

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Monday, 22nd April, 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. Declarations of Interest
5. Minutes of the previous meeting held on 5th April, 2013 (Pages 1 - 7)
6. Sustainable Urban Drainage Approving Body (Pages 8 - 15)
7. Rotherham Economic Regeneration Fund - Centenary Markets - Redevelopment Feasibility (Pages 16 - 18)
8. Drummond Street, Rotherham (and Civic Building site) - Alterations to Traffic Regulation Orders (Pages 19 - 23)
9. Carlisle Street, Kilnhurst - Objection to Proposed Traffic Calming Scheme (Pages 24 - 28)
10. Rotherham Town Centre - Experimental Night Time Taxi Ranks (Pages 29 - 31)
11. Petition - On street Parking near to the Children's Centre, Kimberworth Road, Kimberworth
12. Date and time of next meeting - Monday 3 June 2013 at 10.30 am

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
Friday, 5th April, 2013

Present:- Councillor Smith (in the Chair); Councillors Clark and Godfrey; together with The Mayor (Councillor Pickering).

Apologies for absence were received from Councillor Dodson .

G113. MINUTES OF THE PREVIOUS MEETING HELD ON 18TH MARCH, 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 18th March, 2013, be approved as a correct record for signature by the Chairman.

G114. MINUTES OF A MEETING OF THE RMBC TRANSPORT LIAISON GROUP HELD ON 20TH MARCH, 2013

Consideration was given to the minutes of a meeting of the Transport Liaison Group held on 20th March, 2013.

Resolved:- That the contents of the minutes be noted.

G115. OBJECTION TO PROPOSED ROAD HUMPS AT LAUGHTON ROAD, THURCROFT

Consideration was given to a report presented by the Transportation and Highways Projects Manager concerning the comments and objections received from local residents and a bus operator about the proposal to install road humps at Laughton Road, Thurcroft. The report stated that the grant of planning permission to construct some 369 dwellings on land adjacent to Laughton Road, Thurcroft, had included a condition requiring the installation of traffic calming features on Laughton Road. Members noted that the Transport Assessment submitted by the developer had confirmed that the existing speed of traffic on Laughton Road was excessive and together with an increase in traffic as a result of the new development, some mitigation was required. The locations of the traffic calming features were shown on drawing No 126/17/TT219a submitted. The report highlighted the various objections received and the officers' responses to those objections.

Members noted that the proposed traffic calming scheme is to be funded by the developer, in accordance with the agreement made under the provisions of Section 278 of the Highways Act 1980.

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

(2) That the objections be not acceded to.

(3) That the developer (Barratt/David Wilson Homes) be authorised to install road humps on Loughton Road, Thurcroft as shown on drawing No 126/17/TT219a now submitted.

(4) That the correspondents be informed accordingly.

G116. ENVIRONMENT AND DEVELOPMENT SERVICES - REVENUE BUDGET MONITORING REPORT TO 28TH FEBRUARY 2013

Consideration was given to a report presented by the Principal Finance Officer describing the performance against budget for the Environment and Development Services Directorate Revenue Accounts as at 28 February 2013. The report referred to the forecast outturn position of an overspend of £225,000 for the Environment and Development Services Directorate for the 2012/2013 financial year.

Members were informed of the pressures upon the Winter Maintenance budget, due to prolonged periods of inclement weather and noted that this budget is to be revised for 2013/14.

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

(2) That the latest financial projection against budget for the financial year 2012/13, based on actual income and expenditure to the end of February 2013, be noted.

(3) That the submitted report be referred to the Self Regulation Select Commission for information.

G117. HIGHWAYS CAPITAL WORKS PROGRAMME 2013/14

Consideration was given to a report presented by the Transportation and Highways Projects Manager providing details of the Highways Capital Works programme for the 2013/14 financial year. Members noted that the level of funding for integrated transport schemes provided in 2013/14 will be the same as in 2012/13, although the funding for highways maintenance activity will be reduced.

The submitted report outlined the proposed areas of work for the financial year 2013/14, which are to be delivered from Department for Transport grants. The primary grant funding is the capital funding made available from Central Government for Integrated Transport and maintenance as part of the third Local Transport Plan.

Members heard that this Council, together with its South Yorkshire partners, has been successful in securing additional funding in the form of the 'Better Bus Area Fund' and the 'Local Sustainable Travel Fund'. As with the Local Transport Plan funding, these additional grants have to be completed and claimed by March 2015, because there is no mechanism

to continue works in financial year 2015/16.

The Local Transport Plan Integrated Transport programme is divided into five themed areas: (i) Bus Priority and Access improvements; (ii) Connectivity (walking and cycling); (iii) Local Safety; (iv) Traffic Management and (v) Smarter choices. The report included details of the types of scheme within each themed area and also included a summary of the highways maintenance programme 2013/14.

A summary listing of the proposed programme of highways capital works for Rotherham in 2013/14 (including the maintenance and structures programme) was appended to the submitted report.

Members were informed of:-

(i) the detail of the allocation of funding for highways maintenance, which had been altered as a consequence of Sheffield City Council having obtained Private Finance Initiative funding for such works in its area.

(ii) some alteration may happen, from time to time, to the highways maintenance works programme, as routine inspections reveal that a particular highway surface (ie: one not included in the 2013/14 programme) requires immediate maintenance for road safety reasons;

(iii) the implications of funding the A57 (Todwick) highways improvement scheme;

(iv) the priority to be given to bus priority measures, walking and cycling improvement works along the A633 from the Rotherham town centre to Parkgate and Rawmarsh;

(v) the proposal to install pedestrian crossing facilities at Main Street, Rotherham, immediately adjacent to the Police headquarters building and the Council's Riverside House building;

(vi) the possibility of additional Local Transport Plan funding being available, after the half-yearly review of the use of this funding source (October 2013).

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

(2) That the specific allocation of funding for Integrated Transport and highways maintenance for 2013/14 including the Local Sustainable Transport Fund and the Better Bus Area Fund be noted.

(3) That the principle of the proposed programme of highways capital works, as included in Appendices A, B and C to the report now submitted, be approved as the basis for detailed design and implementation of highways schemes during 2013/14.

(4) That an appropriate press release be issued about the highways capital works programme 2013/14.

G118. SUSTRANS BIKE-IT PROJECT 2013 TO 2015

Consideration was given to a report presented by the Transportation and Highways Projects Manager describing the progress and outcome of the Sustrans 'Bike It' project in Rotherham and recommending the continuation of the project.

The report stated that the 'Bike It' project began in Rotherham during April 2012 and has been operational in eleven primary schools and in one secondary school in the Rotherham Borough area since that time. In the first year, 2012/13, 'Bike It' received £50,000 funding from the Local Transport Plan 'Quality of Life' central budget (Minute No. 112 of the meeting of the Cabinet Member and Advisers for Town Centres, Economic Growth and Prosperity held on 2nd April, 2012 refers).

The project seeks to raise awareness of cycling, develop riding skills and encourage children to take action in their own lives. It aims to increase the number of school journeys undertaken by bicycle or by any other non-motorised means. Ultimately, the combined aim of 'Bike It' and other associated cycling initiatives in schools such as 'Bikeability' cycle training, is to encourage pupils and parents to accept cycling as a 'life long' alternative to car travel. Details of the participating schools were included in the submitted report and Members also received a copy of the Sustrans Interim December 2012 performance report for Rotherham. Similar schemes also operate in the Barnsley, Doncaster and Sheffield local authority areas.

