

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Monday, 29th July, 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 15th July, 2013 (Pages 1 - 4)
5. Pinch Point Fund - Approved Schemes - M1 Junction 33, A630 Old Flatts Bridge, A630 Pool Green Roundabout (Pages 5 - 8)

Extra Item:-

6. Petition objecting to the removal of the experimental Closure of Broom Avenue (Pages 9 - 12)
7. Date and time of next meeting - Monday, 2nd September, 2013 at 10.30 am

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
Monday, 15th July, 2013

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

Apologies for absence were received from Councillors Clark and Dodson.

G23. MINUTES OF THE PREVIOUS MEETING HELD ON 1ST JULY 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 1st July, 2013, be approved as a correct record for signature by the Chairman.

G24. MINUTES OF A MEETING OF THE RMBC TRANSPORT LIAISON GROUP HELD ON 26TH JUNE, 2013

Consideration was given to the minutes of a meeting of the Transport Liaison Group held on 26th June, 2013.

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

G25. APPOINTMENTS TO OUTSIDE BODIES/MEMBERSHIPS OF SUB-GROUPS/PANELS ETC - 2013-2014 MUNICIPAL YEAR

Resolved:- That the following appointments be made to the outside bodies and sub-groups and panels for the 2013/2014 Municipal Year:-

Association of Public Service Excellence: -
Cabinet Member for Regeneration and Development: - Councillor G. Smith.

Chesterfield Canal Partnership: -
Councillor J. Falvey, Chair of the Improving Places Select Commission.

Dearne and Dove Internal Drainage Board: -
Councillor A. Atkin.

Planning Aid Community Champion: -
Vice-Chair of the Planning Board, Councillor Dodson,

Robin Hood Airport Consultative Committee: -
Councillor A. Gosling (substitute: - Councillor A. Atkin).

Trans-Pennine Trail: -
Councillor B. Dodson, Vice Chair, Planning Board (substitute: - Councillor G. Smith).

Trent Regional Flood and Coastal Committee:-
Councillor Christine Mills (Doncaster MBC), with Councillor G. Smith as the deputy/ substitute.

ROTHER VALLEY COUNTRY PARK MEMBERS STEERING GROUP

Cabinet Member, Culture and Tourism, Councillor Rushforth
Cabinet Member, Regeneration and Development, Councillor G. Smith, (also Ward 6 (Holderness))
Ward 6 (Holderness):- Councillors Pitchley and Robinson
Ward 11 (Rother Vale):- Councillors Lelliott, R. S. Russell and Swift
Ward 18 (Wales):- Councillors Beck, Watson and Whysall

ROTHERHAM LOCAL PLAN MEMBERS' STEERING GROUP

Cabinet Member for Regeneration and Development (Chair), Councillor Smith
All other Cabinet Members
Senior Adviser, Regeneration and Development, Councillor Clark
Adviser, Regeneration and Development, Councillor Godfrey
Chair, Planning Board, Councillor Pickering
Vice-Chair, Planning Board, Councillor Dodson
Chair, Overview and Scrutiny Management Board, Councillor Whelbourn
Chairs of the four Select Commissions
Ward Councillors (when required)

Parish Liaison Committee: - (General and Ad Hoc Meetings):-

Cabinet Member, Regeneration and Development (Chair), Councillor Smith
Senior Adviser, Regeneration and Development, Councillor Clark
Adviser, Regeneration and Development, Councillor Godfrey
Chair, Planning Board - Councillor Pickering
Vice-Chair, Planning Board - Councillor Dodson
and, as required:-
Cabinet Member for Culture and Tourism, Councillor Rushforth
Cabinet Member for Waste and Emergency Planning, Councillor R. S. Russell

