CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: **Monday, 7th October, 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 2nd September, 2013 (Pages 1 - 7)

5. Opening of Offers (Page 8)

6. Petition - Bus Service No. 4 (Sunnyside)
   A petition has been received by the Council, opposing the reductions in service for Service No. 4 affecting Sunnyside and Magna Lane. The petition contains 112 signatures and is from residents of the Dalton and Sunnyside area.

7. Environment and Development Services - Revenue Budget Monitoring 2013/2014 (Pages 9 - 12)

8. A630 Fitzwilliam Road, Rotherham - proposed deletion of Highway Improvement Line (Pages 13 - 16)

9. Main Street, Rotherham - proposed Pedestrian Improvement Scheme (Pages 17 - 23)

10. Proposed Junction Signalisation - A630 Doncaster Road / B6090 Kilnhurst Road, Hooton Roberts (Pages 24 - 26)

11. Rotherham Voluntary Bus Partnership Agreement (Pages 27 - 28)

12. Rotherham Town Centre - Free Parking on Saturdays before Christmas 2013 (Pages 29 - 31)

13. 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).

14. Rotherham Town Centre - Shop Front Improvement Scheme (Pages 32 - 33)

15. Rotherham Town Centre - Application for Business Development Grant (Pages 34 - 37)

16. Rotherham Town Centre - Applications for Business Vitality Grant and Street Cafe Grant (Pages 38 - 41)

17. Date and time of next meeting - Monday 4th November, 2013 at 10.30 am

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
2nd September, 2013

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

Apologies for absence were received from Councillors Clark and Dodson.

G32. MINUTES OF THE PREVIOUS MEETING HELD ON 29TH JULY, 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 29th July, 2013, be approved as a correct record for signature by the Chairman.

G33. OPENING OF OFFERS

Resolved:- That the action of the Cabinet Member in opening the following tenders on Tuesday, 6th August, 2013, be noted:-

- former depot and joiners workshop at Wadsworth Road, Bramley

G34. MARE (MANAGING ADAPTIVE RESPONSES TO THE ENVIRONMENT) - CLOSURE OF PROJECT AND CAMINO (CLIMATE ADAPTATION MANAGEMENT) - PROPOSED ADVENT OF PROJECT

Further to Minute No. 164 of the meeting of the Cabinet Member and Advisers for Regeneration and Development Services held on 5th January, 2009, consideration was given to a report presented by the Project Officer concerning the successful conclusion of the MARE (Managing Adaptive Responses to the Environment) project, including the success of the bid for European Union funding for the CAMINO (Climate Adaptation Mainstreaming through Innovation) project.

The details and financing of both of these projects were included in the submitted report. Members noted that the MARE project entailed research into the effects of flooding on the environment and economic development of an area. The CAMINO project will help to increase the Council's knowledge of the wider climate change agenda.

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

(2) That the successful conclusion of the MARE (Managing Adaptive Responses to the Environment) project be noted.

(3) That the implementation of the CAMINO (Climate Adaptation Mainstreaming through Innovation) project be endorsed, in order to continue the work already delivered in this subject area.

G35. LOCAL NATURE RESERVE STATUS FOR THE CENTENARY RIVERSIDE URBAN WETLAND NATURE PARK

Consideration was given to a report presented by the Leisure and Green Spaces Manager concerning the proposal to declare the area known as Centenary Riverside as a Local Nature Reserve, in accordance with the provisions of Section 21 of the National Parks and Access to the Countryside Act 1949. The area, consisting of 4.5 hectares, is situated adjacent to the A6178 Sheffield Road and Riverside Way, in the Templeborough area of Rotherham and is an urban wetland nature park and part of the River Don flood alleviation scheme.

The report referred to the legislative process of declaring an area as a Local Nature Reserve and also summarised the views of the Environment Agency, Natural England and the Wildlife Trust for Sheffield and Rotherham about the proposal.

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

(2) That the formal declaration of Centenary Riverside as a Local Nature Reserve, in accordance with the provisions of Section 21 of the National Parks and Access to the Countryside Act 1949, be approved.

(3) That the formal public notice be issued and the declaration of this Local Nature Reserve be announced in accordance with the guidelines provided by Natural England.

(4) That Natural England be formally notified of the declaration of this Local Nature Reserve.

G36. THE DESIGNATION OF A CONSERVATION AREA EXTENSION, MOORGATE

Consideration was given to a report presented by the Senior Planner concerning the request 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 this request, a public consultation exercise has been carried out in order to gauge local opinion about this proposal.

Members noted that, within the Borough area, there are twenty eight 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 review periodically the boundaries of its existing Conservation Areas.

A plan of the proposed Conservation Area extension was appended to the submitted report.

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

(2) That the proposed Conservation Area Extension at Moorgate, Rotherham, as detailed in the report now submitted and shown on the submitted plan, be approved.

G37. BRAMLEY CROSSROADS LTP WORKS

Consideration was given to a report presented by the Transportation and Highways Projects Manager concerning the proposed highway improvement scheme at the crossroads of the A631 Bawtry Road, Cross Street and Flash Lane, Bramley. The report stated that the works will involve the resurfacing of Cross Street. Members noted the details of the costs of the works, which are to be funded from the Local Transport Plan Integrated Transport (Network Management theme) budget and also from the Local Transport Plan Highways Maintenance budget during the 2013/14 financial year.

Members noted that there will be an element of night-time working in order to try and minimise traffic disruption in the area.

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

(2) That the implementation and funding of the highway improvements scheme at the crossroads of the A631 Bawtry Road, Cross Street and Flash Lane, Bramley, as detailed in the report now submitted, be approved.

G38. PROPOSED SHARED USE FOOTWAY: A633 CORRIDOR BETWEEN ST ANN'S ROUNDABOUT AND GREAT EASTERN WAY ROUNDABOUT, PARKGATE

Further to Minute No. 43 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 28th August, 2012, consideration was given to a report presented by the Traffic Manager concerning the proposed shared use footway on the A633 (linking Rotherham and Parkgate) between the St. Ann's and the Great Eastern Way roundabouts. The submitted report detailed the result of consultations carried out in relation to this proposal, including the one objection received and also detailed the proposed highway changes and funding of the scheme from the Local Sustainable Transport Fund Programme for 2013/2014 and 2014/2015.

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

(2) That the objection to the proposed scheme be not acceded to.