As a result of the good progress made in the first year, several other primary schools have expressed interest in participating in the 'Bike It' project. Members noted that funding is available from the Local Sustainable Transport Fund, in both the 2013/14 and the 2014/15 financial years, in order to continue the project. The continuing project will be able to include six additional schools in 2013/14.

Members were informed, however, that funding for the project is available from the Local Transport Plan fund, in 2013/14, because one of the other schemes is unable to proceed in this financial year.

The report stated that the Sustrans organisation is the sole provider of 'Bike It' type projects in the United Kingdom. Therefore, the recommendation is to approve an exemption from Standing Order 47.6.3 (requirement for contracts valued between £20,000 and £50,000) to facilitate the direct award of the 'Bike It' Contract for 2013/14 to Sustrans. It was noted that any further contract offered in 2014/15 will be subject to market testing and will be subject to tender if any competitors emerge who have developed products similar to the 'Bike It' project.

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

(2) That funding of £50,000 from the Local Transport Plan fund be allocated to the Sustrans 'Bike It' project so that the project may continue during the 2013/2014 financial year, including the participation of additional schools as referred to in the report now submitted.

(3) That the associated contract with Sustrans, currently the sole provider of the 'Bike It' project, shall be exempt from the provisions of Standing Order 47.6.3 (requirements for contracts valued between £20,000 and £50,000).

(4) That further consideration be given to the possible continuation of the 'Bike It' project during the 2014/15 financial year, with such continuation being dependent upon (i) the satisfactory performance of the project during 2013/14 and (ii) the necessary funding being made available.

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

G119. AMENDING FEES AND CHARGES FOR THE PROVISION OF HIGHWAY SERVICES

Consideration was given to a report presented by the Network Manager (Streetpride) concerning a proposal to increase the current charge levied by the Council for processing and implementing a Street Works License in accordance with the provisions of Section 50 of The New Roads and Street Works Act 1991. Members noted the comparable level of charges being levied by neighbouring local authorities in the region.

The report also referred to the number of unauthorised skips/containers placed on Rotherham's highways during the past year. Such items pose a risk because they are sometimes placed at locations which could be deemed dangerous for other road users, or may conflict with other programmed works in the highway. Members therefore considered the need to introduce a retrospective charge for the unauthorised placement of skips and containers in the highway, in order to improve highway safety and reduce disruption to other road users. It was noted that such a charge is consistent with the charge made for a street works site inspection under The New Roads and Street Works Act 1991.

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

(2) That, with effect from 1st April, 2013:-

(a) the current charge of £300.00 for processing and implementing a Street Works License under Section 50 of The New Roads and Street Works Act 1991 shall be increased to £450.00; and

(b) a retrospective charge of £50.00 be levied upon persons/organisations

who have placed unauthorised skips and containers on the highway.

(3) That an appropriate press release be issued about these charges.

G120. RESPONSE TO CONSULTATION ON HIGHWAYS AGENCY MANAGED MOTORWAYS PROPOSALS - M1 BETWEEN JUNCTIONS 28 AND 31

Further to Minute No. G92 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 4th February 2013, consideration was given to a report presented by the Transportation and Highways Projects Manager containing the suggested response to the Highways Agency's consultation on the proposed Managed Motorways proposals affecting the M1 motorway between Junctions 28 and 31. The proposals involve the introduction of a new All Lane Running standard which converts the motorway's 'hard shoulder' to a permanent running lane and the introduction of a variable mandatory speed limit.

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

(2) That approval be granted for this Council's response to the consultation document, as now submitted, to be sent to the Highways Agency by the due deadline.

(nb: subsequent to this meeting and in view of the deadline for submission of responses to the consultation, The Mayor gave the necessary authorisation to exempt this decision from the Council's call-in procedure)

G121. 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 1972 as amended (information relating to the financial/business affairs of any person (including the Council)).

G122. EXEMPTION FROM STANDING ORDERS - SUPPORT FOR PLANNING, BUILDING CONTROL AND LAND CHARGES

Consideration was given to a report presented by the Principal Planning Officer proposing an exemption from Standing Order number 47.6.2 (relating to contracts valued at more than £5,000 but less than £20,000) to allow the appointment of the Civica company to continue to provide the back office functionality (FastPlanning, FastControl, FastCharges) for the Development Management, Building Control and Local Land Charges services. The report stated that this software has been used by all three of these Council services and the user licence is renewed annually.

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

(2) That, for the reasons detailed in the report now submitted, approval be granted for an exemption from Standing Order 47.6.2 (requirement to invite at least two oral or written quotations for contracts with an estimated value of £5,000 but less than £20,000) to facilitate (i) the purchase of the back office functionality (FastPlanning, FastControl, FastCharges) from the Civica company and (ii) the annual renewal of the user licence.

ROTHERHAM BOROUGH COUNCIL REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 22nd April 2013
3.	Title:	Rotherham's Sustainable Urban Drainage Approving Body (SAB) All Wards
4.	Programme Area:	Environment and Development Services

5. Summary

Under the requirements of the Flood Risk Regulations 2009 and the Floods and Water Management Act 2010 (Act), it is a duty of the Council as the Lead Local Flood Authority (LLFA) to establish and implement a Sustainable Urban Drainage Approving Body (SAB).

The SAB will have the power to approve, supervise, adopt and maintain Sustainable Urban Drainage Systems (SUDs), and determine how surface water is managed on new development and redevelopment sites.

It is proposed that the Council's SAB will be established and implemented by April 2014.

6. Recommendations

It is recommended that Cabinet Member:

- 6.1 Approves the establishment of the Council's Sustainable Urban Drainage Approving Body (SAB).**
 - 6.2 Approves the Council's SAB roles and duties.**
 - 6.3 Agrees for the completion of a Local Design Guide for Sustainable Urban Drainage Systems (SUDs) to meet National Standards and to assist the Council's SAB and Services and the public.**
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7. Proposals and Details

In 2013 Defra is proposing to finalise the requirements and duties of SABs for all Lead Local Flood Authorities under the Flood Risk Regulations 2009 and the Floods and Water Management Act 2010 (Act). It will be a duty of the Council to establish and implement a Local Sustainable Urban Drainage Approving Body (SAB) by April 2014. It is estimated that the preparation and establishment of SAB, including finalising all adoption requirements for Sustainable Urban Drainage Systems (SUDs), could take approximately 12 months.

For information purposes the definition of SUDs can include drainage systems such as soakaways, swales, balancing ponds and reservoirs, green roofs, oversized pipes and tanks, permeable car parks etc. Sustainable urban drainage should maintain a good public health barrier, avoid local or distant pollution of the environment, minimise the utilisation of natural resources (e.g. water, energy, materials), and be operable in the long-term and adaptable to future requirements.

The Act requires the SAB to approve SUDs before construction commences for drainage systems in new developments and redevelopments. All proposed SUDs will have to meet National Standards for the design, construction, operation and maintenance. Water and Sewerage Companies, the Environment Agency, the Canal and Rivers Trust, Internal Drainage Boards and the Highways Authority will all be statutory consultees to the SAB. The SAB will be a statutory consultee to the planning process.

