

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Monday, 2nd September, 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 29th July, 2013 (Pages 1 - 3)
5. Opening of Offers (report herewith) (Pages 4 - 5)
6. MARE (Managing Adaptive Responses to the Environment) - Closure of Project and CAMINO (Climate Adaptation Management) - Proposed Advent of Project (report herewith) (Pages 6 - 8)
7. Local Nature Reserve status for the Centenary Riverside urban wetland nature park (report herewith) (Pages 9 - 14)
8. The Designation of a Conservation Area Extension, Moorgate (report herewith) (Pages 15 - 19)
9. Bramley Crossroads LTP Works (report herewith) (Pages 20 - 23)
10. Proposed Shared Use Footway: A633 corridor between St Ann's Roundabout and Great Eastern Way Roundabout, Parkgate (report herewith) (Pages 24 - 30)
11. Proposed Improvements to A6021 Hollowgate/A618 Moorgate Road Junction (report herewith) (Pages 31 - 34)

12. Fenton Road, Bradgate - Proposed Controlled Pedestrian Crossing and Cycle Improvement Scheme (report herewith) (Pages 35 - 37)
13. Proposed 2013/14 Local Safety Scheme Programme (report herewith) (Pages 38 - 41)
14. Sustainability Appraisal of Final Draft Sites and Policies Document (report herewith) (Pages 42 - 45)
15. Environment and Development Services Revenue Budget Monitoring Report 2013/2014 (Pages 46 - 50)
16. Exclusion of the Press and Public
The following items are 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).
17. Petition Requesting Removal or Modification of Anti-Motorcycle Barriers, Birchwood, Rawmarsh (report herewith) (Pages 51 - 60)
18. Rotherham Town Centre - Applications for Business Vitality Grant (report herewith) (Pages 61 - 72)
19. Date and time of next meeting - Monday, 7th October, 2013 at 10.30 a.m.

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
29th July, 2013

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

Apologies for absence were received from Councillor Clark.

G29. MINUTES OF THE PREVIOUS MEETING HELD ON 15TH JULY, 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 15th July, 2013, be approved as a correct record for signature by the Chairman.

G30. PINCH POINT FUND - APPROVED SCHEMES - M1 JUNCTION 33, A630 OLD FLATTS BRIDGE, A630 POOL GREEN ROUNDABOUT

Further to Minute No. 93 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 Highways Design and Bridges Manager concerning the successful bids from the Department for Transport Pinch Point Fund for funding for amendments to (i) the M1 Junction 33, A630 Old Flatts Bridge and (ii) the A630 Pool Green roundabout, Rotherham. The submitted report sought approval for the details of the scheme at M1 Junction 33, scheduled to be implemented by the Highways Agency and also 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 might be commissioned to undertake the required traffic modelling to assist with the successful delivery of these two local schemes.

Discussion took place on the traffic management implications of the construction works in respect of these two schemes.

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

(2) That the proposals to improve the capacity of the M1 Junction 33, by widening the southbound motorway off-slip and part of the circulatory carriageway be supported, in accordance with the details shown on drawing number 1043388/132/100/001 submitted and subject to satisfactory amendments to the MOVA control strategy and controller linking being agreed by the Council.

(3) That the Director of Streetpride shall exercise his delegated powers in approving an agreement under Section 4 of the Highways Act 1980, to enable the Highways Agency to undertake the appropriate works on the Local Highway Authority network.

(4) That an exemption from Standing Order 48.2.1 (requirement for contracts valued between £50,000 and £500,000) be granted and the Council shall commission WSP Development and Transportation to undertake the required scheme assessment and traffic modelling associated with these two local pinch point schemes at the M1 Junction 33 (A630 Old Flatts Bridge) and at the A630 Pool Green roundabout.

G31. PETITION OBJECTING TO THE REMOVAL OF THE EXPERIMENTAL CLOSURE OF BROOM AVENUE

Further to previous minutes of meetings of the Cabinet Member and Advisers for Regeneration and Development (Minute No. 7 of the meeting held on 3rd June, 2013 and Minute No. 19 of the meeting held on 1st July, 2013) consideration was given to a report presented by the Senior Traffic Engineer concerning the receipt of a petition, containing 91 signatures, from residents of the Broom Avenue, Beechwood Road and Oakwood Drive area, objecting to the proposal to rescind the experimental closure of Broom Avenue at its junction with the A6021 Wickersley Road (opposite the junction with Middle Lane South).

The submitted report described the proposed scheme to improve road safety at the re-opened highway junction.

This petition had raised three issues, which were:-

(i) the officers' report (considered on 3rd June 2013) did not properly reflect the opinions of the residents of Broom Avenue and Oakwood Drive;

(ii) the same report did not consider alternatives to address the concerns of the residents of Ledsham Road; and

(iii) the same report did not consider alternative options for changes to Broom Avenue.

Members deliberated on the contents of the report submitted to today's meeting, the petition, Ward Councillors' views, the feedback received and comments made by many residents as part of the public consultation exercise and also the budget and financial implications of the proposal to improve road safety in this area of Rotherham.

Detailed consideration was given to the outcome of the experimental closure of this highway junction, including the volumes of traffic reported to be using Ledsham Road. The report outlined the measures to ameliorate this amount of traffic travelling on Ledsham Road.

Having considered the various aspects of the issue, including the advice contained within the submitted report, the views expressed by Ward Councillors, by residents, together with the road traffic accident record of

this area, Members concluded that there was no reasonable justification for the continued closure of the Broom Avenue junction with Wickersley Road

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

(2) That the petition be received and its contents noted.

(3) That the petition be not acceded to and the petitioners be informed accordingly.

(4) That the views expressed by local Ward Councillors on this issue be noted.

(5) That the following decisions previously made by the Cabinet Member for Regeneration and Development (Minute No. 7 of the meeting held on 3rd June, 2013 refers) be affirmed:-

(a) That the experimental closure of Broom Avenue at its junction with the A6021 Wickersley Road be rescinded and the existing barriers be removed upon completion of the improvement scheme for this junction, as described in the report now submitted; and

(b) That, further to (5)(a) above, a pedestrian refuge and realignment of the junction of Broom Avenue with the A6021 Wickersley Road, as shown on drawing No 126/17/TT232 submitted, be installed and the highway improvement scheme implemented.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 2nd September, 2013
3.	Title:	OPENING OF OFFERS
4.	Directorate:	Chief Executive's

5. Summary

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

on Tuesday 6th September, 2013 for:-

- Former Depot and Joiners Shop, Wadsworth Road, Bramley

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 6th September, 2013 for:-

- Former Depot and Joiners Shop, Wadsworth Road, Bramley

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:
Kevin Brown, Estates Surveyor; ext 54051

Contact Name:- Debbie Pons, Principal Democratic Services Officer
Ext: 22054 email: debbie.pons@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 2nd September 2013
3.	Title:	MARE (Managing Adaptive Responses to the Environment) – Closure of Project; and CAMINO (Climate Adaptation Management) – Proposed Advent of Project
4.	Programme Area:	Environment and Development Services

5. Summary

- 5.1 This report notes the successful conclusion of the MARE Project; the success of a further bid for EU funding under the same programme for a project known as CAMINO; and seeks approval to proceed with CAMINO.

6. Recommendations

- 6.1 That Cabinet Member notes the successful conclusion of MARE**
6.2 Cabinet Member endorses the delivery of CAMINO in order to continue the work already delivered in this subject area

7. Proposals and Details

Approval was given to participate in MARE in January 2009 (Item 164 refers). The project entailed the Council being a full partner in the Programme, together with the University of Sheffield, Sheffield City Council and partners from Dordrecht, Hanover and Bergen.

The project entailed research into the effects of flooding on the environment and economic development and has resulted in the provision of funding and guidance towards the following outputs:

- The development of Learning and Action Alliances (LAA's), which promote integrated planning in flood alleviation projects so that knowledge of the discipline is shared and ensuring that the actions of one partner do not adversely affect others. Under the MARE Programme, Rotherham has developed the Don Valley (with Sheffield City Council) and Yorkshire and Humber LAA's.
- The development of climate proof toolkits designed to ensure consistent treatment when designing flood alleviation schemes. This is particularly important where flood schemes are carried out in a "piecemeal" rather than a comprehensive fashion, an increasingly likely prospect in view of reduced public spending. In Rotherhams case, the most important manifestation of this programme has been the Rotherham Town Centre Flood Risk Toolkit, which prescribes consistent treatment of new development in areas prone to flood risk.

- Managing 'demonstrator' projects, wherein the consistent standards required as part of the climate proof toolkit can be shown to have been incorporated. In Rotherhams case, this comprised the recent flood defence wall between Chantry Bridge and the Tesco Footbridge, the design of which was prescribed by the MARE Programme.
- Ensuring that trans-national, national and regional flood directives and regulations are applied at the local level. Again, in Rotherhams case this is largely achieved via the Flood Risk Toolkit, which contains relevant legislation and directives and is intended for use both by Council Officers and prospective developers alike.
- Ensuring that the good practices instilled by participation in the MARE project are applied at national and regional levels. In Rotherham this has been embedded in the above-mentioned Flood Risk Toolkit and is disseminated via the Don Valley and YHLAA alliances.

CAMINO is a project which seeks to build on the success of MARE by expanding the Councils knowledge and involvement from purely flood related issues to the wider climate change agenda and participating with larger stakeholders. As well as flood alleviation, this would for example develop the Councils knowledge of 'green energy' provision and bio-diversity, with climate change forming part of the upcoming EU Interreg Round V Programme. CAMINO's main objectives are:

- Establishing the extent of climate change knowledge within local authorities and developing this knowledge base further; whilst at the same time encouraging better internal communications between staff involved in climate change issues.
- Developing climate adaptation business cases in order to address development problems caused by climate change. In Rotherhams case, this will enable the Council to further investigate the feasibility of flood defence work in the town centre, with particular emphasis on the Forge Island re-development scheme, focusing on issues such as flood defence, green energy provision and bio diversity.
- Sustain and expand LAA's established under MARE, enabling them to reach a wider trans-national audience and expand their knowledge into the wider field of climate change. International stakeholders will include the likes of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and the Organisation for Economic Co-operation and Development (OECD).

8. Finance

In terms of the MARE project, the original allocation to Rotherham MBC was 500,000 EURO's (approximately £425,000 at current exchange rates) over the three year life of the project, including match-funding from Rotherham MBC in the form of in-kind staff time allocation (i.e. 250,000 EURO's staff time and 250,000 EURO's EU funding). Final expenditure amounted to 451,151 EURO's. However, the Council has been awarded a further 10,244 EURO's in respect of additional work carried out on the project after the original intended closing date of September 2012 and so the final award to Rotherham is 235,819 EUROS.

For the CAMINO project, Rotherham MBC is again required to provide staff time as match for European funding under the Interreg Programme as a full partner, hence in-kind staff time will support funding at 50% of total costs. This has been identified from existing staff in the Environment and Development Service (comprising members of the Economic Development, Drainage, Planning Policy and Asset Management teams) who will support

the project work. The total allocation to Rotherham MBC is 95,000 EURO's between September 2013 and March 2015.