(3) That approval be granted for detailed design work to be undertaken in relation to this proposed shared use footway scheme along the A633 between Rotherham and Parkgate and for the scheme to be implemented during the 2013/2014 financial year.

(4) That the footways identified on drawings numbered 129/LSTF/A633.consult1 and 129/LSTF/A633.consult2 be designated as shared pedestrian and cycle use under Sections 66(4) and 65(1) of the Highways Act 1980.

(5) That negotiations commence with land owners for the purchase of 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 completion of successful negotiations for the land to be purchased, the detailed design be undertaken and works be implemented before the end of the 2014/2015 financial year.

G39. PROPOSED IMPROVEMENTS TO A6021 HOLLOWGATE/A618 MOORGATE ROAD JUNCTION

Consideration was given to a report presented by the Traffic Manager concerning the proposal to introduce a pedestrian crossing stage in the A6021 Hollowgate/A618 Moorgate Road traffic signal-controlled junction. The report included details an objection to an associated proposed prohibited right turn for vehicles from Hollowgate into Moorgate Road. Members noted that funding for the scheme is available from the Local Transport Plan Integrated Transport Programme during 2013/2014.

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

(2) That the objection to the proposed scheme be not acceded to.

(3) That the approval be given for detailed design work to be undertaken in relation to this proposed scheme to introduce a pedestrian crossing stage in the A6021 Hollowgate/A618 Moorgate Road junction, as shown on drawing number 126/17/TT239 and for the scheme to be implemented during the 2013/2014 financial year.

G40. FENTON ROAD, BRADGATE - PROPOSED CONTROLLED PEDESTRIAN CROSSING AND CYCLE IMPROVEMENT SCHEME

Consideration was given to a report presented by the Traffic Manager concerning the proposed pedestrian and cycle improvement scheme on Fenton Road, Bradgate, including a new Toucan crossing and shared use footway. Members noted that funding for the scheme is available from the Local Transport Plan Integrated Transport Capital Programme during 2013/2014.

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

(2) That the outline scheme proposals be noted and approval be granted for the footways at Fenton Road, Bradgate, identified on drawing 126/17/TT238/2, to be designated as shared pedestrian and cycle use under Sections 66(4) and 65(1) of the Highways Act 1980.

(3) That the detailed design for the proposal be undertaken and, subject to no objections being received, the scheme be implemented.

G41. PROPOSED 2013/14 LOCAL SAFETY SCHEME PROGRAMME

Consideration was given to a report presented by the Traffic Manager containing details of the 2013/14 Local Safety Scheme programme. The report stated that Local Safety Schemes are targeted at highway locations which have a history of treatable collisions in which someone has been injured. Locations are subsequently analysed to determine whether a treatable pattern exists and whether cost-effective remedial treatment can be justified. A list of the various highway locations in the Borough area, proposed to be included in the 2013/14 Local Safety Scheme programme, was appended to the submitted report.

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

(2) That detailed design and consultation on the schemes listed in the appendix to the report be undertaken and, subject to no objections being received, the various schemes be implemented.

(3) That the schemes be funded from the Local Transport Plan Integrated Transport Programme for 2013/14.

G42. SUSTAINABILITY APPRAISAL OF FINAL DRAFT SITES AND POLICIES DOCUMENT

Consideration was given to a report presented by the Senior Planner stating that an exemption from Standing Orders 47.6.2 and 47.6.3 was being sought to allow orders to be placed with Jacobs UK Ltd to continue the Sustainability Appraisal of the Local Plan Sites and Policies document. Members noted that essential further work will be required by the consultants to enable the adoption of the Sites and Policies document after its Examination in Public. The report explained the various additional work to be undertaken. Details of the costs of this proposal were provided for Members.

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

(2) That approval be granted for the exemption 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) in respect of the proposed appointment of Jacobs UK Ltd to undertake the

Sustainability Appraisal of the Sites and Policies Document to enable its subsequent adoption.

G43. ENVIRONMENT AND DEVELOPMENT SERVICES REVENUE BUDGET MONITORING REPORT 2013/2014

Consideration was given to a report presented by the Finance Manager concerning the budget monitoring of the Environment and Development Services Directorate Revenue Accounts for the period to 31st July, 2013, including the forecast out-turn of overspending of £856,000 to the end of the 2013/14 financial year. The submitted report included information on the variances reported by each Division of Service.

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

(2) That the latest financial projection against budget for the 2013/14 financial year, for the Environment and Development Services Directorate, based on actual income and expenditure to 31st July 2013, be noted.

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

G44. EXCLUSION OF THE PRESS AND PUBLIC

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 as amended (information relating to the financial/business affairs of any person (including the Council)).

G45. PETITION REQUESTING REMOVAL OR MODIFICATION OF ANTI-MOTORCYCLE BARRIERS, BIRCHWOOD, RAWMARSH

Consideration was given to a report presented by the Public Rights of Way Officer concerning the receipt of a petition, containing 144 signatures, from residents of the streets and area around Birch Wood and Hague Avenue, Rawmarsh, requesting that the barriers which prevent illegal motorcycle access into Birch Wood be removed or modified and that the vegetation be cut back annually.

Correspondence from the Local Government Ombudsman, about this matter, was appended to the report.

Reference was made to the Council's programme of annual vegetation clearance on the public footpath network, which occurs twice per year (during the Spring and during the Summer) and includes work on all of the three public footpaths within Birch Wood.

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

(2) That the lead petitioner be informed that:-

(a) the removal of the barriers from the access to Birch Wood be not approved;

(b) the vegetation on the public footpaths in Birch Wood is scheduled to be cut back and cleared twice per year; and

(c) any further improvement works to these public footpaths will be added to the programme of proposed future works.

G46. ROTHERHAM TOWN CENTRE - APPLICATIONS FOR BUSINESS VITALITY GRANT

Consideration was given to reports presented by the Business Investment Manager concerning three applications for a Business Vitality Grant in respect of retail shops situated within the Rotherham town centre.

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

Resolved:- (1) That the reports be received and their contents noted.

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

(3) That a Business Vitality capital grant of £3,500 be awarded to the premises at Corporation Street, now identified, as a contribution towards the cost of fitting out the premises and the award of this grant be subject to the applicant preparing a detailed marketing plan to the satisfaction of this Council's Head of Business and Retail Investment and, subsequently, the implementation and effectiveness of the marketing plan be reviewed at quarterly intervals.