The proposed process and guidance for the Council's SAB is summarised in Appendix 1.

The proposed establishment of the Council's SAB and proposed key personnel are as follows:-

- **Chair** – Director of the Service within EDS
- **Members** - Managers from EDS consisting of Drainage, Planning, Leisure and Green Spaces and Legal Services (where considered necessary).
- **Technical Support** – Officers from various services where additional technical advice will be required to assist SAB.

It is proposed that the above key personnel would only meet and approve large and complex SUDs e.g. reservoirs, balancing ponds, dry basins, green roofs, and/or systems considered to have major implications (e.g. complex systems, substantial financial matters, legal implications, resource issues, water quality requirements and any contentious issues) which are likely to impact on the Council.

For smaller or less complex SUDs, it is proposed that the adoption of SUDs would be the responsibility of key technical officers i.e. consisting of Drainage, Planning, Leisure and Green Spaces and Legal Services who would have delegated power to adopt SUDs. A report would be presented to SAB updating them on all SUDs adoptions completed through this process.

The Council will have powers to design check, supervise, adopt and maintain all SUD systems within the Borough that are offered to the Council, for adoption.

SAB cannot adopt SUDs retrospectively.

Managers from EDS consisting of Drainage, Planning, Leisure and Green Spaces and Managers from Legal Services were consulted regarding the preparation and implementation of SAB. Feedback information from the Managers is detailed in Appendix 2 and has been incorporated within this report.

8. Finance

In January 2011 the Environment Secretary confirmed that in 2011/2012 grants of £21m rising to £36m for 2012/2013 and subsequent years, would be made available to help Councils protect and support their own community when managing flood risk.

Defra has allocated £120,200 in 2013/2014 to Rotherham which will enable the Council to carry out its new duties under the Floods and Water Management Act 2010.

Defra has announced that the funding allocated to Lead Local Flood Authorities should be in addition to the funding provided by Defra through the Formula Grant funding or similar, for Flood and Coastal Erosion Risk Management within the Environmental, Protection and Cultural Services.

There is some uncertainty that future funding will be provided by Defra after 2015, this could apply additional pressures on the Council to obtain future funding to fulfil its roles and responsibilities under the Act and to continue with its SAB duties.

At an early stage various funding options have been considered to fund SAB and future SUDs, these options are identified in Appendix 1 (Item 5) under Approval Guidance for SAB. Defra has indicated that future funding will be subject to Government Spending Reviews, it is imperative therefore that the Council explore opportunities to obtain future funding.

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

9. Risks and Uncertainties

Under the Flood and Water Management Act 2010 the Council as the Lead Local Flood Authority for Rotherham, will be expected to carry out its new SAB roles and future duties for SUDs that are offered to the Council for adoption. It is likely that there will be additional pressures on the Council's resources to carry out its SAB duties.

There is some uncertainty that future funding will be provided by Defra after 2015, this could apply additional pressures on the Council to obtain future funding.

It is likely that the adoption of SUDs and the ongoing maintenance responsibilities will have a major impact on the Council's resources and future funding arrangements. Some of the larger adopted SUDs will have significant implications on the Council's limited resources given that the Council will be expected to maintain and fund all adopted SUDs in perpetuity.

Some of the Council's policies and procedures may need some amendments or additions to include the duties and delegated powers of SAB associated SUDs requirements. It is not envisaged that the proposed SAB policy will supersede existing Council policies or procedures.

10. Policy and Performance Agenda Implications

The issues contained within this report support the Council's main Corporate Priorities specifically ***Improving the environment***, and by ensuring that Rotherham is prepared for present and future climate change.

11. Background Papers and Consultation

- Appendix 1 - Proposed Approval Guidance for SAB
- Appendix 2 – Feedback after consultation with Managers from EDS consisting of Drainage, Planning, Leisure and Green Spaces and Managers from Legal Services.

Ward Members in the Wards listed above have not been consulted.

Contact Name : *Graham Kaye, Principal Engineer, ext 22983*
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APPENDIX 1

Proposed Approval Guidance for SAB

1. Approval Route 1 - Where planning permission is required.

- i) Pre-application discussion.
- ii) Planning application and SUDS application submitted to Local Planning Authority (LPA).
- iii) LPA forwards SUDS applications to SAB.
- iv) SAB considers whether application meets National Standards and consults its statutory consultees.
- v) SAB returns its decision to LPA who informs applicant of planning decision and the SAB decision (including conditions).
- vi) SAB decision independent of planning decision.

2. Approval Route 2 - Direct to SAB where planning permission is not required.

- i) Stand alone SUDS application made direct to SAB.
- ii) SAB consults its statutory consultees, where relevant.
- iii) SAB considers whether application meets National Standards.
- iv) SAB informs applicant of decision and any conditions.

3. Approval Process

- i) SAB may charge the applicant a fee for the application for drainage approval.
- ii) Applicant may be charged a non-performance bond for cost of bringing SUDS up to National Standard if not built as 'approved'.
- iii) If residual sewer connection is needed, this is allowed after SAB approval.
- iv) Secondary legislation will set out, for example;
 - The fee the SAB can charge for consideration of drainage applications.
 - The powers available to SAB to enforce the requirement for approval.
 - Appeals.

4. Adoption Process

- i) To adopt and maintain SUDS to National Standards, that serves more than one property.
- ii) To adopt SUDS as approved.
- iii) To adopt at SAB's own initiative or at the developer's request.
- iv) Highway Authorities responsible for maintaining SUDS in adopted roads.
- v) On adoption SAB must designate SUDS on private property (adopted or private), via local land charge.
- vi) SAB to place SUDS on local authority risk register.
- vii) SAB releases bond if not used.

5. Funding Options

- i) SAB can charge fees for applications and inspections on a cost recovery basis.
- ii) The funding for SUDS adoption and maintenance could be covered for the first few years through savings to local authorities from the transfer of private sewers to water companies (possible risk to the Council).
- iii) Defra currently developing an allocation mechanism to distribute the money to Lead Local Flood Authorities.
- iv) Long-term funding for SUDS maintenance is yet to be decided by Defra.
- v) Other options for consideration
 - commuted sums - cost for developers.
 - council tax for householder served by SUDS.
 - other mechanisms to charge beneficiaries.

6. Proposed establishment of the Council's SAB and proposed key personnel:-

- Chair – Director of the Service within EDS
- Body Members - Managers from EDS consisting of Drainage, Planning, Leisure and Green Spaces and Legal (where considered necessary).
- Technical Support – Officers from various services where additional technical advice will be required to assist SAB.

APPENDIX 2

Feedback Information after consultation from EDS (Drainage, Planning, Leisure and Green Spaces) and from Legal Services.

In general there was no objection to the issues and information provided as part of the initial consultation. There were some issues and concerns raised as part of the SAB process which has been captured below:

Drainage Comments

It is likely that the implementation of SAB and the adoption of SUDs are going to have a major impact on the Council. It is important for the Council to prepare and establish the Council's SAB before April 2014.

There will be challenges to the Council before and after introduction of SAB and SUDs such as the impact on existing Council policies and procedures, resources, and finance. There is a need to explore every opportunity to address these challenges.

Planning, Regeneration and Culture Comments

Consideration should be given into how it is dealt with in terms of 'scheme of delegation' and how this fits with Elected Members, and how it will comply with the current determination of most planning application via the Officer route.