Additional funding to cover Rotherham MBC staff time on the project is also being sought from the Regional Improvement and Efficiency Partnership (Yorkshire and Humberside Region) under the Climate Change Skills Fund (CCSF). CCSF supports policies aimed at reducing carbon, adapting to climate change and helping local communities to bring forward renewable energy projects. It is specifically intended to enhance the skills required by local authority staff to support these policies.

9. Risks and Uncertainties

The MARE project has been successfully concluded and there are no risks and uncertainties entailed.

The main risk of not participating in CAMINO is that Rotherham may not be able to influence the issues in respect of the research work being developed and will begin to lose experience in the fields of flood alleviation and climate change. Involvement will ensure that the Council is well-placed to participate in the upcoming Interreg Round V Programme (2015-2020).

10. Policy and Performance Agenda Implications

Developing plans and implementing measures to reduce the risk of flooding is a key policy in the Corporate Plan. In addition the work described in this report is supportive to European Union (Floods Directive 2007/60/EC); UK National (2010 Flood and Water management Act); and Regional (Environment Agency National/Regional Strategy 2011) legislation/directives as well as the National Planning Policy Framework.

In addition, this programme of work is supportive to the regeneration of the Town Centre, which is a significant corporate priority to the Council and its ambition to create a vibrant place for people to live, work and visit as outlined in the Community Strategy.

11. Background Papers and Consultation

Report to Cabinet Member for Economic and Regeneration Services, 5th January 2009, Item No; 164 – MARE Project: Flood Risk Research, European Links

Rotherham Flood Risk Toolkit –

http://www.rotherham.gov.uk/downloads/file/8307/rotherham_flood_risk_toolkit_and_level_2_sfra_2011

Contact Name: Andy Newton, Project Officer,
Ext 23849 andy.newton@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 2nd September 2013
3.	Title:	Local Nature Reserve status for Centenary Riverside
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval to proceed in pursuance of Section 21 of the National Parks and Access to the Countryside Act 1949 to declare Centenary Riverside as a Local Nature Reserve.

6. Recommendations

- That formal declaration of Centenary Riverside as a Local Nature Reserve should be approved;
- That approval be given to announce the declaration in accordance with Natural England guidelines;
- That approval be given to formally notify Natural England of the Local Nature Reserve declaration.

7. Proposal and Details

Natural England define a Local Nature Reserve (LNR) as a protected area of land designated by a local authority because of its local special natural interest and, where possible, educational and community value. LNR sites must be controlled by the local authority through ownership, lease or agreement with the owner. The main aim must be to care for the natural features which make the site special.

An approach has been received from Natural England for new Local Nature Reserve proposals; Rotherham MBC already has seven declared reserves but it is felt that Centenary Riverside would be a suitable addition. Natural England has viewed the site information and management plan and has provided a formal letter of support for the declaration proposal (can be viewed on request).

Suitability of the site for the LNR declaration is summarised below:

- Centenary Riverside is an urban wetland nature park and is part of Rotherham's pioneering flood alleviation scheme on the River Don. The site was constructed between 2008 and 2010 on derelict former industrial land. Covering 4.5 hectares the site consists of planted wet woodland, dry woodland, meadows and naturally regenerated wetland habitats, which have been designed to maximise biodiversity and educational value.

- Centenary Riverside provides flood storage capacity and mitigation to help protect Rotherham from serious flooding from the River Don. The site contributes significantly to the green infrastructure of Rotherham providing a 'stepping stone' for wildlife in the river corridor, which includes the nearby Blackburn Meadows Nature Reserve, and helping the area adapt to elements of climate change.
- Centenary Riverside contains no formal public rights of way but has open public access and a network of hard standing and soft paths, which are suitable for pushchair and wheelchair use, runs through the site. The site provides value for the local community with a varied range of informal outdoor recreation opportunities and it is hoped that it will, in future, become a centre for the delivery of high quality non accredited training, environmental training and outdoor learning for local communities.
- Rotherham Metropolitan Borough Council owns the site freehold. The Wildlife Trust for Sheffield and Rotherham has leased the land from Rotherham MBC for 99 years (commencing in April 2009). The Trust has produced a management plan for the establishment period 2010-2015; the plan will be refreshed at this point to guide further management. Management activity is currently funded via the investment of the dowry provided by Rotherham MBC with the lease agreement; additional funds have also been raised from external funders and via s106 agreements in relation to nearby development. The Trust administers a Reserve Advisory Group for the site; meeting 2-3 times per year the group includes members of the public as well as Trust and RMBC representatives and aims to increase public involvement in the site.

Due to the site's position within a flood defence scheme the Environment Agency has been consulted on this proposal. The response provided support for the proposed designation. The EA requested that Members be given clarification on the flood defence assets present on site and on the EA operational need for access and maintenance. The assets present consist of impermeable clay facing to the embankment to the back (north) of the site and a flood release mechanism into the site in its south western corner from the adjacent River Don. An access route to the flood release mechanism was constructed as part of the original works.

The Wildlife Trust for Sheffield and Rotherham are fully aware of the EA assets and access requirements and manage the site in accordance with them. The EA has confirmed that their operational needs should not have any significant affect on the sites function as a nature reserve.

The Local Nature Reserve declaration process involves the following:

- a. The production of a formal declaration document with a map showing the site boundary; a draft document, using Natural England's format is attached as Appendix One;
- b. The principle of declaration to be agreed by the relevant local authority committees; in this case by way of a report to the Cabinet Member for Regeneration and Development as the site is vested in the Planning and Regeneration Service, although it is proposed that the Cabinet Member for Health and Well-being is also briefed regarding the proposal as responsibility for biodiversity falls within this portfolio;

- c. The declaration documents to be signed and sealed by an appropriate representative of Rotherham MBC;
- d. A public notice announcing the declaration to be placed in a local paper and copies of the declaration and map made available for the public to inspect free of charge; information also to be sent directly to adjacent landowners; a draft notice is attached as Appendix Two;
- e. Formal notification to be made to the Natural England regional team of the LNR declaration in writing and send them a copy of the declaration, together with maps and any other details required about the reserve.

Proposal:

That the above process and prepared documents are found agreeable and that approval is given to proceed with the declaration of Centenary Riverside as a Local Nature Reserve.

8. Finance

The cost of the LNR declaration would involve officer time to prepare and circulate the documents, update RMBC mapping and work with the site's management team to promote the LNR status.

Funding may be needed to include the appropriate Notice in the local papers (Rotherham Advertiser and The Star).

Additional funding may be sought at a later date for the provision of appropriate signage and promotional information; external funding sources would be investigated.

9. Risks and Uncertainties

Local Nature Reserve is a statutory designation; it is a very clear signal to a local community of the local authority's commitment to nature conservation. The definition of an LNR is land managed as a nature reserve or for a conservation purpose, implying that LNR sites are managed. When local authorities declare an LNR they take on the duty of care to manage and look after the site. In this case the commitment to long-term management is demonstrated by the lease agreement with Sheffield Wildlife Trust and the provision of the management dowry.

Local Nature Reserves are usually considered unsuitable for development and development proposals likely to affect a LNR need to be considered by Natural England within the planning process. However, Centenary Riverside is within the Environment Agency defined Floodzone 3 and, as such, is not appropriate for development.

10. Policy and Performance Agenda Implications

The declaration and management of nature reserves helps the Council demonstrate compliance with its Biodiversity Duty under s40 of the Natural Environment and Rural Communities Act 2006.

The 2012 National Planning Policy Framework states that the planning system should contribute to and enhance the natural and local environment. In Rotherham this requirement is reflected in the current consultation version of the Rotherham Local Plan: Core Strategy which states that priority will be given to [among other things] ... supporting the positive management and protection of nationally, regionally and locally designated sites for nature conservation.

11. Background Papers and Consultation

- Management Plan for Centenary Riverside: April 2010 – March 2015 (The Wildlife Trust Sheffield & Rotherham)
- Templeborough to Rotherham Flood Alleviation Scheme: CDM Health & Safety Regulations File (Jacobs UK Ltd. December 2009)
- Correspondence from Natural England and Environment Agency

Contact Names: Carolyn Jones, Ecology Development Officer 822462.

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Appendix One – Declaration Documents (Draft)

National Parks and Access to the Countryside Act 1949

Centenary Riverside Nature Reserve Declaration 2013

In pursuance of Sections 19 and 21 of the above-mentioned Act, and all other powers enabling them in that behalf, the Rotherham Metropolitan Borough Council hereby declares that the land containing 4.5ha or thereabouts situated in the Boston Castle Ward of Rotherham in the County of South Yorkshire and shown edged in red on the attached plan (has been acquired by the Council),

AND in pursuance of Section 19 (2) of the above-mentioned Act and all other powers aforesaid the Council hereby further declare that the said land is being managed as a Nature Reserve.

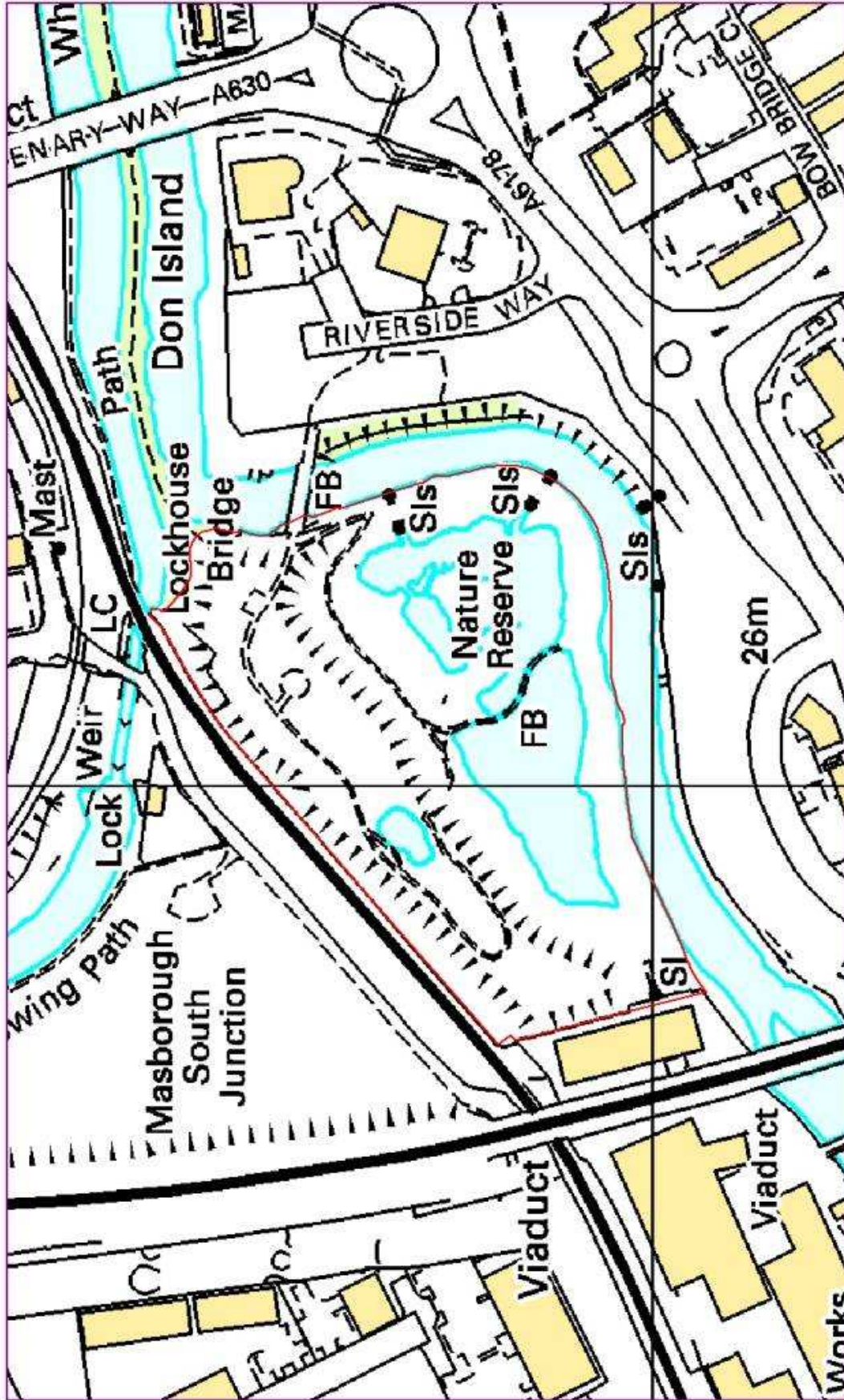
This declaration may be referred to as the Centenary Riverside Nature Reserve Declaration 2013.