(4) That a Business Vitality capital grant of £3,000 be awarded to the premises at Corporation Street, now identified, as a contribution towards the cost of fitting out the premises.

(5) That, in respect of each of the three premises, now identified, a rental contribution be approved, to provide 50% of annual rent (exclusive of VAT) in year 1 and 25% of annual rent (exclusive of VAT) in year 2 and the grants shall be paid quarterly in arrears on submission by the applicants of proof of payment of rent.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7th October, 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 Monday 23rd September, 2013 for:-
- Land at Fenton Road (former Bradgate Quarry), Kmberworth

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 Monday 23rd September, 2013 for:-

- Land at Fenton Road (former Bradgate Quarry), Kmberworth

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:
Chris Holland, Senior Estates Surveyor; ext 54054

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development Services**
2	**Date:**	**Monday 7th October 2013**
3	**Title:**	**Environment and Development Services Revenue Budget Monitoring Report to 31st August 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 August 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 £711k** for the Environment & Development Services Directorate based on expenditure and income as at August 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 August 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 August 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	750	745	-5	
Regeneration, Planning and Cultural Services	7,440	7,999	+559	
Streetpride	29,425	29,582	+157	
Total Environmental and Development Services	**37,615**	**38,326**	**+711**	**1.89%**

Following the August cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£711,000 (1.89%)** against its total net revenue budget of **£37,615,369**. 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 (-£5k)

The Business Unit is forecasting a small under spend of **-£5k.**

Regeneration, Planning and Cultural Services (+£559k)

Regeneration and Planning (£199k+)

The key pressures within Regeneration and Planning total £199k are £316k from Planning mainly due to reduced income from planning applications, and £40k from Building Control and Markets. These are being partially offset by identified savings £84k- from higher than expected occupancy levels at the Business Centres, and further savings of £73k- from other areas.

Customer and Cultural Services (£360k+)

Within Customer Services there is an overspend of £360k. Heritage Services are projecting a £55k+ pressure due to the change in venue for celebratory services to Clifton Park Museum. 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, and a further +£31k. There are further pressures within the Customer Contact Centre of £74k+, work is ongoing to mitigate this.

Streetpride (+£157k)

Network Management is projecting a pressure of £86k+.

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. Further pressures within Network Management total £16k+, which are being offset by savings from energy savings £37k- and one off additional income on Streetworks Enforcement £11k- and savings on Highways Maintenance £19k-.

Waste Services £154k+

Waste Collection is showing a pressure of £402k+ due to a reduction in income from Commercial Waste and further shortfalls on income are due to reduced sale of bins due to late implementation of new contractual arrangements for dry recyclables. Negotiations on disposal contracts are ongoing, and combined with savings on the waste PFI are helping to mitigate this pressure by £248k-.

Corporate Transport Unit is showing a forecast under spend of £86k-. This 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. Across the rest of Streetpride services there are some small pressures within Leisure and Green Spaces and Community Services and Corporate Accounts (+£28k) which are being offset by savings within Transportation (£25k-).

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 **+£711k** 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 **+£466k** 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 August 2013 was £305,649. This is higher than the same period last year, mainly due to changes in pay for seasonal workers and due to agency staff being used whilst a waste management restructure is implemented.

Consultancy

For the period ending August 2013 the total spend on Consultancy was £80,818.

Non contractual Overtime

Actual expenditure to the end of August 2013 on non-contractual overtime for Environment and Development Services is £220,312 whilst the same period to August 2012 spent was £191,628, 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 £711k which have been identified and explained above and in the appendices. If Winter Maintenance pressure were included this figure would increase by £466k to a total of £1,177k.

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 August 2013. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

Contact Name: Andy Sidney – Finance Manager (EDS and Capital) – 01709 822025

E-mail: Andy.sidney@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7th October 2013**
3.	**Title:**	**Fitzwilliam Road, Rotherham. Proposed deletion of Highway Improvement Line**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To report a proposal to delete a road improvement line that currently safeguards the possible future improvement of A630 Fitzwilliam Road, Rotherham.

6. Recommendations

Cabinet Member resolves that:-

a) The highway improvement line indicated on the plans at Appendices A and B is deleted and no longer declared on a Local Authority Search Enquiry.

7. Proposals and Details

The Council's Land and Property team has requested comments regarding the possible disposal of parcels of Council owned land fronting Fitzwilliam Road, Eastwood. Land and property on the southern side of Fitzwilliam Road is directly affected by a long established road improvement line (imposed by the former Rotherham County Borough Council) which has been safeguarded from development over the years by successor highway authorities. The original intention was to extend the existing dual carriageway (which currently terminates in the vicinity of the fire station) in a westerly direction to St Ann's Roundabout. The retention of the improvement line restricts the development potential of land and its saleability/value. With this in mind, the Transportation Unit has reviewed whether it is necessary to continue to protect the line, bearing in mind current transportation policies. In this respect, the Fitzwilliam Road approach to St Ann's Roundabout has recently been improved and there are no further highways improvements planned or anticipated which would require land outside existing highway limits. Furthermore, at the time the Improvement line was imposed, the A630 through Rotherham was the main route between Sheffield and Doncaster and hence the east coast; this was obviously before the M18 and Sheffield Parkway were constructed. Accordingly, it is considered that the road improvement line no longer needs to be protected and can be deleted.

8. Finance

There are no cost implications in deleting the line. The value of land currently affected by the line may increase as a consequence of its deletion.

9. Risks and Uncertainties

Should land currently protected by the road improvement line be developed and thereafter required for highway purposes, the implementation of a scheme may be prejudiced or incur inflated acquisition costs. However, as indicated above, it is considered unlikely that such a scheme would be promoted.