In terms of moving it forward we would be interested in:

- Timescales of determination of SABs applications and how we meaningfully feed this in to the planning process,
- The submission of applications via the LPA – in relation to our paperless office approach - the system should be set up as an electronic submission system and
- how in the future this would affect our budget – in relation to how the fees to accompany SAB applications will be used and how this will affect the officer time fees we currently pay for consideration of drainage issues as part of planning application.

Leisure and Green Spaces Comments

Initial thought is that it would be helpful to know:

- What level of understanding / experience is required from a member of the SAB?
- How often will the group meet?
- What is likely to be the quantity and type of work (particular ref to: *consults its statutory consultees*) expected from members of the SAB?

Legal and Electoral Services

There are some additional points which might be included or considered which are:

1. The National Planning Policy Framework (2012)

(https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf) mentions this at para.103:

'When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

[The Floods and Water Management Act 2010 establishes a Sustainable Drainage Systems Approving Body in unitary or county councils. This body must approve drainage systems in new developments and re-developments before construction begins.]

2. s.106 Water Industry Act 1991 has been amended to make the right to connect surface run-off to public sewers conditional on the drainage system being approved by the SAB.

3. Under Approval Route 1 – Where the planning permission application is submitted with the SUDs application, as the decisions are to be sent together, we would have to adhere to the planning permission time limit for the SUD application too.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 22nd April 2013
3.	Title:	RERF - Centenary Markets redevelopment feasibility
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval of an allocation of £25,000 RERF revenue towards design and feasibility work on both the indoor and outdoor sections of the Markets .

6. Recommendations

That £25,000 of RERF revenue is approved towards feasibility and design works for the potential redevelopment of the Markets.

7. Proposals and Details

The Centenary Markets Complex requires redevelopment, particularly in the light of the Tesco store opening on the former 'civic site' in 2014 and other markets in the local area being the subject of comprehensive renewal/redevelopment schemes.

Following the expiration of the exclusivity agreement with developer, TCN, the Council now needs to consider how best to bring forward this redevelopment. Options for the redevelopment of the outdoor tented market have been devised and cost estimates to deliver the works are in the order of £4m. Further work is now required to understand which refurbishment scheme (and associated costs) is most appropriate for the indoor market.

Given the costs associated with the redevelopment of the outdoor tented market and the lack of funding currently available to deliver this scheme, work is required to devise a programme of small scale improvements to enhance the entrances to, and exterior of, the Markets Complex in the short term. This is necessary to try and ensure the markets complex benefits from the adjacent Tesco investment

The RERF funding will enable the design and feasibility work to be undertaken for both the indoor market refurbishment and the small scale improvements to the exterior of the Markets Complex. This will enable designs and costs to be devised for both elements and inform bids to the Council's capital programme and other external funding sources (as appropriate) to secure delivery of the project.

The funds will be used to bring forward the redevelopment and refurbishment of the Centenary Markets complex, a key town centre project that contributes to the strategic objective of Rotherham Renaissance.

Work will include soft marketing of the retail opportunities presented by a redeveloped indoor / outdoor markets to try and maximise private sector investment into the town centre.

As the project progresses, a redeveloped markets complex should encourage new businesses to set up in the markets complex and ensure existing traders continue to operate in a vibrant and viable business environment safeguarding existing businesses in the town centre. The amount of likely private sector investment cannot yet be ascertained as the project needs to be sufficiently well developed to test the market and likely demand.

The application has been appraised and scored by the Regeneration Team and meet the priorities and criteria to receive RERF funding.

8. Finance

Funding	Status of funding. Approved/ Awaiting Approval	2012/2013	2013/2014	Total
RERF				
Capital				-
Revenue		-	25,000	25,000
TOTAL RERF		-	25,000	25,000
Other Funding Sources				
				-
				-
TOTAL OTHER FUNDING		-	-	-
Grand Total		-	25,000	25,000

£75,000 of RERF has been approved for 2013/14. This award would be the first to be taken out of it; leaving £50,000 for the remainder of the financial year.

Should the subsequent capital works be undertaken, then the option of making the design works part of the overall project cost and reinstating these monies to RERF will be investigated.

9. Risks and Uncertainties

Further funding will be required to deliver any works identified by the design and feasibility work. This will be difficult in the current economic climate, but ways of financing the projects will be one of the issues covered by the feasibility work.

10. Policy and Performance Agenda Implications

Redevelopment of the Markets complex will contribute to the following themes of the Community Strategy and Corporate Plan:-

- Revitalise the town centre
- Improve access and remove barriers to employment.
- More people come to the Town Centre for work, shopping and things to do and see

11. Background Papers and Consultation

Consultation on the redevelopment options for the markets has taken place with a number of Officers including the Strategic Director for EDS, the Markets Manager, the Land and Property Manager, the Business and Retail Investment Manager, Director of Planning, Regeneration and Cultural Services, and the Finance Manager. Cabinet Member for Regeneration and Development has also been briefed on the options outlined above and funding issues. The need for the work was detailed in a report considered by SLT on 11th February 2013.

A copy of the full RERF application form for this project is available on request.

RMBC Finance have been consulted on the report.

Contact Name:

Simeon Leach, Regeneration Manager, Ext 23828

Email simeon.leach@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	Monday 22 April 2013
3.	Title:	Rotherham Civic Site Alterations to TROs
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of consultations about the Traffic Regulation Orders required by proposed changes to the highway network around the Rotherham Civic Site

6. Recommendations

Cabinet Member is asked to resolve that

- (i) The concerns expressed by the South Yorkshire Police are noted and the mitigation offered be considered acceptable**
- (ii) The proposed revocations and new traffic regulation orders as shown on drawing numbers 126/18/TT588 and 126/18/TT597 are implemented.**

7. Proposals and Details

Following the approval of proposals to redevelop the area of land between Drummond Street, Nottingham Street and Centenary Way with the construction of a new Tesco Food Store, it is necessary to amend existing Traffic Regulation Orders (TROs) to accommodate changes to the surrounding highway network and thereby maintain the safe and free flow of traffic

The construction of a new Tesco food store on the former Rotherham Civic site will require significant alterations to the adjacent highway network. These include the removal of parts of Norfolk Street and Nottingham Street, a pay and display car park and the Frederick Street/Effingham Street Flyover. The proposals will also require the construction of a new junction connecting Drummond Street to Centenary Way. The changes necessary to accommodate this will need the reversal of the one way system around Water Street and Effingham Square. This will include the repositioning and alterations to the existing taxi rank, disabled parking spaces and a loading bay. Changes to the junction of Nottingham Street

with Drummond Street will necessitate the removal of a prohibited right turn and alterations to the Service road opposite affecting an existing shared use loading/disabled parking bay.

In view of this it will be necessary revoke existing TROs and promote new TROs regulating vehicle movements and waiting restrictions on the affected roads. The proposals are shown on the attached drawings. Drawing No 126/18/TT588 shows the existing TROs to be revoked and drawing No 126/18/TT589 shows the Proposed TROs.

The proposals were advertised and the usual Statutory Consultations were undertaken. Comments were received from the South Yorkshire Police and the Rotherham Hackney Carriage Association.