Given under the Common Seal of Rotherham MBC this day of Two thousand and thirteen

(SEAL)

(Signed)

(Signed)



Centenary Riverside Nature Reserve Declaration 2013 - site boundary

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Appendix Two – Notice of Declaration (draft)

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT 1949

**DECLARATION OF NATURE RESERVE IN THE BOSTON CASTLE WARD OF
ROTHERHAM IN THE COUNTY OF SOUTH YORKSHIRE**

NOTICE IS HEREBY GIVEN in pursuance of Section 19 of the above-mentioned Act that by the Centenary Riverside Nature Reserve Declaration 2013, made on the day of __/__/__, 4.5hectares or thereabouts situated in the Boston Castle Ward of Rotherham in the County of South Yorkshire and shown edged on the plan attached to the said Declaration has been acquired by the Council and that the said land is being managed as a Nature Reserve.

Certified copies of the said Declaration with plan attached have been deposited for public inspection free of charge at the office of at from Monday to Friday inclusive during the normal office hours.

Dated this day of __/__/2013

(Signed)
On behalf of Rotherham Metropolitan Borough Council

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	The Designation of a Conservation Area Extension: Moorgate
4.	Directorate:	Environment & Development Services

5. Summary

Within the Borough there are 28 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. In addition, every Local Planning Authority has a duty to periodically review the boundaries of its existing Conservation Areas.

A request has been made by residents of Moorgate Grove and Whiston Grove to include their two streets as part of the Moorgate Conservation Area which was originally designated in March 1977, as a consequence of which, a public consultation exercise has been carried out in order to gauge local opinion.

The proposal, if accepted, will increase the size of the existing Moorgate Conservation Area.

6. Recommendations

That the proposed Moorgate Conservation Area Extension be approved as shown on the map attached at Appendix 1.

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 28 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.

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.

Moorgate

The suburb of Moorgate, and the Conservation Area that recognises its historical and architectural significance, stretches for three quarters of a mile to the south east of Rotherham Town Centre along Moorgate Road, a principle route into the town since the mid 18th century when the road was turnpiked. Despite this, Moorgate saw little building development before the 19th century. Between 1850 and the beginning of the 20th century, a building explosion occurred along Moorgate Road creating a highly prestigious residential area with many of the finest Victorian houses occupied by the towns most prominent people.

Architecturally, Moorgate contains a wide spectrum of housing types, however, the area is still characterised by large Victorian villas set within mature grounds. Whiston and Moorgate Grove epitomise this and, combined with the large number of mature trees dominating the street scene, they both tie in nicely with the special character of the existing conservation area.

In view of the above, it is considered that both Moorgate and Whiston Grove meet the criteria for Conservation Area designation and should be included as an extension to the Moorgate Conservation Area.

By designating these two streets as an extension to the existing Conservation Area it will help ensure that the character of the area is retained and that future development is of a suitable quality that will enhance and not detract from its current appeal.

The proposed Moorgate Conservation Area Extension is shown on the map attached at Appendix 1.

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 the current proposed extension to Moorgate, 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.

As the result of the letter drop, there have been a number of highly supportive and constructive responses something which 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."

None of those consulted have objected to the proposal.

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.

Clear definition and explanation of the special architectural or historic interest an area possesses will 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 and suburbs 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.

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

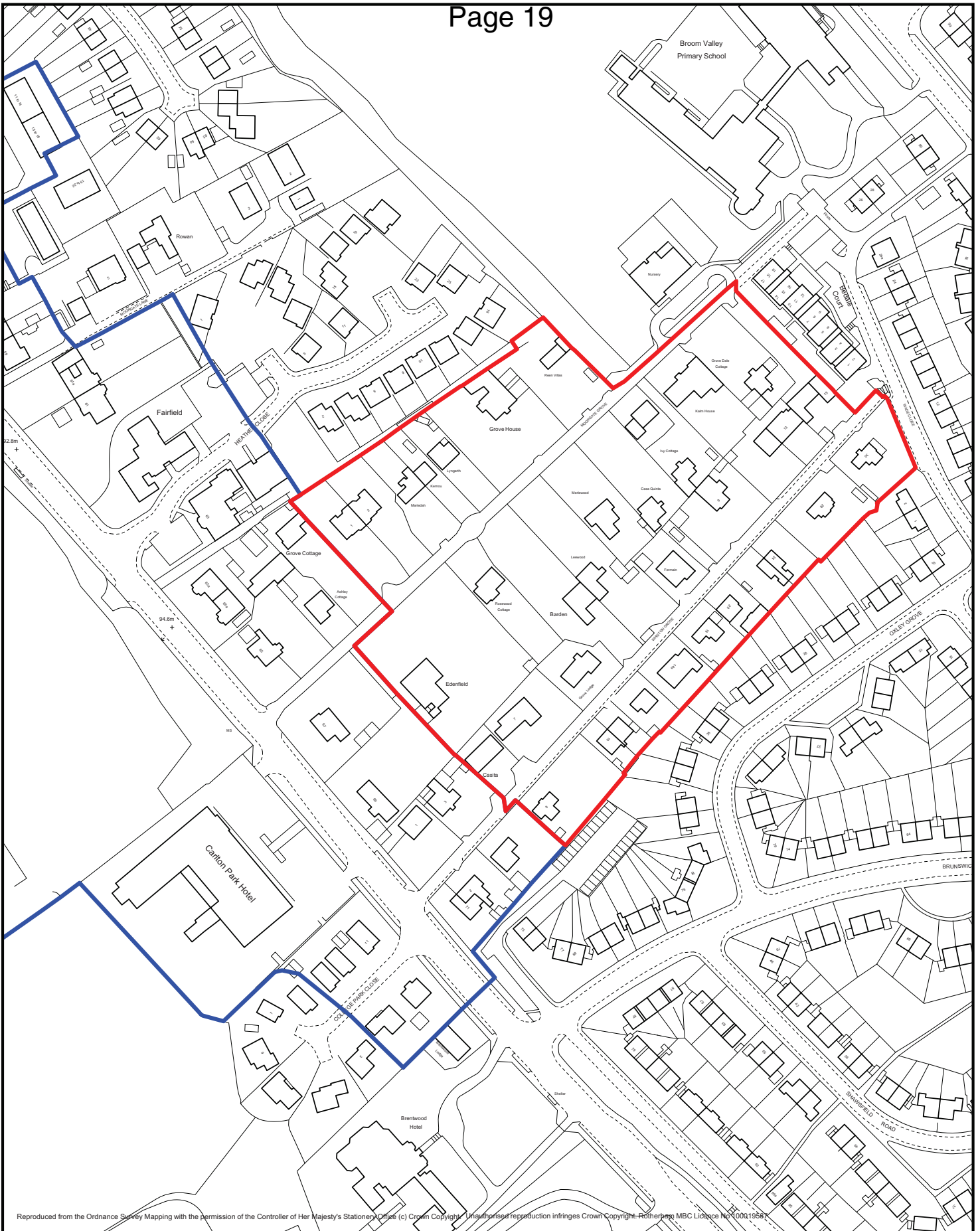
The Borough’s Conservation Areas are a key component of its vibrant communities which offer opportunities for the future, such as tourism and job creation. The effective protection of Conservation Areas, through analysis and good management, enhances quality of life for all and safeguards the environment. 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)
- 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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March 2013 Proposed Conservation Area Extension
Moorgate

- Existing Conservation Area
- Proposed Extension



Environment & Development Services
 Riverside House
 Main Street
 Rotherham
 S60 1AE

Scale: NTS

Date: 27.03. 2013

Drawn By: ABH

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Bramley Crossroads LTP Works Ward 5 Hellaby and Ward 20 Wickersley
4.	Directorate:	Environment and Development Services

5. Summary

To report on a scheme of Local Transport Plan (LTP) works at Bramley Crossroads aimed at improving the current efficiency of the traffic signals and improving the condition of the existing carriageways on all approaches and the junction itself.

6. Recommendations

It is recommended that:

- (i) The content and the funding sources for the scheme be approved, and the scheme be implemented.**

7. Proposals and Details

The road surface on all approaches to the traffic signal controlled junction is in poor condition, including the junction itself. There is significant rutting and areas of subsidence on the main carriageway and the traffic signal loop cables are exposed in the visible defects on Cross Street. All the vehicle detection loops on all approaches have failed such that the signals operate in a continuous cycle in fixed time, whether there are vehicles waiting to proceed or not. New detection loops cannot be cut due to the extents of the poor road surface condition. This has resulted in unnecessary delays to traffic, which causes extensive queues at peak periods and driver delay and associated frustration.

The whole of Cross Street, in addition to the approach to the Crossroads is in very poor condition and requires resurfacing.

A scheme of resurfacing works and new detection loops, together with any associated new ducting works, has been developed for implementation. The scheme will ensure that all areas of poor carriageway condition in the vicinity of the crossroads are resurfaced in this one scheme of works. The extent of the works is shown in plan form in Annex 1. The scheme includes the resurfacing of all of Cross Street.

The majority of the works will be undertaken at night during hours when traffic flows are low enough to allow single lane convoy style working. Cross Street and Flash Lane will be closed during these times and local diversions put in place. Works will be contained within only one main carriageway at any one time, such that Cross Street and Flash Lane will not be closed at the same time.

It is anticipated that the works will be undertaken during October this year.

Other resurfacing works to Bawtry Road to the east of Main Street towards the M18 motorway are also currently being developed for implementation by the Highway Network Management Group, and are likely to follow on from these works.