Transport Liaison Panel:-

The Leader, Councillor Stone
The Deputy Leader, Councillor Akhtar
Cabinet Member for Regeneration and Development & SYITA Representative - Councillor Smith (Chair),
SYITA Representative, Councillor R. S. Russell

and one member from each Electoral Ward as follows:-

| | | |
|------------------|---------------------|---------------------|
| Ward 1 – Burton | Ward 9 – Beaumont | Ward 17 – Pickering |
| Ward 2 – Wootton | Ward 10 – Whelbourn | Ward 18 – Whysall |
| Ward 3 – Ahmed | Ward 11 – Swift | Ward 19 – Atkin |
| Ward 4 – Falvey | Ward 12 – Dodson | Ward 20 – Hoddinott |
| Ward 5 – Andrews | Ward 13 – Sims | Ward 21 – Goulty |

Ward 6 – Pitchley Ward 14 – G. A. Russell
Ward 7 – Roche Ward 15 – Mannion
Ward 8 – Barron Ward 16 – License

G26. WAVERLEY TO HANDSWORTH GREENWAY (FOOTWAY AND CYCLEWAY)

Consideration was given to a report presented by the Transportation and Highways projects Manager seeking endorsement for the construction of the Waverley to Handsworth Greenway, a shared use footway and cycleway linking the Waverley new community and the Advanced Manufacturing Park in Rotherham with Handsworth in Sheffield. Members noted that there is already agreed funding for this project from the South Yorkshire Local Transport Plan countywide allocation and a small amount of additional design funding from the Local Sustainable Transport Fund. Harworth Estates, the land owner, have confirmed their support of the scheme. A plan of the proposed route of the footway and cycleway was appended to the submitted report.

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

(2) That the necessary legal authorisations be sought from Harworth Estates, in order to construct the Waverley to Handsworth Greenway shared use footway and cycleway.

(3) That, subject to receiving the legal authorisations referred to at resolution (2) above, the construction of the Waverley to Handsworth Greenway project be approved.

G27. 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)).

G28. ROTHERHAM TOWN CENTRE - BUSINESS VITALITY GRANT

Consideration was given to a report presented by the Business Investment Officer concerning a request for the approval of a Business Vitality Grant for a retail shop situated within the Rotherham town centre.

Members noted 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. The report stated that this project satisfies the eligibility criteria of the Scheme.

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

(2) That, in accordance with the details contained in the report now submitted:-

(a) a capital grant of £2,264 be approved towards the fitting out of these retail premises; and

(b) a rental contribution be approved, to provide 50% of annual rent (ex. VAT) in year 1 and 25% of annual rent (ex. 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.

| |
|------------------------------------------------------|
| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
|------------------------------------------------------|

| | | |
|-----------|------------------------|-----------------------------------------------------------------------------------------------------------------|
| 1. | Meeting: | Cabinet Member for Regeneration and Development |
| 2. | Date: | 29th July 2013 |
| 3. | Title: | Pinch Point Fund – Approved Schemes – M1 Junction 33, A630 Old Flatts Bridge, A630 Pool Green Roundabout |
| 4. | Programme Area: | Streetpride |

5. Summary

To report the successful funding bids for amendments to the M1 Junction 33, A630 Old Flatts Bridge, and A630 Pool Green Roundabout from the Department for Transport (DfT) Pinch Point Fund. To approve the details of the scheme at M1 Junction 33 scheduled to be implemented by the Highways Agency, and seek an exemption from standing order 48.2.1 (requirement to invite three tenders for a contract with an estimated value of between £50,000 and £500,000) in order that WSP Development and Transportation can be commissioned to undertake the required traffic modelling to assist with the successful delivery of the two local schemes (Old Flatts Bridge and Pool Green Roundabout).