- When exiting the store onto Drummond Street, there does not seem to be enough curvature in the kerb line to discourage or prevent vehicles from turning left. So the proposed prohibited left turn could not be supported.
 - The road layout and curvature will be reviewed, however the prohibited left turn is essential to ensure efficient operation of the junction, preventing unacceptable levels of congestion. Any enforcement issues will be addressed, if required, when Part 6 of the Traffic Management Act 2004 is enacted.
- The proposed split taxi rank on both side of the road would be confusing for customers. Could the ten taxi rank spaces be kept on one side of the road.
 - The scheme layout has been revised so the ten taxi spaces can be accommodated on the north-west side of Effingham Square. Eight disabled parking spaces can still be accommodated on the south-east side, four of these being shared with an existing loading bay.

8. Finance

The proposals will be financed and constructed by the Developer as part of an agreement entered in to under section 278 of the Highways Act 1980

9. Risks and Uncertainties

None

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3.

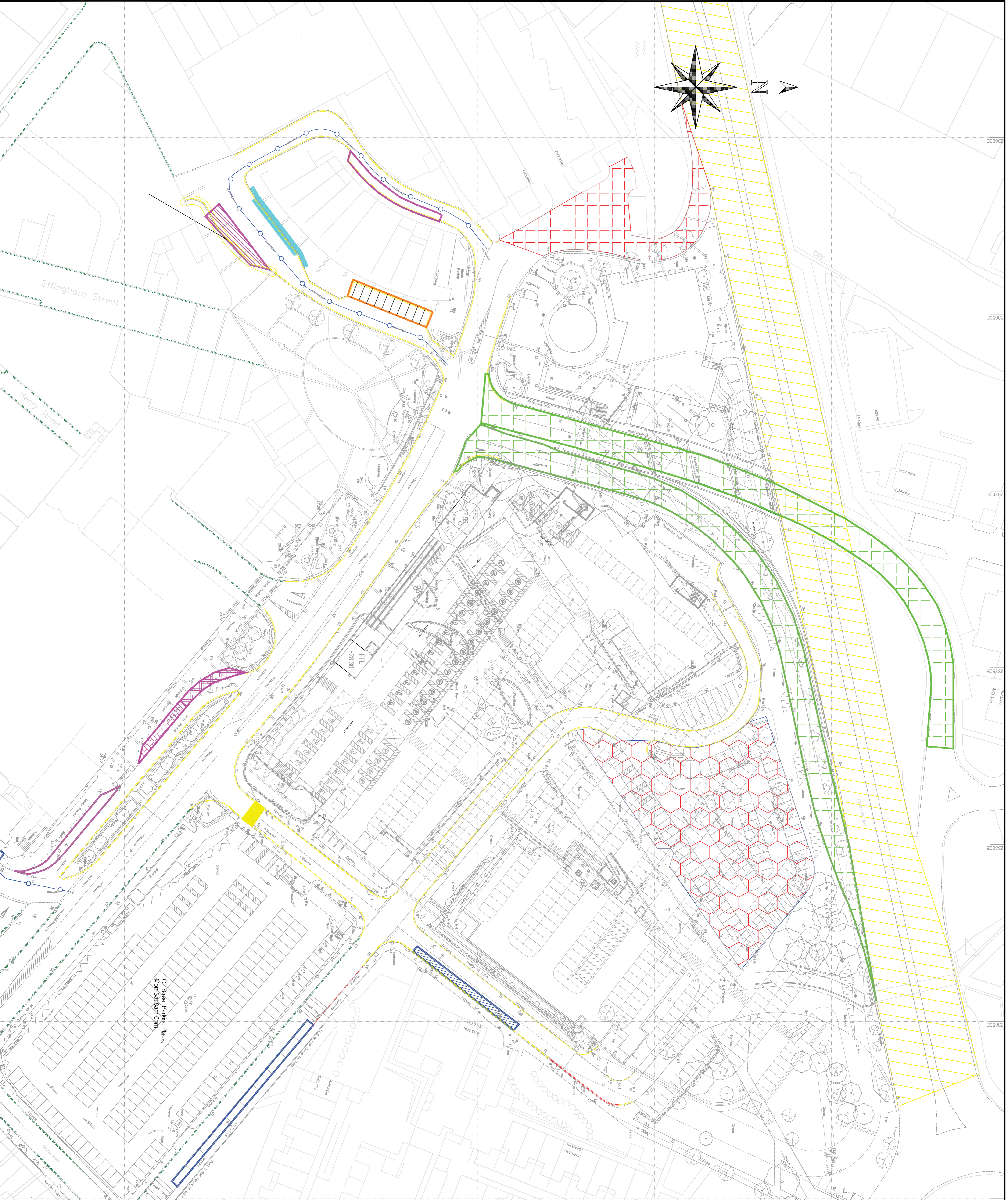
11. Background Papers and Consultation

Appendix A – Drawing No 126/18/TT588 Existing TROs to be revoked

Appendix B – Drawing No 126/18/TT589 Proposed TROs

Appendix C – Drawing No 126/18/TT597 Revised TRO Proposals

Contact Name : *Simon Quarta, Assistant Engineer, Ext 54491*
Andrew Butler, Senior Engineer, Ext 22968



Strategic Director:
Karl Bakorsky Bsc (Hons) MTRP, MRTPI

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

Client:

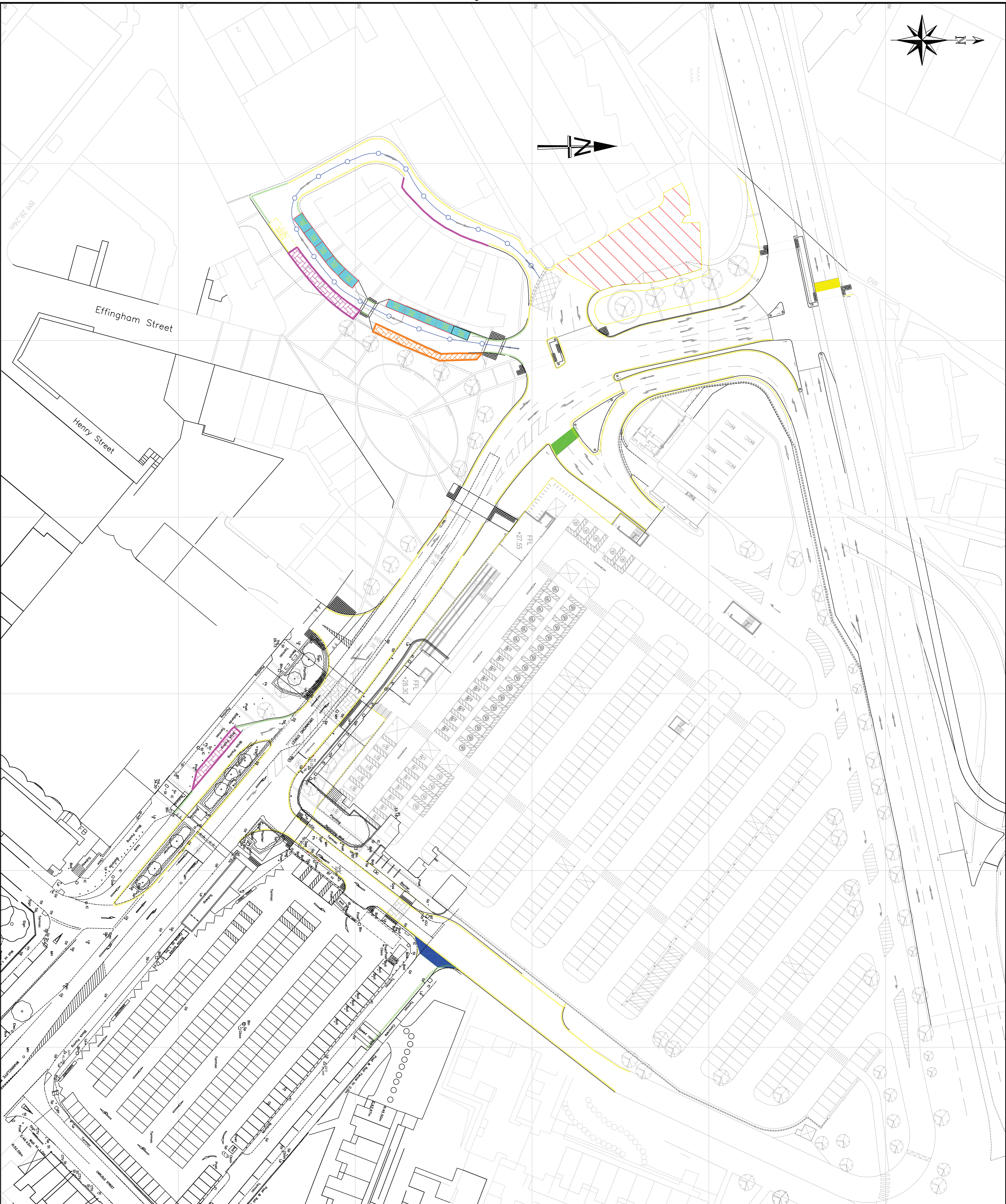
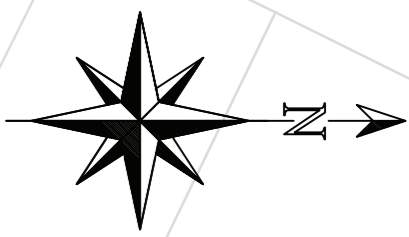
Key

- No Waiting At Any Time - No Loading At Any Time to be revoked
- No Waiting At Any Time to be revoked
- No Waiting At Any Time to be revoked
- 24 Hour Clearway to be revoked
- 24 Hour Clearway to be revoked
- 24 Hour Clearway to be revoked
- 24 Hour Clearway to be revoked
- 1 Hour Membership to be revoked
- 1 Hour Membership to be revoked
- 1 Hour Membership to be revoked
- 1 Hour Membership to be revoked
- Disabled Person Parking Places to be revoked
- Disabled Person Parking Places to be revoked
- Disabled Person Parking Places to be revoked
- Disabled Person Parking Places to be revoked
- Prohibition of Chilling except for Buses to be revoked
- Prohibition of Chilling except for Buses to be revoked
- Prohibition of Chilling except for Buses to be revoked
- Prohibition of Chilling except for Buses to be revoked
- Oil Street Parking Places like day & time to be revoked
- Oil Street Parking Places like day & time to be revoked
- Oil Street Parking Places like day & time to be revoked
- Oil Street Parking Places like day & time to be revoked
- Hierarchy Change Places At Any Time to be revoked
- Hierarchy Change Places At Any Time to be revoked
- Hierarchy Change Places At Any Time to be revoked
- Hierarchy Change Places At Any Time to be revoked
- Loading/Unloading - all days, 24 hours to be revoked
- Loading/Unloading - all days, 24 hours to be revoked
- Loading/Unloading - all days, 24 hours to be revoked
- Loading/Unloading - all days, 24 hours to be revoked
- Shared Loading Bay/Shared Parking Spaces
- Shared Loading Bay/Shared Parking Spaces
- Shared Loading Bay/Shared Parking Spaces
- Shared Loading Bay/Shared Parking Spaces
- Prohibited left turn to be revoked
- Prohibited left turn to be revoked
- Prohibited left turn to be revoked
- Prohibited left turn to be revoked
- One Way Street to be Revoked
- One Way Street to be Revoked
- One Way Street to be Revoked
- One Way Street to be Revoked
- Speed Restricted Road drops with Urban Chicanery to be revoked
- Speed Restricted Road drops with Urban Chicanery to be revoked
- Speed Restricted Road drops with Urban Chicanery to be revoked
- Speed Restricted Road drops with Urban Chicanery to be revoked

Rev	Description	Date	Initial	Chd.

Project Rotherham Civic Site

Title Traffic Regulation Orders to be Revoked	
Dwg. No. 126/18/TT588	Rev
Scales 1:500	Drawn S. Q.
Date Feb 2013	Chd. by A.S.B



Strategic Director:
Karl Battersby Bsc (Hons) MTP L MRTPI

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

Client:

Key

- No Waiting At Any Time - No Loading At Any Time
- No Waiting At Any Time
- Hackney Carriage Place 9pm - Midnight & Midnight-6am
- One Way Street
- Disabled Person Parking Place max stay 3 hours no return in 2 hours
- Shared Disabled Person Parking Place / Loading 9am-4pm
- Loading / Unloading All Day 24 Hours.
- No Entry Except For Buses
- Prohibition of Driving Absolute
- Prohibited of left turn
- Prohibited of right turn

Rev	Description	Date	Initial	Chd.

Title Proposed Traffic Regulation Orders

Project Rotherham Civic Site

Dwg. No. 126/18/TT589	Rev	
Scales 1:500		
Drawn S. Q.	Date Feb 2013	Chd. by A.S.B

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development
2.	Date:	Monday 22nd April 2013
3.	Title:	Carlisle Street Kilnhurst. Ward 16 Swinton Objection to proposed traffic calming scheme
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of an objection to the proposed traffic calming scheme on Carlisle Street, Kilnhurst

6. Recommendations

Cabinet Member resolves that:-

- a) The objection to the proposed traffic calming is not acceded to and the objector informed.**
- b) The detailed design of the proposed traffic calming is undertaken and the scheme implemented.**

7. Proposals and Details

As part of the planning agreement between the Council and the developer of a nearby housing estate, there is a legal agreement in place requiring the developer to provide traffic calming measures on Carlisle Street to mitigate any possible speeding problems in the future once the development is complete. Proposals have been submitted by the developer to introduce speed cushions which have been shown to successfully reduce vehicle speeds to around 25-30 mph depending upon the spacing of the features. Officers from Streetpride have undertaken the necessary consultation in order to facilitate the introduction of these features in accordance with the Road Hump Regulations. Following the public notices being placed on Carlisle Street one objection to the proposed speed cushions has been received (Appendix A).

The objection is based on the premise that speed cushions do not work and that a full width road hump would be a more suitable alternative as these will slow down all vehicles that have to travel over them. Whilst full width road humps do slow down all vehicles they are generally used on roads that will have very little heavy goods vehicle or no bus use. Speed cushions allow buses and larger vehicles such as HGVs to straddle the cushions and as such there is very little discomfort for passengers or outside noise created by the vehicles as they pass over them. It is intended that the proposed housing development will be served by a bus operator via Carlisle Street and as such a full width road hump would not be suitable.