8. Finance

The works cost for the scheme is estimated to be £205,000 (excluding the Cross Street works). The LTP Integrated Transport (Network Management theme) budget (2013/14) will contribute £80,000 of this cost (together with the design of the scheme) with the remainder being met from the LTP Highways Maintenance budget (2013/14). The LTP Highways Maintenance budget will also fund all of the works to Cross Street, valued at £82,500.

9. Risks and Uncertainties

These works are essential to ensure highway safety and efficient management of the highway network and the traffic that uses it. Failure to act may result in increased levels of risk of injury and/or vehicle damage any associated claims for compensation, and a failure

by the Council to comply with its obligations under the Traffic Management Act 2004 to keep traffic moving as efficiently as possible.

10. Policy and Performance Agenda Implications

The scheme will ensure the immediate safety and efficient movement of all road users.

11. Background Papers and Consultation

Consultation has taken place with the Director of Financial Services.

Contact Names: David Phillips, Team Manager, Transportation and Highways Projects, Planning, Streetpride Department, Tel. ext. 2950, david.phillips@rotherham.gov.uk



<p>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Client:</p>	
		<p>Rotherham Metropolitan Borough Council Economic & Development Services</p>	
<p>Rotherham Metropolitan Borough Council Economic & Development Services</p> <p><small>Executive Director: Adam Wilkinson BSc MBA PBEng FBCIOB FRSA MIMgt</small></p>		<p>Rotherham Metropolitan Borough Council Economic & Development Services</p>	
<p>Bramley Crossroads LTP Works</p>		<p>Additional Resurfacing Works to the east of Main Street currently being developed by Highway Network Management Group</p>	
<p>Dwg. No. Annex 1</p>		<p>Rev.</p>	
<p>Drawn PN</p>		<p>Date August 2013</p>	
<p>Chd. by DAP</p>		<p>Scales (if A3) Not to Scale</p>	
<p>Rev.</p>		<p>Description</p>	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Proposed Shared Use Footway: A633 corridor between St Ann's Roundabout and Great Eastern Way Roundabout, Parkgate
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the details of the proposed shared use footway on the A633 between St Ann's and Great Eastern Way roundabouts and to report the result of consultations carried out in relation to this proposal.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The objection to the proposed scheme be not acceded to;**
- ii) Approval be given for detailed design work to be undertaken in relation to this proposed scheme, and for the scheme to be implemented in the 2013/2014 financial year.**
- iii) The footways identified on Drawing Numbers 129/LSTF/A633.consult1 and 129/LSTF/A633.consult2 be designated as shared pedestrian and cycle use under Section 66(4) and 65(1) of the Highways Act 1980.**
- iv) Negotiations commence with Land Owners for purchasing land to enable the proposed shared use footway to be widened to 3.0 metres in the locations shown on plan number 129/LSTF/A633/LAND/01 and subject to successful negotiations for land to be purchased, detail design to be undertaken and works be implemented before the end of the 2014/2015 financial year.**

7. Proposals and Details

In 2010 the Government announced the creation of the Local Sustainable Transport Fund (LSFT) and made £560 million of funding available nationally for projects over a four year period to 2014-15. South Yorkshire successfully bid for £24.6M from the fund. This success of the bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers, when the programme of LSTF funded projects to be delivered over 2012-15 was approved.

One of the schemes within the successful bid is to improve cycling connectivity between employment opportunities and residential areas in the Town Centre and Parkgate / Rawmarsh area.

The proposed scheme involves the creation of an off carriageway footway/cycleway by designating the existing footways as 'shared use' between the St Ann's and Great Eastern Way roundabouts.

This would involve the following changes to the highway:

- Widening of some sections of existing footway to achieve a 3.0m wide shared use footway/cycleway. In certain areas this will require the purchase of land in private ownership, where agreement can be reached, to create a 3.0m wide shared use footway/cycleway
- Designating other sections of footway as shared use, nominal width of these sections is 2.0m
- Increasing the height of bridge parapets where these are adjacent to the proposed shared use footway/cycleway
- Conversion of existing Puffin/Pelican pedestrians crossings on St Ann's Road, at Forge Way (access to BQ) and close to the Parkgate shopping centre into Toucan crossings so that these can be used by cyclists
- Improvement will be made to the crossing of side roads to reduce the width that pedestrians and cyclist have to cross
- De-cluttering of existing street furniture within the footways

Detail of the scheme is shown on drawing numbers 129/LSTF/A633.consult1 and 129/LSTF/A633.consult2 attached as Appendix A and B.

Details of the areas of land required to widen into land in private ownership are shown on drawing number 129/LSTF/A633/LAND/01 attached as Appendix C.

The A633 is a narrow highway with physical constraints and as such the footway cannot be widened to 3.0m in certain sections. These are:

- River Don and Railway Bridges
- Underneath the existing railway bridge to the north of Retail World Roundabout where the overall width available between the two parapet walls is relatively narrow and as such, signing will be installed informing cyclists to dismount for this short section.

The scheme also includes replacing flagged footways with tarmac, improving the quality of the surface and providing a future maintenance saving. It should be

noted that in order to maximise delivery and spend profiles that LSTF funding has already been used to undertake some of this maintenance activity along the proposed route and the opportunity was taken to carry out some footway widening in highway land at the same time.

Consultations into the proposed cycling improvements were carried out during June / July this year with local residents, statutory consultees, local businesses, and elected members. A total of 5 responses were received from 119 letters sent out.

South Yorkshire Police were consulted on the proposals and a walk about was done with Council Officers and PC Birch to discuss the scheme in detail, SYP have no concerns about the scheme.

The outcome of this consultation resulted in one objection, from Councillor Neil Hamilton on the grounds that he considers that the scheme is not an appropriate use of money in times of financial pressure. Councillor Hamilton is also concerned that the scheme would cause traffic problems, if not actual danger, on an already busy main road. As the scheme proposed is a shared use footway and the only places where cyclists would cross the A633 is at the proposed Toucan crossings, it is not considered that the scheme will cause any traffic problems, although there may be some delays during construction. With regards to safety on the shared use footway research suggests that conflict between pedestrians and cyclists is not a common occurrence, however some pedestrians might perceive a reduction in safety due to the presence of cyclists. With regards to money, the bid explicitly requested funding for cycle improvements on the A633 between Rotherham and Parkgate and the benefits of this scheme, along with the further improvements as part of the full bid in improving sustainable access to employment and training opportunities was fully supported by Government when they awarded South Yorkshire all of the funding that was sought.

8. Finance

The recommended scheme is expected to cost £300,000 and funding is available from the Local Sustainable Transport Fund Programme for 2013/2014 and 2014/2015.

9. Risks and Uncertainties

Not implementing the scheme to allow cycling along the existing footways between St Ann's roundabout and Parkgate / Rawmarsh will reduce opportunities to promote sustainable transport to and from the Town Centre. As a result cyclists would have to continue to use the carriageway which may prove to be a barrier to residents in the Rawmarsh area wishing to access employment opportunities in the Town Centre, particularly for those without access to alternative travel options.

The LSTF funding is available to cover the period from June 2012 to March 2015 and can only be spent within this period with no carry forward. Non-delivery of this project is likely to result in the funding being returned to the Department for

Transport (DfT). Failure to deliver our LSTF programme within the defined period is also likely to adversely affect future bids to the DfT including the next LSTF fund which the Government currently indicate will be £100 million for Capital works in 2015-2016

10. Policy and Performance Agenda Implications

LSTF supports the Sheffield City Region's Transport Aspirations and more locally it complements Rotherham's Corporate Objectives, with particular focus on:

- Making sure no community is left behind
- Creating safe and healthy communities
- Improving the environment

11. Background Papers and Consultation

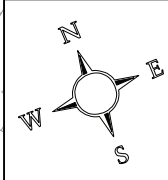
Local Sustainable Transport Fund, Cabinet Member report on 28 August 2012, Minute 33 refers

A Sustainable Journey to Work (LSTF Bid) available at:

<http://www.syltp.org.uk/lstf.aspx>

Shared Use Operational Review, Atkins, 2012

Contact Name: Matthew Lowe. Ext 54490
matthew.lowe@rotherham.gov.uk



Existing parapet fencing to be increased in height over the Railway.
Existing footway width to remain.

Existing pedestrian crossings to be converted to Toucans

Existing wooden fence to be improved

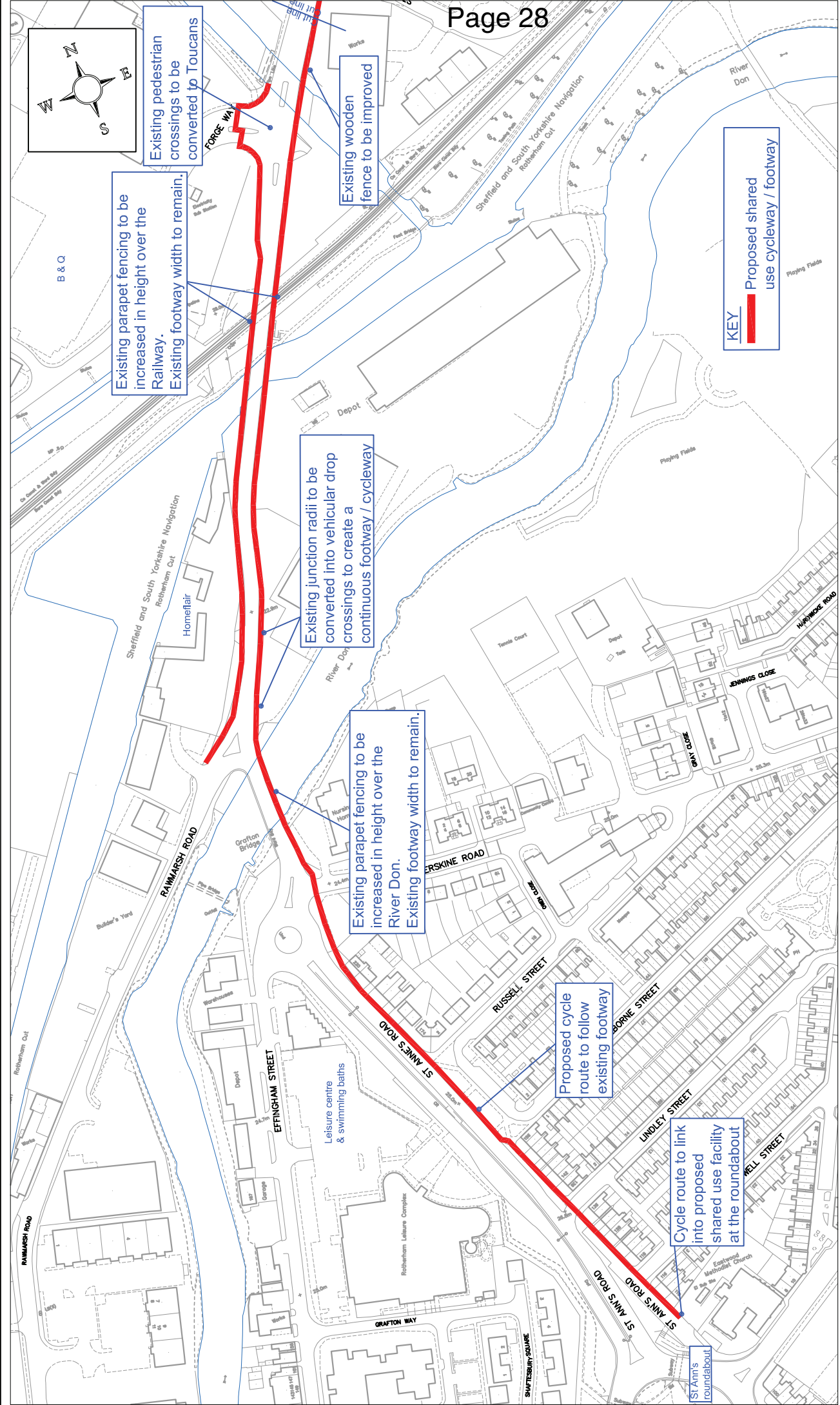
Existing junction radii to be converted into vehicular drop crossings to create a continuous footway / cycleway

Existing parapet fencing to be increased in height over the River Don.
Existing footway width to remain.