10. Policy and Performance Agenda Implications

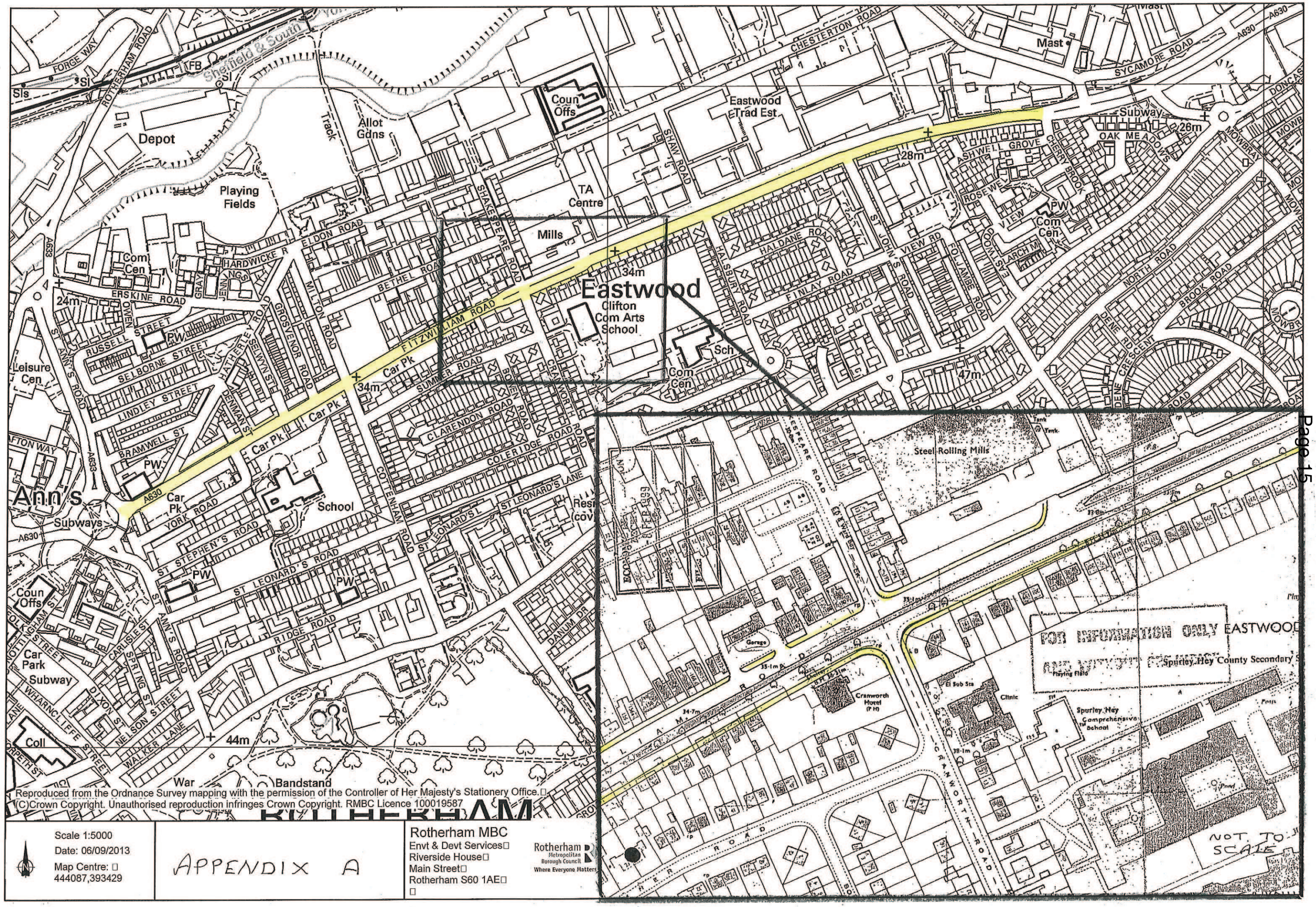
None

11. Background Papers and Consultation

None

Location maps showing outline details are attached as Appendices A and B together with more detailed extracts indicating part of the line.

Contact Name: Ian Ferguson, Senior Highway Development Control Officer, Ext.22965,
Ian.ferguson@rotherham.gov.uk


Eastwood
Clifton Com Arts School
Eastwood Trad Est
Coun Offs
Allot Gdns
Track
Depot
Playing Fields
TA Centre
Mills
Com Cen
Sch
Leisure Cen
Ann's
Subways
School
Car Pk
Subway
Coll
War
Bandstand
Steel Rolling Mills
Cranworth Hotel (P H)
Spurley Hey Comprehensive School
Spurley Hey County Secondary S
Clinic
Mast
Subway
FITZWILLIAM ROAD
CHESTERTON ROAD
SYCAMORE ROAD
ROTHERHAM ROAD
FORGE WAY
ELDON ROAD
BETHEL ROAD
SHAKESPEARE ROAD
SHAW ROAD
HALDANE ROAD
FINLAY ROAD
ST JOHN'S ROAD
VIEW RD
NORTH ROAD
BROOK ROAD
DENE CRESCENT
MILTON ROAD
GROSVENOR ROAD
SUMMER ROAD
CLARENDON ROAD
COLERIDGE ROAD
ST LEONARD'S LANE
ST LEONARD'S ROAD
ST STEPHEN'S ROAD
YORK ROAD
RIDGE ROAD
ST ANN'S ROAD
WHARNCLIFFE STREET
WALKER LANE
NELSON STREET
DIXON ST
SPRING ST
CARLISLE ST
NOTTINGHAM ST
FOLKINGHAM ST
ERSKINE ROAD
RUSSELL STREET
SELBORNE STREET
LINDLEY STREET
BRAMWELL ST
HATHERLEY ROAD
SELWYN ST
DENMAN ST
GRAY
JENNINGS
OWEN
CRANWORTH ROAD
COLLEGE ROAD
DANUM DR
ASHWELL GROVE
CHERRY BROOK
OAK MEADOWS
ROSEWOOD
VIEW
FOLJAMBE ROAD
HALSBURY ROAD
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DONCAS
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Sheffield & South Yorks
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Scale 1:5000
Date: 06/09/2013
Map Centre:
444087,393429
APPENDIX A
Rotherham MBC
Envt & Devt Services
Riverside House
Main Street
Rotherham S60 1AE
Rotherham Metropolitan Borough Council
Where Everyone Matters
FOR INFORMATION ONLY EASTWOOD
NOT TO SCALE

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Date: 23/07/2013
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APPENDIX B

Rotherham MBC
Envt & Devt Services
Riverside House
Main Street
Rotherham S60 1AE

Rotherham Metropolitan Borough Council
Where Everyone Matters

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7th October 2013**
3.	**Title:**	**Main Street Rotherham Town Centre. Ward 13 Proposed pedestrian improvement scheme**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To report an objection to the proposed 20mph zone extension on Main Street, Don Street and The Statutes, Rotherham Town Centre

6. Recommendations

Cabinet Member resolve that:-

a) The objection be not acceded to and the detailed design for the proposal is undertaken and the scheme implemented.

b) That monitoring is undertaken to evaluate the success of the 20mph zone within the initial 6 months of the scheme being completed. Should this indicate that speeds not be commensurate with the 20mph speed limit that further speed reducing measures are designed and subject to consultation and approval, implemented.

