk and one which will have serious and potentially fatal consequences. This risk also involves those personnel who work on the motorways along with the public.</p> <p>There are also significant issues relating to the ability of the Police to conduct pursuit and enforcement activities on this stretch of motorway as it is currently designed. <b>We also have concerns in relation to the permanent use of the hard shoulder in relation to the emergency response to incidents on the motorway and the potential difficulties</b></p>		

that may arise when incidents occur and the emergency services no longer have the option of using the hard shoulder to gain access.

At this stage you predict an overall decrease in risk of up to 15% although this reduction in risk is not reflected in the objective for Killed and Serious Injuries (KSI's) on this new design, in which you state the safety objective to be 'no worse off'. This is against a local objective of reducing KSI's by 4% per annum to 2020. However, the HA also accept that within the overall decrease in risk of 15% that the risk of a collision with a vehicle stopped in a running lane outside of peak periods increases by 200%.

We are also aware that the Police have highlighted that if they are called to attend incidents on the motorway when MM-ALR is operational they will potentially close the motorway to ensure the safety of their officers, other emergency services and the public, which could detract from the benefits of the proposed scheme.

From the information provided it is unclear what the environmental impact of the proposed MM-ALR scheme will be. The areas adjacent to the M1, particularly the residential communities, are adversely affected by air and noise pollution attributed to traffic on the M1. Whilst the impact is unclear we would be keen to see that the proposed scheme improves the air quality conditions and noise levels in communities such as Blackburn, Kimberworth and Tinsley and would welcome further information from you to confirm the anticipated outcome. In this respect we note that further details on the outcomes of the Environmental Assessment you are currently undertaking will need to be provided to Rotherham MBC in our capacity as statutory consultee.

Whilst the primary objective of improving congestion is acknowledged it is considered that the safety objective to be 'no worse off' and the lack of clarity associated with the air quality and noise implications of the proposed scheme is not appropriate and demonstrates no ambition to improve conditions for those using or living in the communities adjacent to these sections of the motorway. Rotherham MBC aspires to improve the conditions for its residents and communities and would expect this ambition to be shared by the Highways Agency due to the current adverse impact that the motorway network has on several communities in Rotherham and South Yorkshire.

<p>3. Are there any additional comments you would like to make about the proposal to introduce the Managed Motorway Scheme on the M1 between junctions 32 and 35a?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
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This section of the M1 is one of the worst congested and improving the capacity on the M1 between J32 and J35a is welcome in terms of both its benefit to improved traffic flow and journey times, and its associated impact on the economy. However, we do not feel that this should be at the expense of road safety or worsening air environmental conditions and support the SY Safer Roads Partnership's position in trying to ensure that the risks associated with the MM-ALR standard are mitigated against wherever possible. As mentioned in 2 above we would also urge the HA to consider that it is not just the congestion that should be improved as a result of any proposals and that the objective should also be to improve road safety and the environmental impact of traffic on this section of the motorway. It is understood that further meetings between the HA and representatives from the SYSRP have been arranged to discuss the proposed scheme with a view to considering whether further mitigation or amendments can be achieved. We look forward to a positive outcome of these meetings.

### Note on disclosure of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Highways Agency.

The Highways Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

# M1 J32 to J35a managed motorway location



- The M1 J32 to J35a is one of a number of schemes to which the managed motorways design specification will be applied

- This scheme aims to increase capacity and improve journey time reliability, supporting economic development in the region

- The project also aims to relieve congestion through improved incident management and driver information

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Regeneration and Development</b>
<b>2.</b>	<b>Date:</b>	<b>4 February 2013</b>
<b>3.</b>	<b>Title:</b>	<b>Local Pinch Point Fund – Preparation of Business Case</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Streetpride</b>

**5. Summary**

To seek an exemption from standing order 47.6.3 (requirement to invite three written quotations for a contract with an estimated value of between £20,000 and £50,000) in order that WSP Development and Transportation can be commissioned to undertake the preparation of business cases for submission to the Department for Transport regarding the Local Pinch Point Fund.

**6. Recommendations**

**Cabinet Member is asked to resolve that:**

- i) **An exemption from Standing Order 47.6.3 (requirement for contracts valued between £20,000 and £50,000) be granted and the Council commission WSP Development and Transportation to undertake the preparation of business cases to submit to the Department for Transport for Rotherham's bid into the Local Pinch Point Fund.**
- ii) **The sanction of the Mayor be sought to exempt this recommendation from the usual call in procedure in order to allow the immediate commissioning of the work due to the short timescale set by the Department for Transport.**

## **7. Proposals and Details**

The Council has the opportunity as Local Highway Authority to make bids into the recently announced Local Pinch Point Fund supported by the Department for Transport and designed to promote economic growth through the rapid deployment of schemes that remove transport barriers to facilitate development.

There is a limited time available to initiate a bid, and bids are required to be received by the Department for Transport (DfT) by 5pm on 21 February 2013, which is an extremely tight timescale. The bidding process requires analysis of value for money and scheme impacts. In addition a full appraisal of each scheme is required for each bid to demonstrate that the full range of impacts has been considered.

The Council are anticipating bidding for two schemes from the Local Pinch Point Fund, both requiring less than £5M each from the DfT and a 30% local contribution. These schemes are the replacement of "Old Flatts Bridge" on the A630 Sheffield Parkway and the replacement of the Main Street Roundabout with a signalised junction. Both schemes accord with the types of project that the DfT will be considering funding. It is likely that the overall fund will be heavily subscribed and therefore it is essential that a robust business case is produced to underpin the bid in order for the Council to maximise its potential for a successful bid.

WSP Development and Transportation has undertaken traffic modelling and similar appraisals for works along Rotherham's major transport corridors and in the town centre, most recently the appraisals for the A630 Key route through Mushroom Roundabout and Dalton, and production of the traffic model for the new superstore development proposed on the previous Civic Site. The consultants are therefore best placed to develop the appraisal and business case for the Main Street Roundabout proposal. They have also been involved with analysis and assessment at the A630/M1 Junction 33 intersection and are therefore the most appropriate consultants to prepare the business case and appraisal for the proposed bridge scheme on the A630 Sheffield Parkway.

It is anticipated that the preparation of the two business cases will require funding of between £25,000 and £30,000 and therefore the report seeks an approval for exemption to standing order 47.6.3.. As the work is particularly urgent, with the deadline set for submissions by 21 February 2013, it is requested that the sanction of the Mayor is sought to exempt the recommendation from call in.

## **8. Finance**

It is anticipated that the commission to undertake modelling work, scheme appraisal and the preparation of the business cases will be between £25,000 and £30,000; this funding would be sourced from the current Local Transport Fund allocation for 2012/13.

## **9. Risks and Uncertainties**

Failure to undertake a full comprehensive business case and appraisal for the schemes would impact on the likelihood of success in the bidding process to the DfT.

**10. Policy and Performance Agenda Implications**

The proposed schemes accord with the policies contained in the South Yorkshire Local Transport Plan 2011 – 2015, the Sheffield City Region Transport Strategy and the Traffic Management Act 2004.

**11. Background Papers and Consultation**

Consultation has taken place with the Director of Legal and Democratic Services and with the Director of Finance.

**Contact Name:** *Ian Ashmore, Transportation and Traffic Manager ext 22825,  
ian.ashmore@rotherham.gov.uk*



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