6. Recommendations

Cabinet Member is asked to resolve that

- (i) **The proposals to improve the capacity of the M1 Junction 33 by widening the southbound motorway off-slip and part of the circulatory carriageway are supported in accordance with drawing number 1043388/132/100/001, attached, subject to satisfactory amendments to the MOVA control strategy and controller linking being agreed by the Council.**
- (ii) **Authorisation be given to the Director of Streetpride to exercise his delegated powers in approving an agreement under Section 4 of the Highways Act 1980 to enable the Highways Agency to undertake the works on the Local Highway Authority Network.**
- (iii) **An exemption from Standing Order 48.2.1 (requirement for contracts valued Between £50,000 and £500,000) be granted and that the Council commissions WSP Development and Transportation to undertake the required scheme assessment and traffic modelling associated with the local pinch point schemes.**

7. Proposals and Details

The Department for Transport (DfT) has recently funded a number of projects across the Country in order to stimulate the economy, promoting economic growth through a pinch point fund. This fund is subject to a competitive bidding process both for the Strategic Highway Network (Highways Agency) and the Local Highway Network (Local Authorities).

Cabinet Member will recall the proposals for the M1 Junction 33, detailed in the report submitted to the meeting held on 7th January 2013. Phase 1 of those proposals has now been implemented (the widening of the Northbound Off-slip), and phases 2 and 3 (widening of the southbound off slip and the circulatory carriageway) are programmed to be constructed between November 2013 and April 2014, subject to approval from Rotherham Borough Council. The overall scheme should provide significant capacity improvements and the proposed layout (drawing reference 1043388/132/100/001) is attached as an appendix to this report. It is critical that the Council approves the detail of the MOVA control strategy for the junction and oversees the implementation of this strategy, as the successful operation of the junction is dependent on the appropriate control strategy being adopted. The Council is seeking to recover its associated costs from the Highways Agency in this respect.

Rotherham Borough Council has made bids into the Local Pinch Point fund in order to seek funding for two critical projects; A630 Old Flatts Bridge Maintenance Scheme, and A630 Pool Green Roundabout, conversion from a roundabout to a signalised cross road. WSP Development and Transportation assisted the Council with the preparation of the business cases for both schemes, which were both supported by the DfT for funding. These two bids form part of only three successful bids from authorities in South Yorkshire.

To deliver the Old Flatts Bridge Maintenance scheme, it is essential to demonstrate that the works methodology will not cause unacceptable disruption to the operation of the motorway and M1 Junction 33, some 400m away. The works methodology will need to be demonstrated to the Highways Agency to satisfy any concerns over possible disruption to the Strategic Highway Network, and this is likely to be achieved through traffic modelling. WSP Development and Transportation already have access to a traffic model around the M1 Junction 33 and therefore are best placed to undertake this work, as it will negate the requirement to build a new traffic model, which would be both time consuming and result in significant additional cost.

The preliminary design and assessment for the Pool Green Roundabout project was undertaken in isolation, for the purpose of the bid. Cabinet Member will be aware of the significant changes to the highway network around the A630 Centenary Way, particularly with the developments off Main Street and the relocation of the Tesco superstore. It is essential that when considering the detail of the proposals to implement a signalised crossroad at this critical location, the full impact of the changes in the area are assessed to ensure the optimum junction is implemented. WSP Development and Transportation are already appointed by the South Yorkshire Passenger Transport Executive (SYPTe) under a framework contract to update the micro-simulation traffic model along the A630 and A633 which includes up to College Road Roundabout. It would be appropriate to commission WSP to extend the model to incorporate the inclusion of Pool Green Roundabout and junctions within the area of influence of the proposals in the town centre; the new signalised cross roads scheme would then be incorporated within the model and assessed in light of the imminent changes to the network.

It is anticipated that the commission to undertake the modelling works and assessment for both projects will be in the order of £55,000. The actual hourly rates to be applied by the Consultant will be those stated in the Transport for Greater Manchester framework contract, utilised by the SYPTE for their modelling requirements; thus ensuring value for money for the Authority. In order to appoint, the report seeks approval for exemption to standing order 48.2.1.

8. Finance

The works for the improvements to M1 Junction 33 are being undertaken by the Highways Agency and therefore there are no direct financial implications to consider. In respect of the two local projects, Department for Transport funding to the value of £5.3M has been secured through the Pinch Point Fund, with £2.3M being locally funded through the Local Transport Plan fund allocation 2014/15, and the Council's Capital Programme.