7. Proposals and Details

A report was submitted to Cabinet Member on 14th June 2013 minute no G13 refers outlining the proposed pedestrian improvement scheme along Main Street and specifically outside Riverside House. Part of this improvement scheme involves the extension of the soon to be completed Town Centre 20mph zone along Main Street, (from Westgate to New York Way), the full length of Don Street and The Statutes.

As part of the scheme investigation a speed survey was undertaken on Main Street outside Riverside House. The result of this survey demonstrated that the average speed of vehicles in this area is 25mph and 27mph in each direction. Therefore in order to comply with the necessary reduction in speeds to achieve the requirements in the Dft guidance for implementing a 20mph zone i.e. that recorded average speeds should not exceed 24mph, then a 1mph and 3mph reduction is required. It is felt that the proposals for the pedestrian improvement scheme on Main Street will have the desired effect of reducing vehicle speeds accordingly. These features include

- a new zebra crossing outside Riverside House between the junctions with Don Street and The Statutes resulting in the relocation of two disabled parking spaces -,
- the creation of 4no disabled parking spaces split between Don Street and Main Street
- an extension of the town centre 20mph zone to include Don Street, The Statutes and Main Street (from Westgate to New York Way)-,
- amendments to the kerblines of The Statutes and Don Street to reduce the crossing widths for pedestrians-,
- amendments to the existing Imprint surfacing on Main Street to form a gateway feature tied into the start of 20mph zone and also the introduction of an Imprint surface on side road entrances at Don Street and Market Street
- new enhanced paving materials along parts of Main Street.

Whilst there is a risk with any reduction in speed limits that the required reduced speeds will not be achieved, we consider that implementing the measures stated above will result in a change in the environment to satisfy the guidelines used by the Department for Transport for implementing a 20mph zone such that there is merit in introducing the reduced 20mph speed limit as proposed.

As part of the statutory requirements for implementing a speed limit amendment of 30mph to 20mph, South Yorkshire Police were consulted upon the proposal. Following informal discussions with South Yorkshire Police, a formal objection was submitted specifically to the proposed 20mph zone speed limit extension (see appendix A)

As can be seen from a copy of the email objection, South Yorkshire Police are generally supportive of the scheme, however they feel that without additional traffic calming measures along Main Street the speed of vehicles will not be in accordance with the guideline issued by Department for Transport for the proposed speed limit.

We have also given our assurances to South Yorkshire Police that once the scheme is completed a further speed survey will be undertaken and should speeds not be in accordance with the Dft requirements then we shall look to implement further measures to ensure that speeds are commensurate.

8. Finance

The recommended scheme is expected to cost £350,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2013/2014.

9. Risks and Uncertainties

Should speeds not be commensurate with the proposed 20mph then further measures will be required resulting in additional 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. Plans showing the scheme were also on display in the Library areas of Riverside House in late June and early July and notices advertising the reduction in speed limit were posted on street and in the local newspaper. No further objections were received to the proposals.

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PROPOSED PEDESTRIAN IMPROVEMENT SCHEME – MAIN STREET ROTHERHAM

APPENDIX A

(correspondence by e mail)

(1) RMBC to South Yorkshire Police (15 May 2013)

Further to my previous emails and our recent discussion regarding the proposed pedestrian improvement scheme for Main Street, I am now in a position to formally consult on the proposals for Main Street, The Statutes and Don Street (please see attached plan).

It is our intention to provide a zebra crossing on Main Street between The Statutes and Don Street following alterations to the kerblines to facilitate the 5m visibility requirement for the zebra crossing. As a result of the proposed zebra crossing, it is our intention to relocate two existing disabled bays outside Riverside House to the existing permit holder only bay situated at the end of Riverside House. We are also proposing to create two new disabled bays on Don Street in the layby created by the widening of the existing footway.

Don Street, The Statutes and that part of Main Street from Westgate to New York Way shall form part of the soon to be implemented Town Centre 20mph zone. The junctions of The Statutes and Don Street will be amended to provide tighter entry radii and consequently reduce vehicle speeds into the side roads as well as providing a shorter crossing distance for pedestrians across these side roads. In addition the existing centre line on Main Street will also be removed and replaced with a continuous 0.5m wide imprint strip between the start of the proposed 20mph zone to the junction with Market Street.

Vehicle speeds have been surveyed on Main Street (alongside the Police Station) with the resultant mean speed values of 25mph towards Westgate and 27mph towards Main Street roundabout (see attached). It is our intention to implement a 20mph zone gateway feature including imprint surfacing, signing, bollards etc. It is envisaged that the proposed gateway and the amendments around The Statutes and Don Street will have a sufficient impact in altering the road environment to reduce vehicle speeds to at or below the 24mph value required for the implementation of a 20mph zone. Following the schemes completion, monitoring will be undertaken and should vehicle speeds be not in accordance with the requirement for a 20mph zone, then further measures will be implemented to ensure that these speeds are achieved.

I am aware that concerns have been raised with regard to the psv of the proposed imprint surfacing and as such, I also attach a copy of the product specification demonstrating that the imprint material is fit for purpose on this type of road. I have also spoken to Wakefield MBC with regard to the issue of them allegedly removing imprint surfacing on their highway network following an RTA. They are not aware of any skidding problems that they have with the imprint surfacing. They have also informed me that they haven't removed any imprint surfacing as a consequence of an RTA.

In conjunction with the above proposals, we are also taking the opportunity to repave sections of the existing footways on Main Street, upgrade the lighting to LED lanterns, paint the existing lamp columns and rationalise the existing signage and bollards.

Whilst I appreciate your concerns with regard to the proposed 20mph zone extension, it is our intention to ensure that vehicle speeds are commensurate with a 20mph zone, however, it is felt that due to the changing nature of the environment around Riverside House these speeds can be met with the scheme as promoted.

I would be grateful to receive any comments you may wish to make on the proposals within one month from the date of this email.