The objector also requests that a feature similar to the priority working feature on Queen Street at Swinton be implemented, i.e. with a speed hump as part of the design. The proposed traffic calming features will include a priority working under the railway bridge but it is not deemed necessary to have these features elsewhere along Carlisle Street as the proposed speed cushions will have the desired effect of reducing vehicle speeds.

8. Finance

The scheme is funded by the developer and as such there is no direct cost implication for the Council. However, if the scheme is not implemented at this moment in time and complaints are subsequently received about vehicle speeds from existing residents and those that may move there in the future any resulting traffic calming measures on Carlisle Street would have to rely on the Council's own funding sources. It is estimated that the scheme would cost in the region of £20,000.

9. Risks and Uncertainties

None

10. Policy and Performance Agenda Implications

The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated road safety and casualty reduction strategy for improving road safety.

11. Background Papers and Consultation

Ward Members have been consulted as part of the consultations for the proposed traffic calming scheme. Whilst no objections to the traffic calming were received, concerns were received with regard to how soon the proposals would be implemented.

A copy of the objection is attached as Appendix A.

Location map attached as Appendix B

Contact Name: *Nigel Davey, Engineer, Ext. 22380,
nigel.davey@rotherham.gov.uk*

Appendix A

Mrs
Muirfield Ave
Swinton
Rotherham
South Yorkshire
S64

David Burton
Director of Streetpride Service
Riverside House
Main Street
Rotherham
S60 1AE

Dear David

With regards to your recent correspondence 15 Feb 2013. Re:Carlisle Street, Kilnhurst. Proposed installation of traffic calming measures in the proposed areas, however the 'speed cushions similar to those on Lime Grove) are totally unsuitable. Considering the volume of traffic entering and exiting via the bridge, these measure/cushions do not slow pedal cyclists, motorbikes, MPV or larger lorries. Therefore they will not have the desired effect of slowing down all traffic in this area. May I suggest that road bumps are placed continuously across the road from one side to the other and also may I suggest that adjacent to 12 Muirfield Avenue, traffic calming measures are introduced which are similar to the ones on Queen Street nearest to the junction with Queens Avenue. These appear to have the desired effect.

I have also concerns with regards to the access to the field which is adjacent to my property. As we have previously experience damage and nuisance in the past, (this access leads from Muirfield Avenue Directly on to the field and I was wondering if this could be closed off before all the houses are built on the old Croda site as I do not what to be experiencing the same problems as I did previously.

I trust you will give my comments/suggestions the utmost consideration and look forward to your response.

Kind regards

.....

THE FOLLOWING REPRESENTATION WAS RECEIVED AFTER THE
STATUTORY DEADLINE OF 15 MARCH 2013

Thank you for your response and assistance and thank you for your considerations.

As a company we have been trading at the below address in excess of 25 years we feel that we need to object to the installations of the speed humps. we pride ourselves on the easy trouble free access to our storage facility that we have always had it is one of the main reasons that we gain our customers.

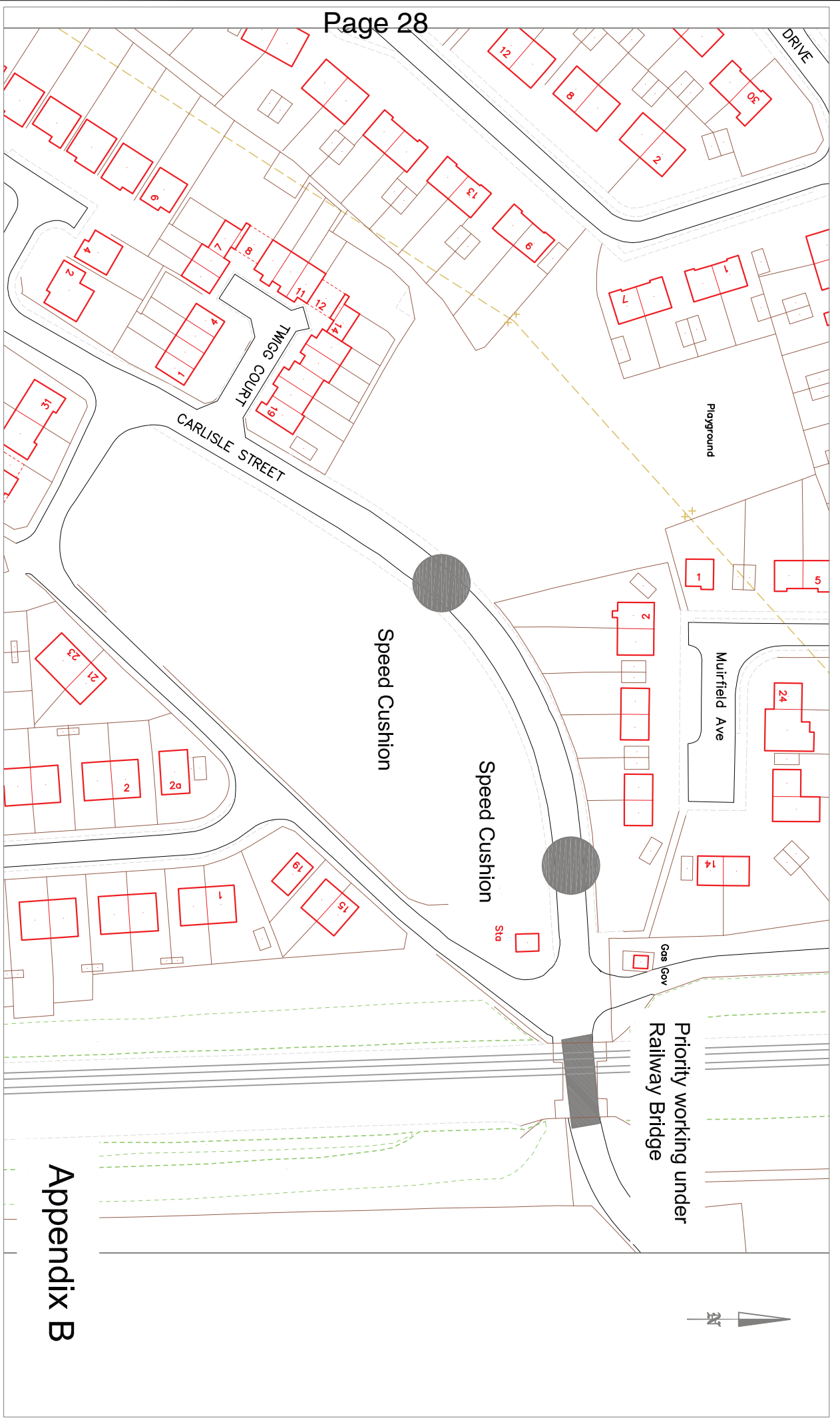
if we were to have the speed humps I believe they would cause a problem of possible damage to our customers vehicles as the width of the ramp is greater than the width of the axle of the caravans and therefore the caravans would tilt and thus causing the caravan and its contents to lean this can cause damage to the caravan and its contents.

our prospective customers would look at this access as a negative when they are looking at storing a caravan at this site and would go else where.

i feel that if a speed restriction is needed then the ramps should be beyond our access point with in the estate that it is required for.

on behalf of our customers and ourselves thank you for your considerations

Mr & Mrs Young
Days Caravan Storage
The Narrows
Carlisle Street
Kilnhurst
Rotherham
S64 5UZ



Appendix B

Client:

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

Title
 Carlisle Street Klinhurst
 Speed Cushion Locations

Dwg. No. 126/WS

Scales (if A4) NTS

Drawn N Davey

Date April 13

Chd. by



Strategic Director
 Karl Bateman BSc (Hons) MPhil MSc

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 22nd April 2013
3.	Title:	Rotherham Town Centre experimental night time taxi ranks
4.	Programme Area:	Environment and Development Services

5. Summary

To seek authority to promote an experimental traffic regulation order to implement additional night time hackney carriage ranks on Moorgate Street and High Street in Rotherham town centre.