9. Risks and Uncertainties

Failure to undertake the appropriate traffic modelling to ensure a suitable construction method is determined for the Old Flatts Bridge Maintenance project may jeopardise the deliverability of project. The imminent changes to the highway network in the vicinity of the A630 Centenary Way are such that if the traffic modelling and assessment which will influence the details of the cross roads scheme is not undertaken, there is the potential for the scheme not to fulfil its aims and objectives and therefore not meet the DfT's requirements for scheme evaluation following implementation.

10. Policy and Performance Agenda Implications

The scheme accords 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.

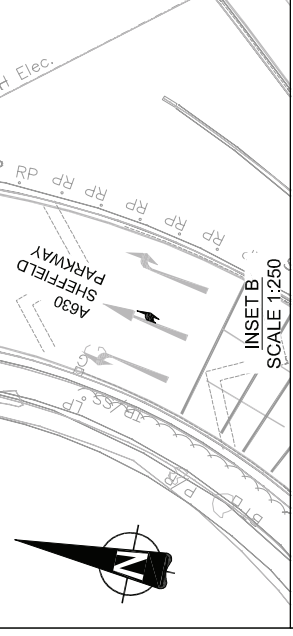
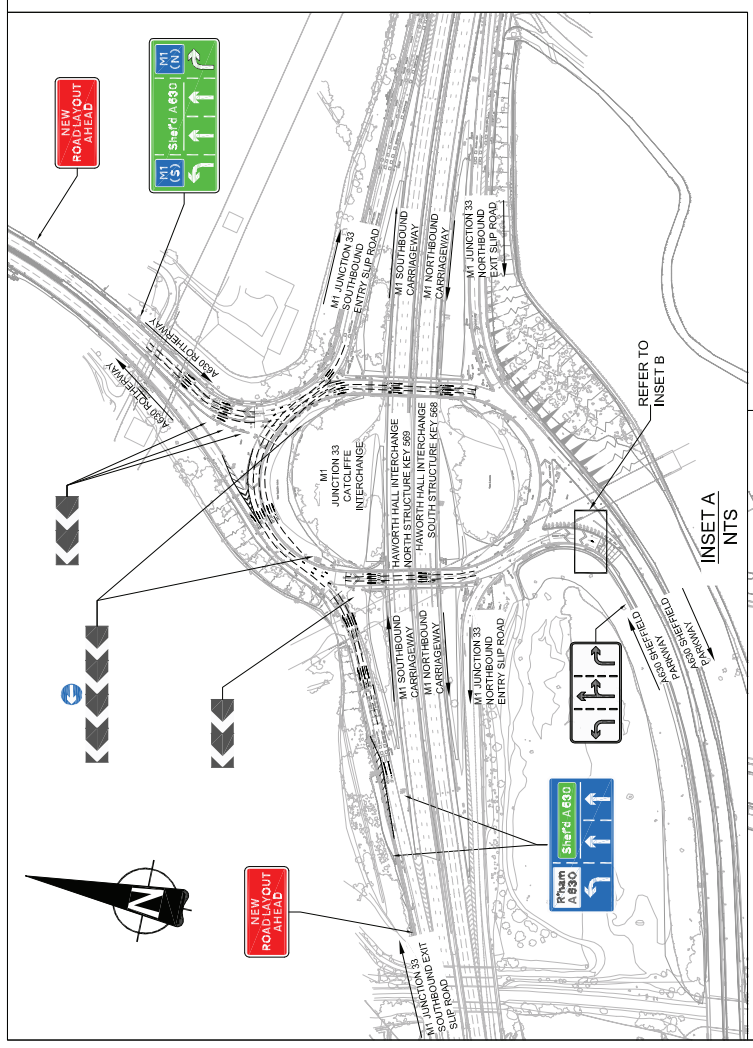
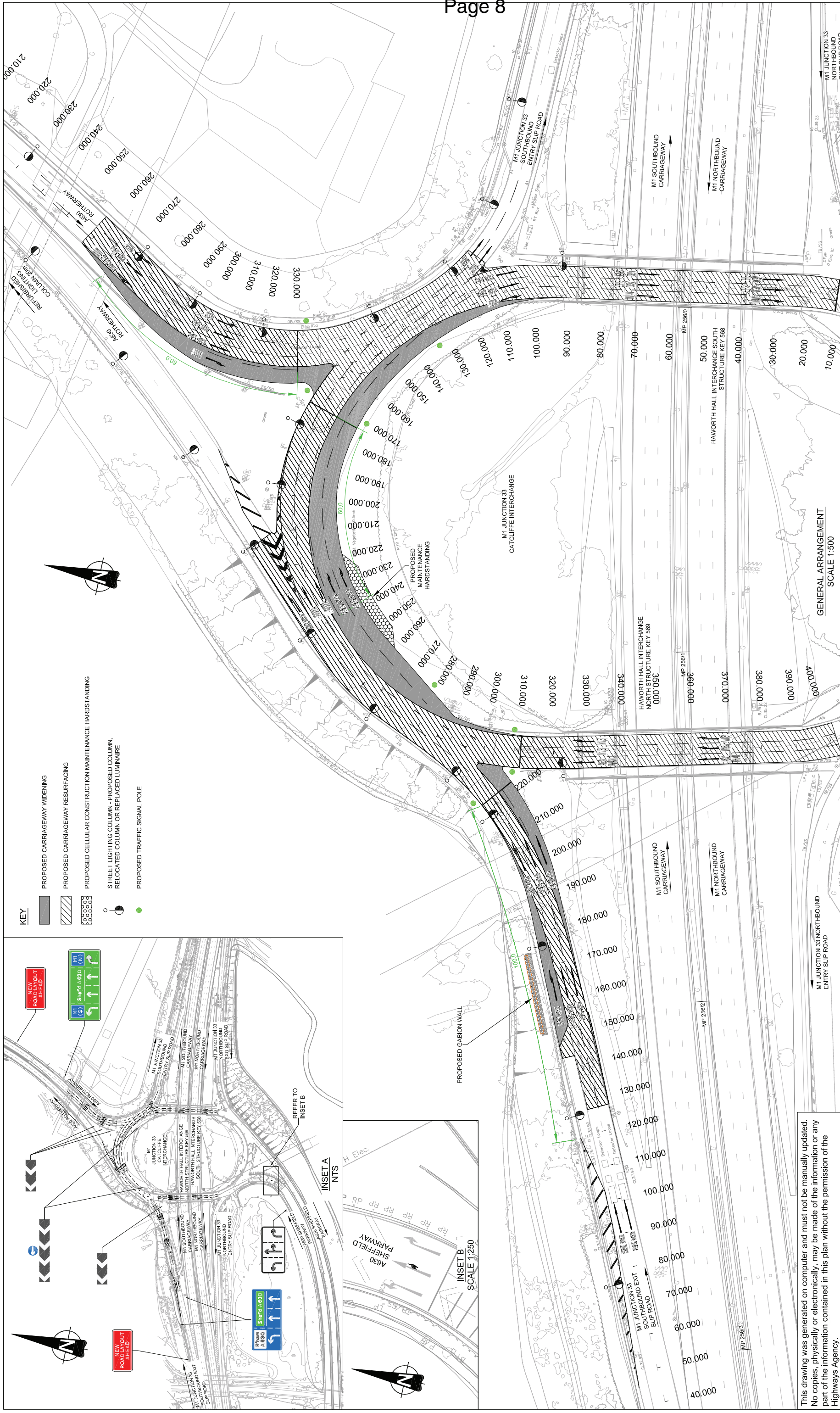
11. Background Papers and Consultation

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

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

Appendix

Drawing 1043388/132/100/001 M1 Junction 33 Pinch Point Scheme General Arrangement