(2) South Yorkshire Police to RMBC (04 June 2013)

Thank you for the final plan regarding the attached scheme. As you are aware from our many discussions regarding this scheme, we are supportive of the scheme in general, however, I have always been quite clear on the South Yorkshire Police stance regarding the implementation of 20mph zones without the necessary traffic calming;

Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed."

No traffic calming features are proposed, with the existing Main Street carriageway layout basically staying the same, and, given existing speeds, reliance on signing and a small section of change in road surface alone, is likely to result in a high proportion of drivers exceeding the proposed 20mph speed limit and continuing to drive above 24mph. Making these roads subject to a 20mph without additional traffic calming features is therefore likely to lead to non-compliance with DfT guidance.

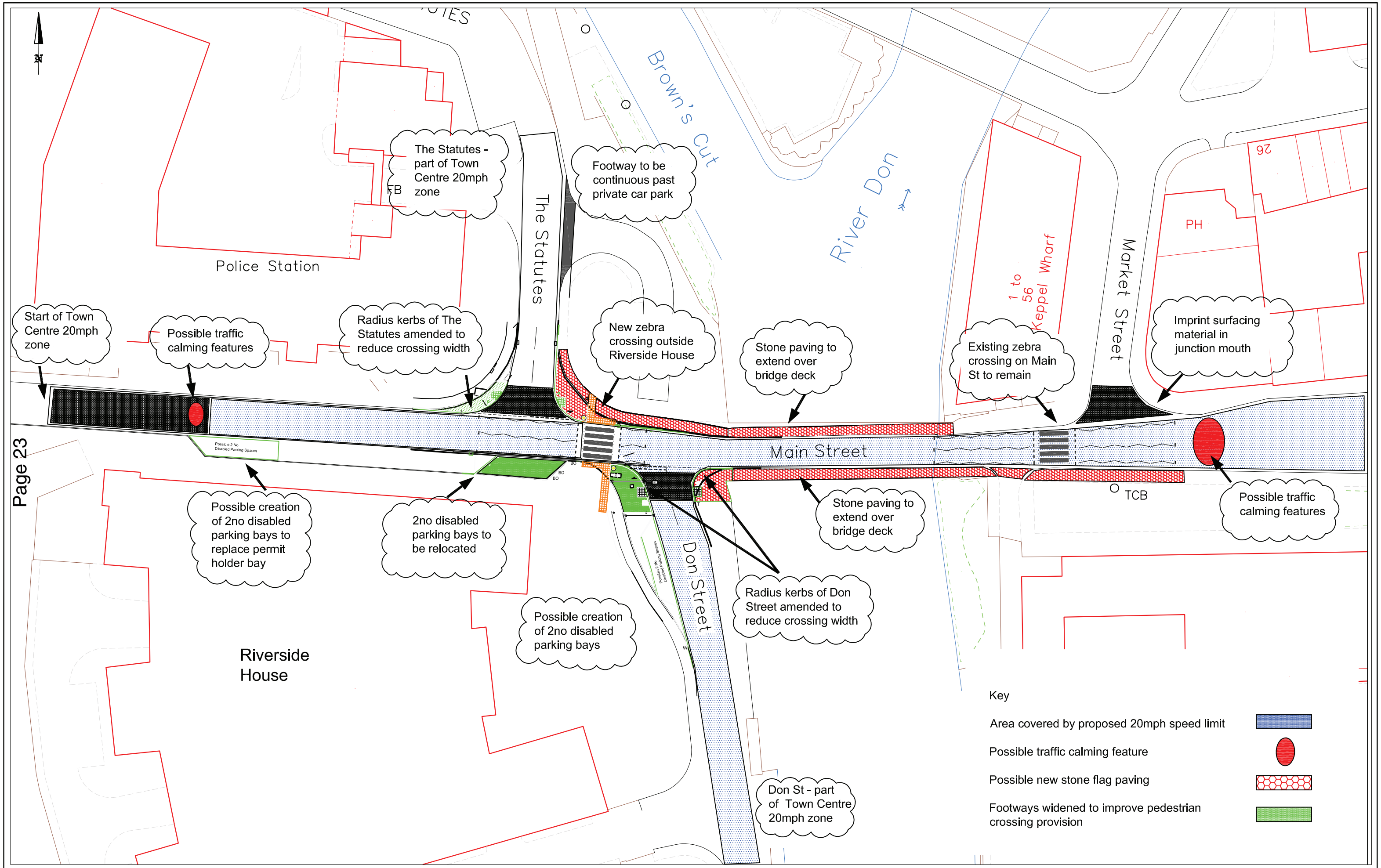
The non- observance of speed limits results in a number of safety issues; including errant drivers attempting inappropriate overtaking manoeuvres and following too close, both of which may increase collision occurrence and severity, and the risk of loss of control accidents. The non-observance of the speed limit could also lead to conflicts with pedestrians, particularly child pedestrians, and the vunerable, feeling a false sense of security in the 20mph area and expecting traffic to be travelling at this speed. An associated concern is that having an artificially low/routinely ignored speed limit on these roads could encourage similar abuses of the 20mph limit elsewhere in the area, leading to similar problems elsewhere.

With regards to the speed data provided, the observed speeds are above the 24mph maximum speed recommended by the DfT for 20mph limits in “Setting Local Speed Limits - Circular Roads 1/13”

With the probability in the future of further development on Don Street, the traffic and pedestrian activity in this area is only likely to increase in the future. Therefore unless further traffic calming features, as indicated on the plan are implemented we would have to formally object to the extension of the 20mph limit within this scheme.

(3) South Yorkshire Police to RMBC (19 June 2013)

I am sorry if I did not make it clear in my last e-mail, but the Police does formally object to the 20mph speed limit, for the reasons previously given.



Rotherham Metropolitan Borough Council
Environment & Development Services
Strategic Director: Karl Battersby Bsc (Hons) MTPL MRTPI

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

Client:

Appendix A

Rev.	Description	Date	Initial	Chd.

Project: Main Street, Rotherham
Title: Pedestrian Highway Improvement Scheme
Dwg. No.: Consultation Rev
Scales (A4): Not To Scale
Drawn: N Davey Date: April 2013 Chd. by: SIS

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7 October 2013**
3.	**Title:**	**Proposed Junction Signalisation - A630 Doncaster Road / B6090 Kilnhurst Road, Hooton Roberts**
4.	**Directorate:**	**Environment and Development Services**

5. Summary

To inform Cabinet Member of a proposal to signalise the junction of the A630 Doncaster Road and B6090 Kilnhurst Road, Hooton Roberts, and to report the results of consultations that have been carried out.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) detailed design for the scheme is undertaken and the scheme be implemented.

ii) The scheme be funded from the Local Transport Plan Central Fund for 2013/14.