Proposed cycle route to follow existing footway

Cycle route to link into proposed shared use facility at the roundabout

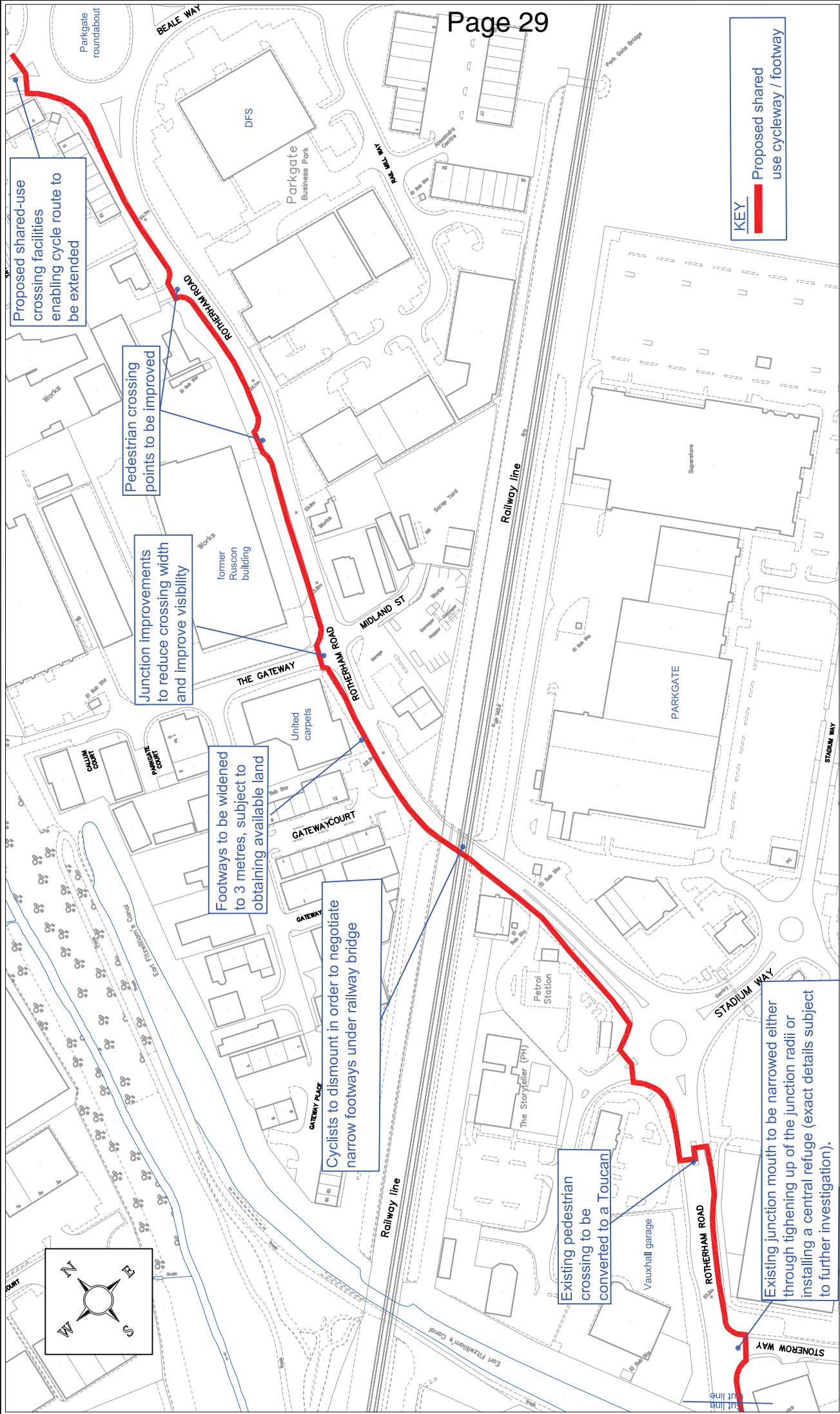
KEY
Proposed shared use cycleway / footway



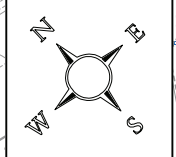
<p>Client: Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE</p>		<p>Title: A633 Parkgate-Rawmarsh to Town centre cycle project (Proposed route) Sheet 1</p>	
<p>Rev.:</p>		<p>Rev.:</p>	
<p>Description:</p>		<p>Date: May 2013</p>	
<p>Drawn: A.L.</p>		<p>Scale (if A3): 1:2000</p>	
<p>Chd. by:</p>		<p>Chd. by:</p>	



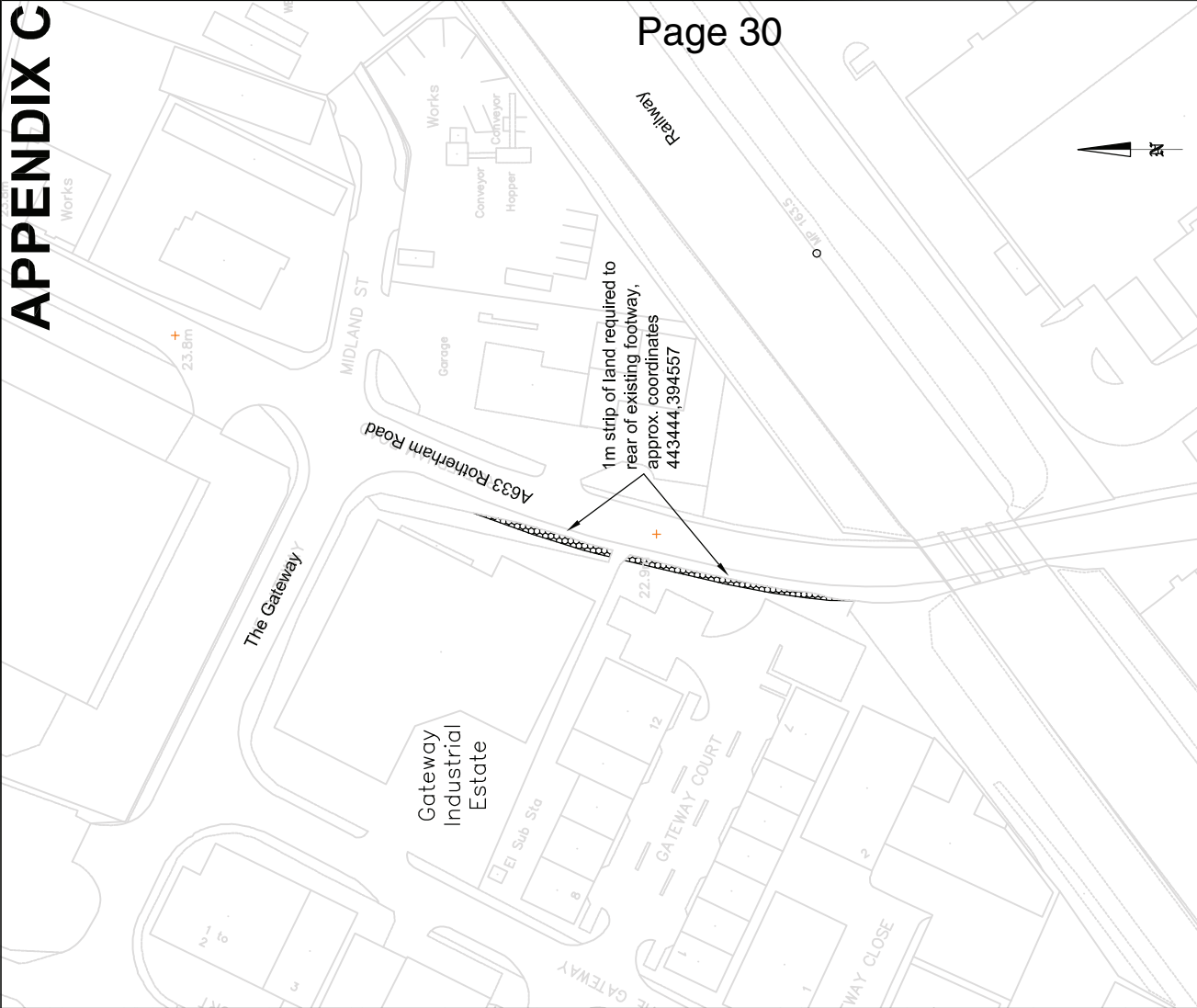
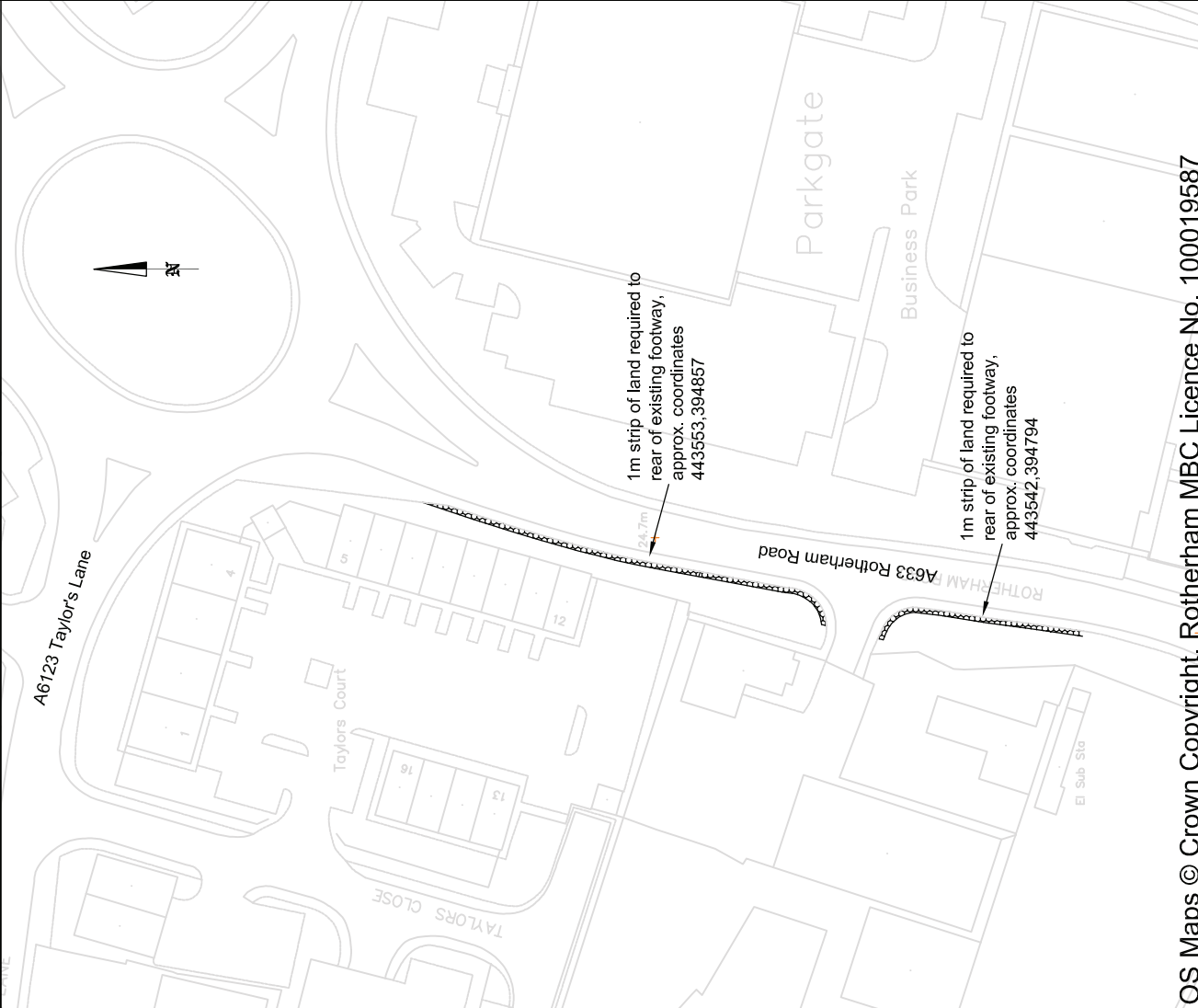
Strategic Director:
Karl Batterby Bsc (Hons) MPhil MRTP