- KEY**
- PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED CARRIAGEWAY RESURFACING
 - PROPOSED CELLULAR CONSTRUCTION MAINTENANCE HARDSTANDING
 - STREET LIGHTING COLUMN - PROPOSED COLUMN, RELOCATED COLUMN OR REPLACED LUMINAIRE
 - PROPOSED TRAFFIC SIGNAL POLE

This drawing was generated on computer and must not be manually updated. No copies, physically or electronically, may be made of the information or any part of the information contained in this plan without the permission of the Highways Agency.

| | | | | | | | |
|-----------------------------------|----------------------------------------|------------------------|-------|-----------------|----------|--------------------------------------------------------------|----------------|
| Client | | HIGHWAYS AGENCY | | Project | | M1 Junction 33 Southbound Exit Slip Road Widening | |
| Issued only for purpose Indicated | | DRAFT | | Checked | | TK | |
| 3 | Revised layout | CMC | TK | Date | 13.06.13 | Approved | JC |
| 2 | Revised circulatory carriageway layout | CMC | TK | Date | 13.06.13 | Scale | AS SHOWN AT A1 |
| Iss: | Amendment | By | Chkd. | Date | 03.06.13 | Job No. | 1043388 |
| | | | | Drawn | | CMC | |
| | | | | Date | | 03.06.13 | |
| | | | | Title | | M1 Junction 33 Pinch Point Scheme General Arrangement | |
| | | | | MCL Drawing No. | | 1043388/132/100/001 | |
| | | | | Issue: | | 3 | |
| | | | | Sheet No. | | Sheet 1 of 1 | |

mouchel
 building great relationships
 St. Johns House, Queen Street
 Manchester, M2 5JB
 Tel: 0161 832 4542
 Fax: 0161 835 2038

| |
|------------------------------------------------------|
| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
|------------------------------------------------------|

| | | |
|-----------|---------------------|--------------------------------------------------------------------------------------|
| 1. | Meeting: | Regeneration and Development |
| 2. | Date: | 29 July 2013 |
| 3. | Title: | Petition objecting to the removal of the experimental Closure of Broom Avenue |
| 4. | Directorate: | Environment and Development Services |

5. Summary

To inform Cabinet Member of the receipt of a 91 signature petition objecting the to the resolution to remove the experimental closure of Broom Avenue at its junction with Wickersley Road

6. Recommendations

Cabinet Member is asked to resolve that

- i. that the experimental closure be rescinded**
- ii. the petition not be acceded to**
- iii. the petitioners be informed accordingly**
- iv. junction improvements as proposed in minute No 3 of 3rd June 2013 be implemented**

7. Proposals and Details

Following a resolution by Cabinet Member to rescind the experimental closure of Broom Avenue at its junction with Wickersley Road (Minute No of 3rd June 2013 refers) a 91 signature petition objecting to this has been received attached as Appendix A. This petition raised three key issues which were:-

1. **The report did not properly reflect the opinions of the residents of Broom Avenue and Oakwood Drive.**
2. **The report did not consider alternatives to address the concerns of the residents of Ledsham Road.**
3. **The report did not consider alternative options for changes to Broom Avenue**

Initially residents of Broom Avenue and Oakwood Drive contacted the Council with concerns about the speed and volume of traffic on Broom Avenue. An investigation at this time indicated that the Council could not justify any traffic calming measures as there were no recorded injury accidents and measured speeds were appropriate for a 30 mph Road.

However we identified through our local safety scheme programme an accident hotspot at the junction with A6021 Wickersley Road, Broom Avenue and Middle Lane South. Measures to address this through restricting traffic entering Broom Avenue, could also alleviate concerns originally expressed by Broom Avenue and Oakwood Drive residents by removing non residential traffic.

Consequently the Council consulted residents of Broom Avenue, Beechwood Road, Ledsham Road, Oakwood Drive, Vernon Road, and parts of Wickersley Road and Broom Lane (approximately 221 households) on the following options:-

- Close Broom Avenue where it joins Wickersley Road
- Stop traffic turning into Broom Avenue from Wickersley Road but allow traffic to turn out of Broom Avenue into Wickersley Road. (One way out of Broom Avenue.
- Neither of these.