6. Recommendations

That Cabinet Member resolves to: -

- (a) Request that the Head of Legal Service promotes an experimental traffic regulation order the effect of which would be to introduce night time taxi ranks on High Street and Moorgate Street for 18 months from the date of implementation.**
 - (b) Request the Head of Legal Service makes the order permanent provided that no objections are received.**
-

7. Proposals and Details

Representatives of the Hackney Carriage Association and owners of some of the late night entertainment establishments near the Town Hall have requested that the Council gives consideration to additional taxi ranking space on High Street, Moorgate Street and The Crofts to satisfy the night time demand for taxis.

Colleagues in taxi licensing have agreed that the ranks would be beneficial from a road safety point of view as vehicles are currently 'trawling' for kerb space leading to sporadic obstruction of the highway.

Following discussions with local Ward Members, representatives of the Hackney Carriage Association, Private Hire companies and drivers it has been agreed to progress an experimental traffic order the effect of which will be to create further hackney carriage ranks on Moorgate Street and High Street as shown on drawing no. 126/18/TT591 attached at Appendix 'A'. The order would be effective for 18 months from implementation with the Director of Streetpride having the power to amend or suspend as appropriate should there be unforeseen issues. As part of the proposal the existing rank in front of the Imperial buildings will be suspended (a similar size rank will be effective on the opposite side of High Street).

South Yorkshire Police have offered their support for the proposal.

8. Finance

The cost of implementing an experimental order will be in the region of £3,500 and will be funded from Local Transport Plan Integrated Transport programme.

9. Risks and Uncertainties

Due to the limited width of the carriageway on The Crofts it has not been possible to implement a taxi rank on The Crofts and consequently there could still be instances where private hire vehicles and hackney carriages ply for trade which could cause an obstruction of the highway; this will be closely monitored by Streetpride and licensing officers.

10. Policy and Performance Agenda Implications

This initiative is in line with the Council's objectives of achieving safer roads and also accord with the Equalities Policy.

11. Background Papers and Consultation

Extensive consultation has been completed with representatives of the Hackney Carriage Association, representatives of the Private Hire drivers and operators, South Yorkshire Police and local Ward Members.

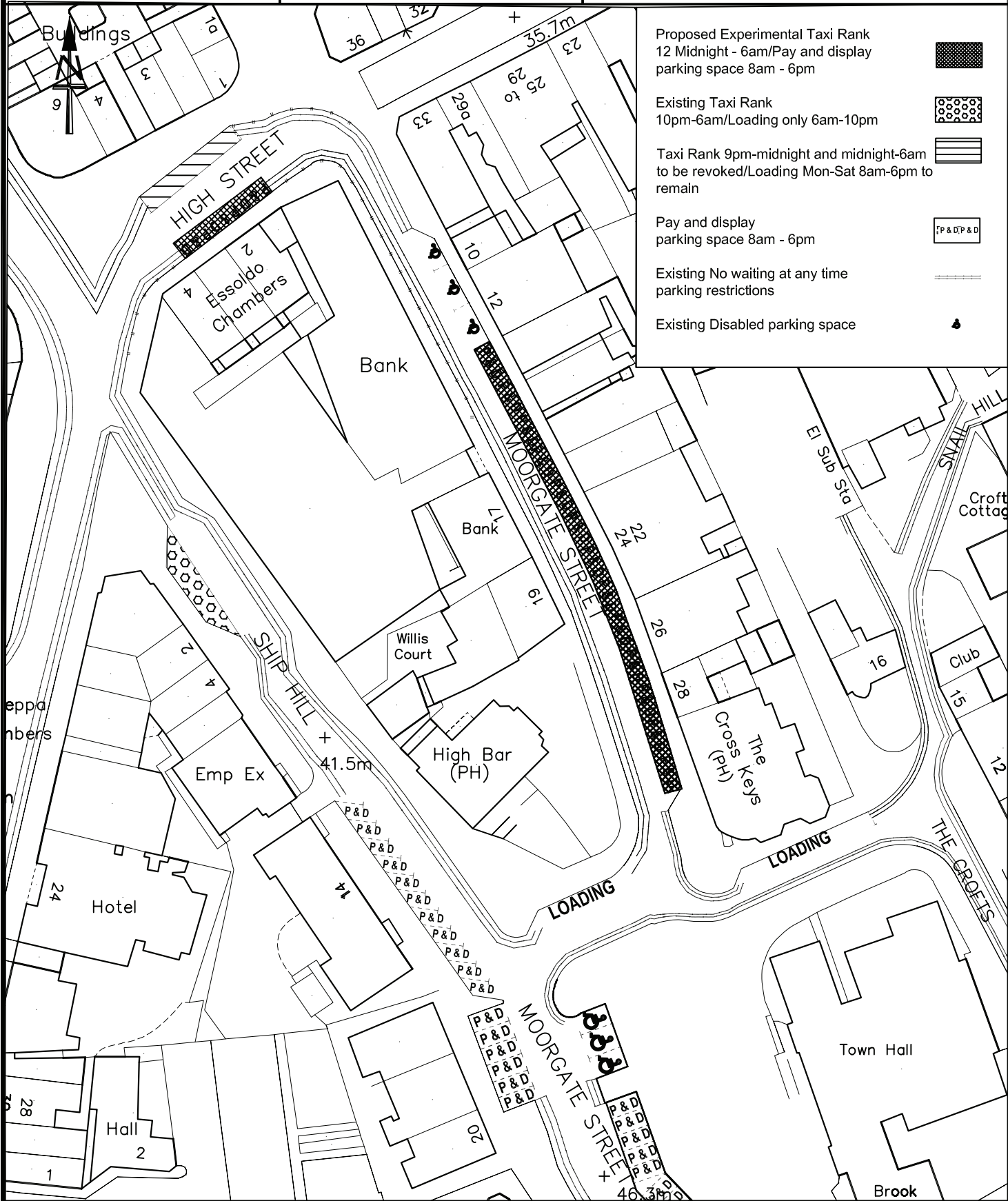
Contact Name:

Andrew Butler, Senior Traffic Engineer, Planning and Transportation, extension 22968, andy.butler@rotherham.gov.uk



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

Client:



- Proposed Experimental Taxi Rank
12 Midnight - 6am/Pay and display
parking space 8am - 6pm
- Existing Taxi Rank
10pm-6am/Loading only 6am-10pm
- Taxi Rank 9pm-midnight and midnight-6am
to be revoked/Loading Mon-Sat 8am-6pm to
remain
- Pay and display
parking space 8am - 6pm
- Existing No waiting at any time
parking restrictions
- Existing Disabled parking space

Title Proposed experimental taxi ranks – Moorgate Street and High Street,
Rotherham