KEY
 Proposed shared use cycleway / footway



<p>Client: Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE</p>		<p>Title: A633 Parkgate-Rawmarsh to Town centre cycle project (Proposed route) Sheet 2</p>	
<p>Rotherham Metropolitan Borough Council Environment & Development Services</p>		<p>Dwg. No. 129/LSTF/A633.Consult2 Rev. Scales (if A3) 1:2000</p>	
<p>Strategic Director: Karl Battersby Bsc (Hons) MPhil MRPPI</p>		<p>Drawn A.L. Date May 2013 Chd. by</p>	
<p>Revision:</p>		<p>Description:</p>	



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Client:

Rotherham Metropolitan Borough Council
 Environment & Development Services
 Riverside House, Main Street,
 Rotherham S60 1AE



Strategic Director:
 Karl Battersby Bsc (Hons) MPhil MRP

Title

Local Sustainable Transport Fund
 A633 Rawmarsh Road, shared use/footway cycle link
 Land requirements

Dwg. No. 129/LSTF/A633/LAND/01
 Rev. Scales (if A3) 1:1000

Drawn ML
 Date July 2012
 Chd. by AS

Description

Rev.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Proposed Improvements to A6021 Hollowgate/A618 Moorgate Road junction
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of a proposal to introduce a pedestrian crossing stage in the A6021 Hollowgate/A618 Moorgate Road junction and to report receipt of an objection to an associated proposed prohibited right turn.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The objection to the proposed scheme be not acceded to;
- ii) Approval be given for detailed design work to be undertaken in relation to this proposed scheme, as shown on drawing number 126/17/TT239 and for the scheme to be implemented in the 2013/2014 financial year.

7. Proposals and Details

It is proposed to make improvements to the traffic signal controlled junction of A618 Moorgate Road/A6021 Alma Road/A6021 Hollowgate/Moorgate Road in Rotherham town centre. These improvements would consist of

- Adding a controlled pedestrian crossing to the Alma Road arm of the junction. Currently this junction has no controlled pedestrian crossing facilities and crossing here is difficult due to the differing traffic movements. The crossing would help pedestrians walk from the Moorgate area into the town centre. This route is particularly well used by pupils walking to/from Thomas Rotherham College to the town centre. The location meets the requirements for the provision of a controlled pedestrian crossing.
- Replacing end of life traffic signal equipment at the junction. The existing traffic signal equipment is coming to the end of its life and needs replacement or refurbishment.
- Changes to the staging arrangement to allow the pedestrian crossing stage to be incorporated. The way the junction works will change slightly and it is proposed to prohibit the right turn from A6021 Hollowgate into Moorgate Road. It is necessary to prohibit this turn to allow the junction to work within capacity. There is a convenient alternative route for the 100 or so vehicles a day which make this turn via Wellgate and Mansfield Road.
- Installation of a pedestrian island on A618 Moorgate Road, close to Gerard Road, to make it easier for pedestrians from the Gerard Road area to access the new pedestrian crossing in the improved junction.

The scheme layout is shown on drawing number 126/17/TT239 attached as Appendix A.

Consultation into the proposal was carried out with Statutory Bodies and Ward Members in June 2013. Two responses were received, one from South Yorkshire Police and one from Stagecoach East Midlands.

South Yorkshire Police have objected to the prohibited right turn from Hollowgate into Moorgate Road. The reason for their objection is *“that as there is no further engineering proposed in this scheme, except for a ‘no right turn’ sign to discourage vehicles from turning right, there is little likelihood of compliance by drivers, and we feel that new scheme’s should be self enforcing to alleviate the need for police enforcement. We cannot therefore support this proposal at this time in its current format”*.

Response: The prohibited right turn is required to make the junction work efficiently. It is considered that as so few vehicles a day make this turn and as there is an easy alternative route that abuse of this prohibited turn would be very infrequent. However any enforcement issues which arise following implementation could be addressed when Part 6 of the Traffic Management Act 2004 is enacted.

Stagecoach East Midlands commented that if the right turn from Hollowgate into Moorgate Road was prohibited there would be no alternative route for buses into the town centre should Wellgate/Mansfield Road be blocked for any reason. **Response:** In the unlikely event of Wellgate/Mansfield Road being blocked temporary traffic management measures would be put in place to ensure that the bus service could still access the town centre.

Consultation was also carried out with 161 residents and local businesses. Two responses were received in support of the proposal and one asking for more information, with no objections being made.

8. Finance

The recommended scheme is expected to cost £275,000 and funding is available from the Local Transport Plan Integrated Transport Programme for 2013/2014.

9. Risks and Uncertainties

Failure to refurbish the junction may lead to equipment failure with the potential to cause increased delay and congestion at the junction.

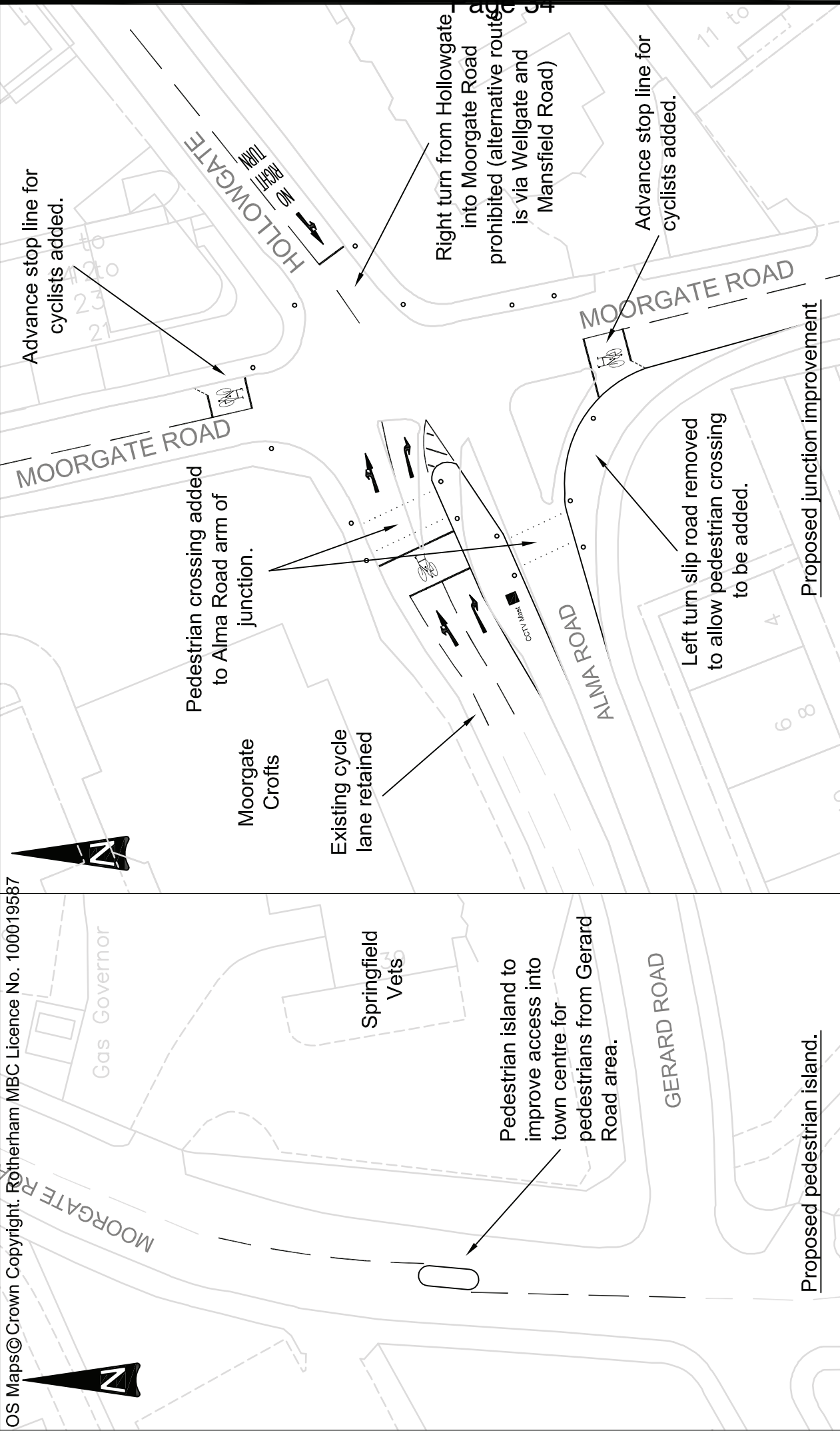
10. Policy and Performance Agenda Implications


The proposal contributes towards Rotherham Core Objectives to create safe and healthy communities by encouraging people to walk (More people are physically active and have a health way of life) and Improving the environment (More people are cycling, walking and using public transport).