92 responded, 40 of which supported the closure, 13 supported the one way option and 36 did not support either option. Of the Broom Avenue and Oakwood Drive residents who responded, 30 supported the closure, 8 supported one way and 15 supported neither option.

Due to the relatively low support, and so that the Council could evaluate the impact of the closure, it was resolved to implement the closure on an experimental basis. This would give residents the opportunity to consider their views on the closure.

A post implementation consultation exercise was then carried out. On this occasion 134 responses were received with a majority of 71 to 63 opposing the retention of the closure. Some of those supporting the removal of the closure lived on the roads surrounding Broom Avenue whilst understandably more of those in favour of retaining the closure lived on Broom Avenue.

| Summary of responses by Road | | |
|-------------------------------------|-----------------------------|-----------------------------|
| | Yes (Retain Closure) | No (Rescind Closure) |
| Broom Avenue | 43 | 10 |
| Broom Lane | 0 | 6 |
| Ledsham Road | 0 | 14 |
| Beechwood Road | 4 | 13 |
| Vernon Road | 8 | 18 |
| Oakwood Drive | 7 | 6 |
| Wickersley Road | 1 | 4 |
| Total | 63 | 71 |

In light of the results of the consultation with residents' and other objections received, a report was submitted to Cabinet Member recommending the removal of the closure.

The report highlighted the results of the latest consultation exercise as this is the most current representation of public opinion. It is not unreasonable to for some people to change their view of the closure once they have lived with it. Indeed some of the signatories of the petition previously responded to the written consultation supporting the removal of the closure.

As there was a majority of support for removal of the closure and because of the previously identified accident hotspot had diminished, there was no justification for the Council to implement further measures..

When the experimental closure was implemented and large volumes of traffic were reported to be using Ledsham Road, measures to ameliorate this were considered. A point closure of one end of Ledsham Road could not be implemented because there was insufficient room to create a turning head.

It was found that the largest volume of traffic entering Ledsham Road was coming from Wickersley Road. A one way plug to prevent vehicles entering Ledsham Road from Wickersley Road could remove a significant volume of traffic, but overall the volume in this one direction would have still been greater than pre-closure two way traffic flow. Also traffic speeds can increase on one way roads with no opposing traffic flow. In view of this, and in particular the overall lack of support from residents for continuing the experimental closure, there was no justification to promote this option to Ledsham Road residents.

As previously stated the option of allowing one way traffic only out of Broom Avenue onto Wickersley Road, had been included in the original consultation with residents. However there was little support for this with only 13 residents choosing this option. Current traffic figures suggest this would have still resulted in a high volume of traffic using Ledsham Road. In view of this a one way option for Broom Avenue was not included in the report on the 3rd of June.

However the report of the 3rd June acknowledged that accessibility improvements, including a refuge on Broom Avenue at its junction with Wickersley Road should be implemented and that this scheme will serve to control vehicle speeds into and out of Broom Avenue

It is therefore recommended that the decision on the 3rd June 2013 to rescind the experimental closure and implement a scheme of accessibility improvements is reiterated.

8. Finance

Implementation of the previous resolution (Minute No of 3rd June 2013) will cost approximately £30,000 funded from the Local Transport Plan Integrated Transport Block grant for 2013/14.

9. Risks and Uncertainties

None further to those reported on 3rd June 2013

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3 policy S to encourage active travel and develop high quality cycling and walking networks, policy W To encourage safer road use and reduce casualties on our roads, policy Y to focus safety efforts on vulnerable road groups

11. Background Papers and Consultation

The results of the review were discussed with Members from the Valley Ward.

Appendix A - Petition from residents of Broom Avenue.

Contact Name : *Simon Quarta, Assistant Engineer, Ext 54491*
Simon.Quarta@rotherham.gov.uk