7. Proposals and Details

The proposed signalisation of the junction of Doncaster Road and Kilnhurst Road at Hooton Roberts has arisen out of the South Yorkshire Countywide Road Safety Initiatives Project. This project was initiated in 2007 to bring back on track the target for reducing the number of people killed and seriously injured (KSI) in road traffic collisions. Part of the project has involved looking at KSI collisions on A roads throughout South Yorkshire, where the majority of such collisions occur. This study identified the whole length of the A630, from Doncaster through to Sheffield, as having an above average number of KSI collisions per kilometre when compared to the average for A roads in South Yorkshire. Further analysis of where the collisions were occurring on the A630 identified the junction of Doncaster Road and Kilnhurst Road as a hotspot with 14 collisions in the last 5 years, 13 of which involved vehicles turning right out of or in to Kilnhurst Road. The main contributory factor in the majority of these collisions is drivers turning out of the junction when unsafe to do so resulting in conflicts. In peak hours the

queues on Kilnhurst Road may add to the pressure on drivers to find a gap to pull out into.

The Doncaster Road/ Kilnhurst Road junction is currently configured as a priority junction. Improvements have been made over recent years, with limited success, to improve the safety and operation of the junction through the use of coloured surfacing, a vehicle activated sign, and improved signing and road markings. The introduction of traffic signal control to this junction, as shown on Drawing No.122-A630-090—HR-PRELIM-revB, attached as Appendix A, will allow for safe and controlled manoeuvres from/to the side road. According to a study carried out by the Transport Research Laboratory this should reduce collisions by 40 to 50 per cent per year.

8. Finance

The scheme is expected to cost £265,000 and funding is available from the Local Transport Plan Central Fund for 2013/2014.

9. Risks and Uncertainties

The scheme may require the location of Statutory Undertakers apparatus to be investigated and this may affect scheme costs should any diversions be required.

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.