11. Background Papers and Consultation

Drawing number 126/17/TT239 attached as Appendix A.

Contact Name: Matthew Lowe. Ext 54490
matthew.lowe@rotherham.gov.uk



 <p>Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE</p> <p>Strategic Director: Karl Bathursty Bsc (Hons) MTP, MRTP</p>	<h1>APPENDIX A</h1>		<p>Client:</p>
	<p>Title Proposed junction improvement A618 Moorgate Road/A6021 Alma Road</p>		<p>Drawn CAM/L</p>
	<p>Dwg. No. 126/17/TT239</p>	<p>Scales (if A4) 1:500</p>	<p>Date May 12</p>

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Fenton Road, Bradgate. Ward 13 Proposed controlled pedestrian crossing and cycle improvement scheme
4.	Directorate:	Environment and Development Services

5. Summary

To report a proposal for a pedestrian / cycle improvement scheme on Fenton Road, Bradgate including a new Toucan crossing and shared use footway.

6. Recommendations

Cabinet Member resolve that:-

- a) The outline scheme proposals are noted and that approval is granted for the footways identified on drawing 126/17/TT238/2 be designated as shared pedestrian and cycle use under Section 66(4) and 65(1) of the Highways Act 1980.
- b) the detailed design for the proposal is undertaken and subject to no objections being received the scheme be implemented.

7. Proposals and Details

Following a number of requests from local residents for a controlled crossing on Fenton Road near to the junction with the A629 New Wortley Road, a pedestrian / vehicle survey of the area established that the location meets the Council's criteria for implementing a controlled crossing. In addition, the opportunity has been taken to look at whether cycling routes could be improved in the area by modifying the design for the proposed crossing.

Cyclists would benefit from a shared use pedestrian / cycle footway on Fenton Road that stretches from the Roughwood Road Ring O' Bells junction toward the roundabout at the junction with the A629 New Wortley Road, crossing Fenton Road using the proposed controlled crossing and then continuing along a short length of footway before using the subway under the A629 to access Wortley Road. The route then joins an existing cycle route on Midland Road which provides a link between the Town Centre and the Bradgate area of town. It is intended that cyclists will cross Fenton Road using the proposed controlled crossing which will result in the crossing being a Toucan crossing.

8. Finance

The recommended scheme is expected to cost £150,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2013/2014. The costs of modifying the scheme to include improvements to the cycling routes are marginal.

9. Risks and Uncertainties

Any objections to the scheme may result in design changes being required which could lead to a delay in implementation and an increase in scheme costs.

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 Safer Roads and Casualty Reduction strategy for improving road safety.

11. Background Papers and Consultation

Statutory consultation with the emergency services and Ward members has been undertaken. Further discussions with Ward members have taken place in respect of the location of the crossing following concerns raised by members. No objections have been received.

A Location map showing outline details is attached as Appendix A

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

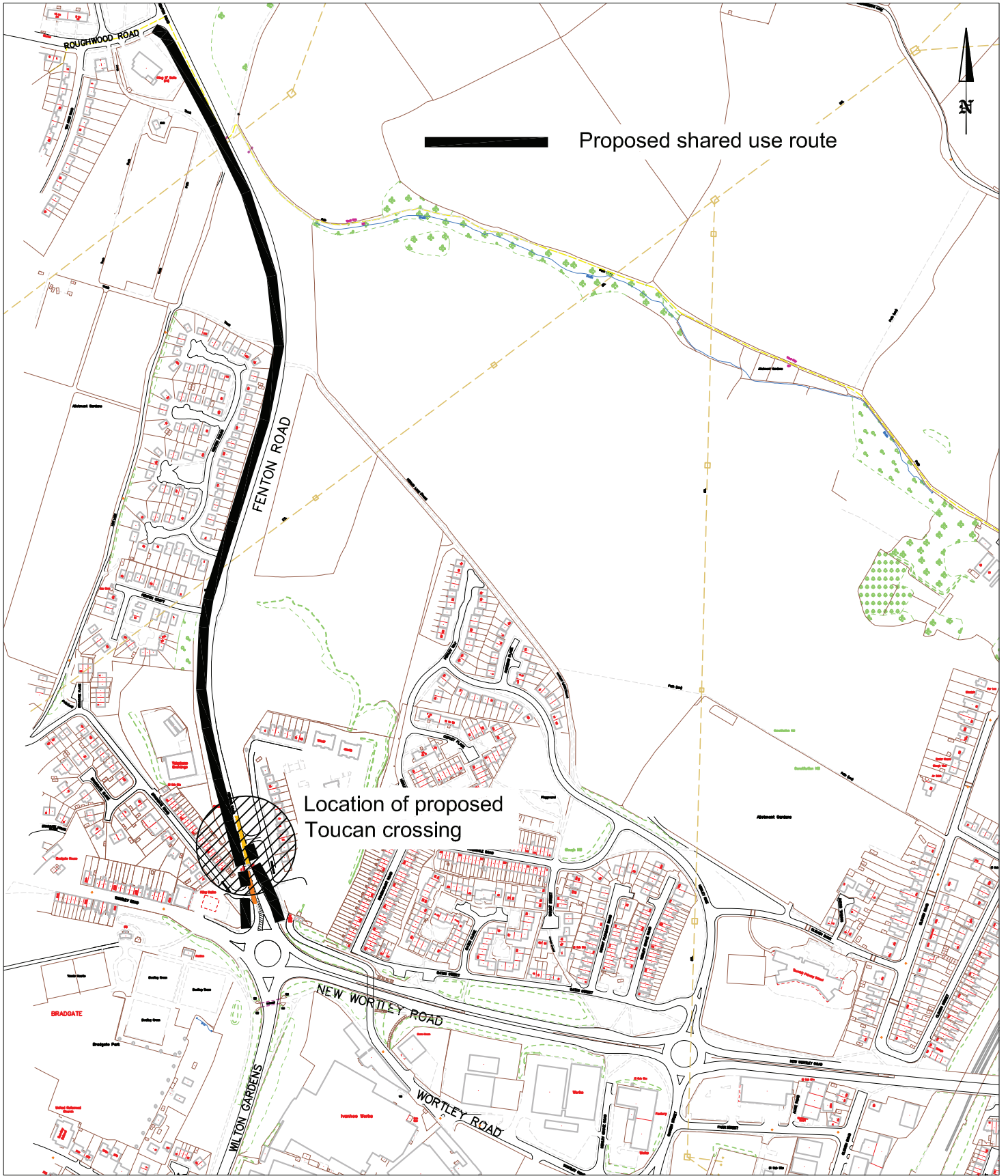
Rotherham
Metropolitan
Borough Council

**Environment &
Development Services**

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

Rotherham Metropolitan Borough Council
Environment & Development Services
Riverside House, Main Street,
Rotherham S60 1AE

Client:



Title Fenton Road, Bradgate
Shared Use Route and Toucan Crossing

Appendix A

Dwg. No.	126/17/TT238/2	Scales (if A4)	NTS	Drawn	N Davey	Date	June 13	Chd. by
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Proposed 2013/14 Local Safety Scheme Programme
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the 2013/14 Local Safety Scheme programme.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) detailed design and consultation on the schemes listed in Appendix A is undertaken and, subject to no objections being received, the schemes be implemented.**
- ii) The schemes be funded from the Local Transport Plan Integrated Transport Programme for 2013/14.**

7. Proposals and Details

Local Safety Schemes are targeted at locations having a history of treatable collisions where somebody has been injured. Locations for potential treatment are arrived at by initially identifying cluster sites and routes where at least seven collisions have occurred in the previous three years. These locations are then subject to detailed analysis which involves looking at the causes and circumstances of the collisions to determine if a treatable pattern exists and if a cost effective remedial treatment can be identified.

The cost effectiveness of a scheme is calculated by comparing the cost of implementing the scheme with the cost of the collisions that are expected to be saved during the first year of operation. This is known as the First Year Rate of Return (FYRR). Schemes with higher FYRRs, i.e. those where more collisions will be saved for the cost of the scheme, are prioritised for implementation.

As a result of carrying out such an analysis earlier this year 9 schemes have been identified for inclusion in the 2013/14 Local Safety Scheme programme. These are a mixture of route and junction treatments, and area wide traffic calming, as set out in Appendix A. All of these schemes have a FYRR in excess of 100% with the exception of the East Herringthorpe 20 mph zone which has a FYRR of 50%; a lower FYRR has been accepted in this case as rather than just being intended to reduce accidents the scheme is also being used as a test bed for a new approach to introducing 20mph zones using minimal traffic calming.

Examples of schemes that were implemented approximately 5 years ago together with the collision savings that have resulted are as follows:

- A618 Pleasley Road at the top of Guilthwaite Hill - Signs and road markings were improved together with the introduction of a 50mph speed limit and high friction surfacing. The number of personal injury collisions has been reduced from 13 in the 3 years before implementation to 4 since implementation
- Claypit Lane, Rawmarsh – Introduction of speed cushions and pedestrian refuges; personal injury collisions have been reduced from 8 to 1 since implementation.
- Sandy Lane/Cumwell Lane junction - Signs and road markings enhanced, high friction surfacing introduced and visibility improved out of Sandy Lane. Personal injury collisions reduced from 6 to 2 since implementation.

These examples demonstrate the effectiveness of low cost Local Safety Schemes in reducing collisions.

8. Finance

The recommended programme of schemes is expected to cost £330,000 and funding is available from the Local Transport Plan Integrated Transport Programme for 2013/2014.

9. Risks and Uncertainties

Some of the schemes will require the location of Statutory Undertakers apparatus to be investigated and this may affect scheme costs should any diversions be required. Furthermore any objections received as a result of consultation exercises for the schemes that cannot be resolved will require reporting to a future Cabinet Member meeting which will delay construction on site.

10. Policy and Performance Agenda Implications

These Local Safety Schemes are in line with the Council's objectives of achieving safer roads and also accord with the Equalities Policy.

11. Background Papers and Consultation

Consultation will be undertaken for each of the schemes having regard to the nature of the individual scheme.

Contact Name: Stuart Savage, Engineer, ext 22969
Stuart.savage@rotherham.gov.uk

Appendix A – 2013/14 Local Safety Scheme Programme

Location	Ward	Type of scheme	Accidents in previous 3 years	Cost	FYRR
B6059, Kiveton Park	1, 18	Route treatment consisting of speed limit reduction together with signing improvements	8	£15,000	180%
East Herringthorpe Area	17	Area wide 20mph speed limit together with supporting traffic calming measures	14	£150,000	50%
B6060 Morthen Road/B6410 Morthen Lane junction	5, 15	Junction improvement	7	£15,000	225%
B6060 Nursery Road, North Anston	1, 4	Vehicle activated signs	5	£8,000	210%
B6463 Todwick Road/Common Road junction, North Anston	1	Junction improvement	6	£12,000	280%
A618 Pleasley Road, Ulley	11	Route treatment consisting of improvements to road markings and signing	7	£20,000	250%
Grange Lane, Thorpe Hesley	8	Route treatment consisting of improvements to road markings and signing	7	£10,000	500%
B6089 Stubbin Road, Upper Haugh	7	Junction improvement	24	£70,000	170%
Doe Quarry Lane, Dinnington	4	Traffic calming	4	£30,000	110%
				£330,000	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	02 September 2013
3.	Title:	Sustainability Appraisal of Final Draft Sites and Policies Document
4.	Directorate:	Environment and Development Services

5. Summary

An exemption from Standing Orders is sought to allow orders to be placed with Jacobs UK Ltd to continue the Sustainability Appraisal of the Local Plan Sites and Policies document. Essential further work will be required by the consultants to enable the adoption of the Sites and Policies document following its Examination in Public.

6. Recommendations

1. That Cabinet Member approves the exempting of the proposed appointment of Jacobs UK Ltd to undertake the Sustainability Appraisal of the Sites and Policies Document to enable its adoption from Standing Orders 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) and 47.6.3 (requirement to invite at least three written quotations for contracts with an estimated value of between £20,000 and £50,000).

7. Proposals and Details

At each stage in the preparation of the Local Plan the Council is required by national and European Law (EU SEA Directive 2001/42/EC) to undertake Sustainability Appraisal of the proposals.

Jacobs UK Ltd were appointed by the Council in March 2013 to undertake the Integrated Impact Assessment of the Draft Sites and Policies Document (May 2013), following a competitive tendering procedure using the Homes and Communities Agency Panel and Framework to appoint the successful consultants. Further Sustainability Appraisal is required for the following reasons:

- to accompany the Final Draft of the Sites and Policies Document during its next consultation stage to ensure that it is robust and fit for purpose;
- to prepare a further update to the Sustainability Appraisal / Integrated Impact Assessment to accompany the Publication Version of the Sites and Policies Document ;
- to prepare a further update to the Sustainability Appraisal / Integrated Impact Assessment to support the Submission of the Sites and Policies Document;
- to provide essential further work as required, to enable the adoption of the Rotherham Sites and Policies Document following its Examination in Public.

At each of the above stages of Plan preparation a review of the Integrated Impact Assessment will be required. The following key tasks are essential to progressing the Sites and Policies Document to its next stage:

1. Sustainability Appraisal of the proposed Schedule of Changes to policies arising from the consultation undertaken between May and July 2013; and the incorporation of changes to the emerging Sites and Policies Document promoted through the Integrated Impact Assessment May 2013.
2. Update the Sustainability Appraisal of all sites incorporating anticipated further work on archaeology; landscape sensitivity and protected species and habitats.
3. Undertake the Sustainability Appraisal of the changes to sites proposed for allocation in the Final Draft Sites and Policies Document and arising from the consultation undertaken May to July 2013 and the further work identified under item 2.
4. Review the comments received to the Draft Sites and Policies Document (May 2013) Sustainability Appraisal and Integrated Impact Assessment and amend the IIA as necessary.
5. Review the comments received from Natural England on the Habitat Regulation Screening undertaken as part of the Sites and Policies Document May 2013, Integrated Impact Assessment and advise on any changes necessary to the emerging Sites and Policies Document.

6. Provide advice on the need for a further Habitat Regulation Screening Assessment and if necessary undertake the HRA Screening Assessment.
7. Review and confirm that the Equalities Impact Assessment is fit for purpose.
8. Review and confirm that the Health Impact Assessment is fit for purpose.

Given the extensive Integrated Impact Assessment completed by Jacobs UK Ltd in May 2013, there will be significant economies for the same consultancy to undertake this work particularly given the tight timeframe for completion of the Sustainability Appraisal.

The consultants have extensive and detailed knowledge of the earlier work undertaken (in preparing the Core Strategy and Sites and Policies documents and the Sustainability Appraisal work completed to accompany the various stages of Local Plan preparation) and direct access to relevant information within their own records.

Due to the technical nature of this work, the appointment of a different consultancy to undertake this work would incur additional time and costs derived from reviewing and incorporating previous sustainability work undertaken by others and reading and understanding our emerging Local Plan.

8. Finance

The total cost of services required from Jacobs UK Ltd is currently being negotiated. An indicative figure of £8,000 to £12,000 is likely to be achieved for the first commission; the sustainability appraisal of the Final Draft Sites & Policies document. Costs for the remaining stages will be dependent on the amount of changes required to the Sites & Policies document following consultation so are difficult to quantify at this stage. However, based on experience with sustainability appraisal of the Core Strategy, indicative figures for subsequent stages could be £10,000 for sustainability appraisal of the Publication Sites and Policies document; £2,000 for "expert witness" support at the Sites & Policies document EIP; and, £8,000 to £10,000 for sustainability appraisal of any modifications required at EIP and completing the adoption process. These fees are considered reasonable and competitive based on quotes received from other consultancies when this work was subject to tender earlier in the Local Plan preparation process. The cost of this project will be met from the Planning Policy Team budget.

9. Risks and Uncertainties

Seeking tenders for this work would significantly delay the commencement of this Sustainability Appraisal and potentially impact on the timing and subsequent publication and submission of the Sites and Policies Document.

10. Policy and Performance Agenda Implications

The appointment of consultants with previous detailed knowledge of the project will enable the Council to adhere to its timetable for publication of the Sites and Policies Document in late 2014.

11. Background Papers and Consultation

Consultation on this report has been undertaken with the Council's legal and financial programme areas. The Director, Legal and Electoral Services, supports the recommendation for the reasons outlined in the report.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member for Regeneration and Development Services
2	Date:	2nd September 2013
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 31st July 2013
4	Directorate :	Environment and Development Services

5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of July 2013** and to provide a forecast outturn for the whole of the 2013/14 financial year.

Members are asked to note the forecast outturn position of **an overspend of £856k** for the Environment & Development Services Directorate based on expenditure and income as at July 2013.

6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of July 2013, and that this report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

7 Proposals and Details

7.1.1 Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2013 to 31 July 2013.

7.1.2 The table below summarises the forecast outturn against approved budgets for each service division:

Division of Service	Net Budget	Forecast Outturn	Variation	Variation
	£000	£000	£000	%
Business Unit	748	746	-2	
Regeneration, Planning and Cultural Services	7,452	8,040	+588	
Streetpride	29,354	29,624	+270	
Total Environmental and Development Services	37,554	38,410	+856	2.27%

Following the July cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£856,000 (2.27%)** against its total net revenue budget of **£37,554,060**. All possible actions to mitigate this are being taken.

7.1.3 The details below offer explanations of the material variances by Division of Service.

Business Unit (-£2k)

The Business Unit is forecasting a small under spend of **-£2k**.

Regeneration, Planning and Cultural Services (+£588k)

Regeneration and Planning (£254k+)

Planning Services have a pressure of £274k+, from Land Charges £147k+ (£127k+ of this was identified by Internal Audit for monies due to HMRC re Vat, £20k+ pressure is due to loss of income). The remaining £127k+ is due to a shortfall of income from planning applications. There are further smaller pressures across the Service of £26k+. These pressures are being mitigated by savings from Business Centres £39k-, due to higher than expected occupancy levels, and savings £7k- within Rotherham Investment Development Office (RIDO) from staff vacancy.

Customer and Cultural Services (£334k+)

Heritage Services are projecting a £55k+ pressure due to the change in venue for celebratory services to Clifton Park Museum. Cultural Services is now showing an additional £30k+, due to unfunded Business Rates for various sites which it is unlikely can be contained in 2013/14. This is being partially mitigated by £15k- savings within Theatres and Arts. There is an unachievable saving from 2012/13 of £80k+ (the remaining element of the £250k savings target) and a further £120k+ from the 2013/14 savings proposals remains outstanding. There is a pressure within the Contact Centre of £64k+, work is ongoing to mitigate this.

Streetpride (+£270k)

Network Management is projecting a pressure of £85k+.

Parking Services have a pressure of £137k+ due to inflated income assumptions and a downturn in customers requiring parking permits, and customers seeking alternative parking arrangements. This figure has been mitigated by a reduction in TUPE payments to South Yorkshire Police. Further pressures within Network Management total £15k+, which are being offset by total savings of £67k-, from energy savings £37k- and one off additional income on Streetworks Enforcement £11k- and savings on Highways Maintenance £19k-.

Waste Services £276k+

Waste Collection is showing a pressure of £407k+ due to a reduction in income from Commercial Waste (£267k+) and further shortfalls on income are due to reduced sale of bins £37k+ (green) and £44k (black), and £59k+ due to late implementation of new contractual arrangements for dry recyclables. Waste disposal have an under spend £127k- and a small surplus £4k-, these are partially mitigating the overall pressure.

Leisure and Community Services are reporting a net pressure of £2k+.

From Leisure an under spend of £18k- a pressure on allotments rent income, and the late implementation of Herringthorpe Stadium saving and vacancy factor pressures are being offset, by increased income at parks due to the recent good weather, increased income from play inspections and savings on staffing budgets from vacant posts. Community Services a pressure of £20k+, from an unachievable vacancy factor across the service combined with a predicted shortfall on Grounds income based on known scheduled works.

An under spend of £86k- in Corporate Transport Unit, is £80k- from Home to School Transport based on the current and expected service requirement (this is subject to review following new admissions in September), and £6k- saving on CTU account due to reduced Transport Costs.

A small pressure on the Corporate account £10k+ is being offset by a £16k- saving within Transportation.

These pressures will be reviewed throughout the year, and wherever possible, the budget holders will look to reduce any costs to mitigate the forecast overspend.

Summary

The Directorate is currently forecasting an overspend of **+£856k** with key pressures noted on under recovery of income across a wide range of services. The forecast overspend in Streetpride currently excludes a potential pressure of **+£468k** for Winter Maintenance based on previous year's spend.

Details have been requested for spend on Agency, Consultancy and Overtime:

Agency Costs

Total expenditure on Agency staff for Environment and Development Services for the period ending 31st July 2013 was £197,428. This is higher than the same period last year, mainly due to changes in pay for seasonal workers and difficulties in recruitment Agency Staff have been employed. Service Directorates are expected to consider use of Agency Staff and use this as a last resort,

Consultancy

For the period ending June 2013 the total spend on Consultancy was £62,152 within Regeneration and Planning. The data for July is not currently available.

Non contractual Overtime

Actual expenditure to the end of July 2013 on non-contractual overtime for Environment and Development Services is £174,742 whilst the same period to July 2012 spent £169,200, some of these costs are due to the new services now being included and reported within EDS (Customer Services).

The actual costs of Agency, Consultancy and Overtime are included within the financial forecasts.

8. Finance

There are no other details to report this month.

9. Risks and Uncertainties

The overall Directorate budget shows an overspend of £856k which have been identified and explained above and in the appendices. If Winter Maintenance pressure were included this figure would increase by £468k to a total of £1,323k.

10. Policy and Performance Agenda Implications

Directorate budgets are aligned only to corporate priorities and spending within the agreed Directorate cash allocation is key to demonstrate the efficient Use of Resources.

11. Background Papers and Consultation

This is the first budget monitoring report in this format for the Directorate for 2013/14 and reflects the position from April 2013 to July 2013. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

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