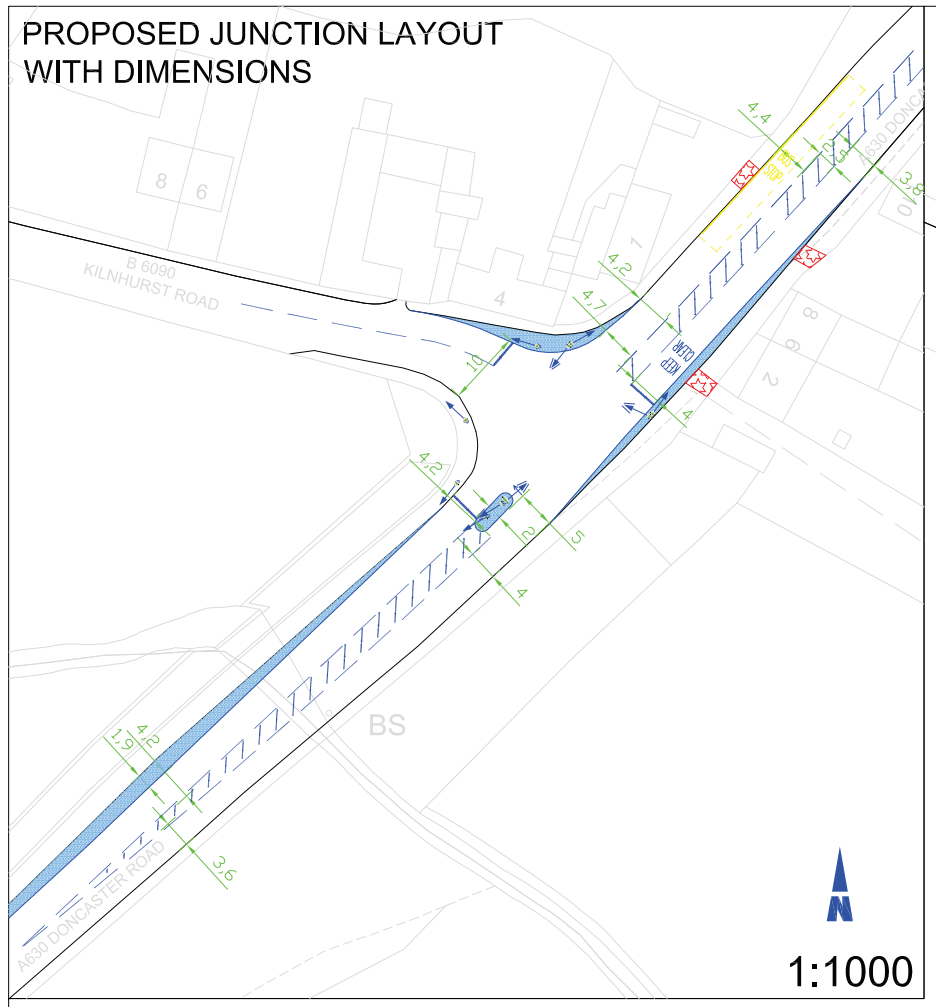
11. Background Papers and Consultation

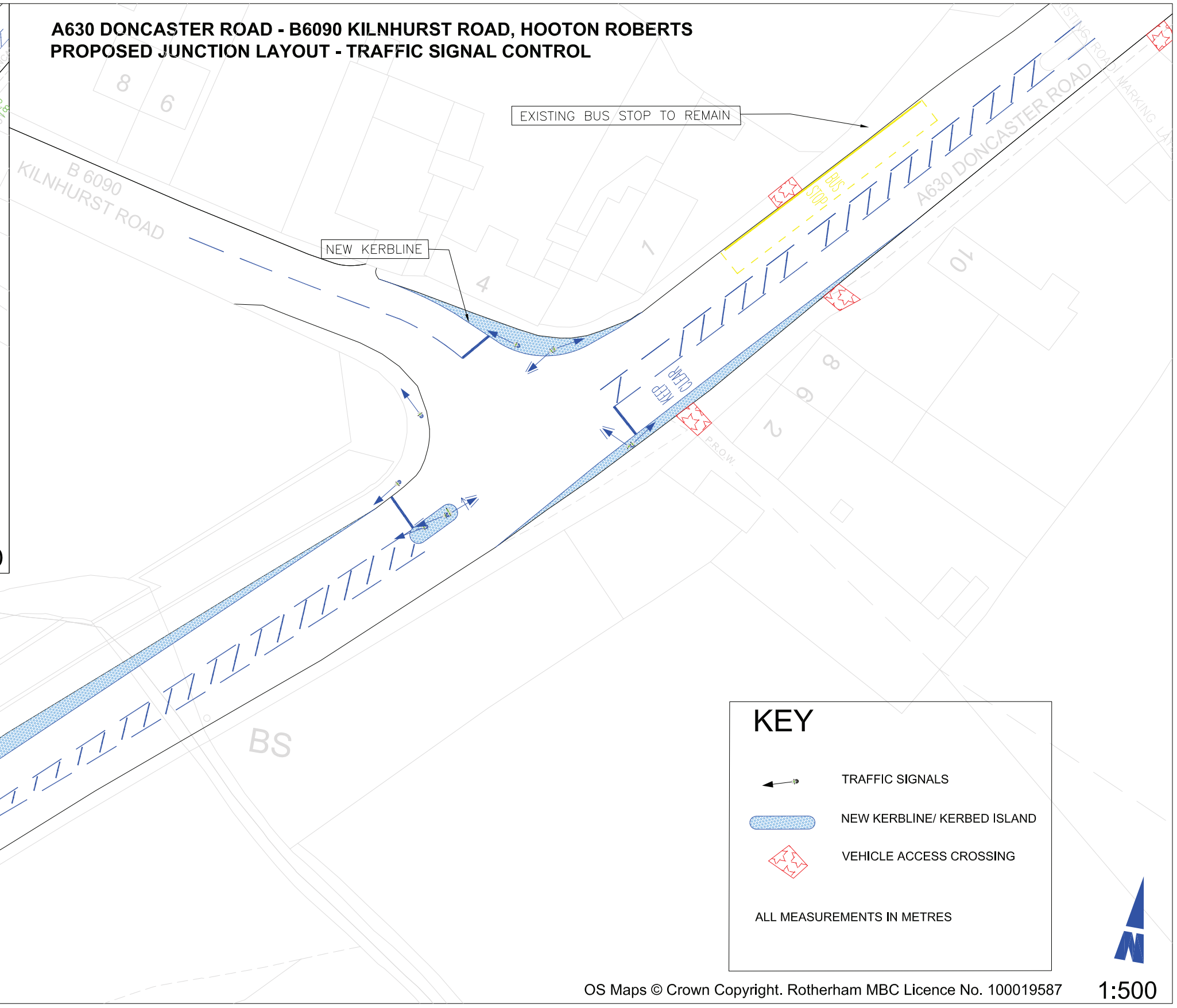
Statutory consultation with the emergency services and Ward members has been undertaken and no objections have been received. Consultation with residents has resulted in some changes to the proposed layout being made to overcome concerns about the position of the stop line and access to and egress from the shared driveway of numbers 2 to 8 Doncaster Road.

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

APPENDIX A

A630 DONCASTER ROAD - B6090 KILNHURST ROAD, HOOTON ROBERTS
PROPOSED JUNCTION LAYOUT - TRAFFIC SIGNAL CONTROL





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Rotherham Metropolitan Borough Council
Environment & Development Services

Strategic Director:
Karl Battersby Bsc (Hons) MTPL MRTPI

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

Client:

Rev.	Description
A	REPLACED PROPOSED HATCHING ON A630 NEARSIDE EASTBOUND APPROACH WITH WIDENED FOOTWAY
B	REMOVED PEDESTRIAN CROSSINGS AND ASSOCIATED ISLAND IN ORDER TO FACILITATE BETTER TURNING

Title
A630 DONCASTER ROAD - KILNHURST ROAD, HOOTON ROBERTS
PROPOSED SIGNALISED JUNCTION

Dwg. No.	Rev.	Scales (if A3)
122.A630.090-HR-PRELIM	B	AS SHOWN

Drawn	Date	Chd. by
RB	SEP 2013	SS

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7th October 2013**
3.	**Title:**	**Rotherham Voluntary Bus Partnership Agreement**
4.	**Programme Area:**	**Streetpride**

5. Summary

To report the progress of discussions between Rotherham Borough Council, the South Yorkshire Passenger Transport Executive (SYPTE) and major public transport operators regarding improvements to the bus offer in Rotherham through the potential to enter into a voluntary agreement to form a partnership.

6. Recommendations

Cabinet Member is asked to resolve that

(i) The principle of entering into an agreement in respect of a Bus Voluntary Partnership for Rotherham is supported.

(ii) Consultation procedures are commenced and a further report is considered by Cabinet Member following the consultation process.

7. Proposals and Details

Buses play a key role in supporting economic growth by linking people to key facilities, education and job opportunities. This is particularly relevant in South Yorkshire where there is a dispersed population and relatively low levels of car ownership. The potential to enter into a voluntary bus partnership with the SYPTE and transport operators would seek to improve the bus offer in Rotherham. This would be achieved principally through network design changes, new ticketing products and the agreement from bus operators involved in the partnership to adopt minimum standards for vehicles operating on the agreed network in Rotherham.

Research indicates that customers are seeking an acceptable bus product that is simple to understand, easy to use, reliable and delivers the right customer experience. In Rotherham, the current situation is variable in its delivery of these service attributes. Overall, the objective is to offer a stable network of bus services across the town which broadly matches the existing whilst better matching resource to demand and offering customers an improved experience in using the bus alongside affordable, cost competitive, value for money fares and ticketing products. Bus operators in the partnership would only be able to make changes to the network coverage on agreed pre-determined dates.

These measures will encourage existing customers to continue using the bus and encourage people who travel by other modes to switch voluntarily to the bus, thereby helping reduce congestion and the associated negative environmental impacts. The purpose of a bus partnership would be to:

- provide a quality transport option for those without a car
- provide a quality choice for those with use of a car
- increase the overall volume of people using bus services in Rotherham
- reduce the environmental impact of travel
- create a stable bus network in Rotherham

It is proposed to undertake consultation regarding the opportunity to form a voluntary bus partnership for Rotherham in the next 3 months and report the findings of the consultation exercise to a future meeting of Cabinet Member for Regeneration and Development; consultation will also include briefings and/or presentations to Council Members as appropriate. Should the findings of the consultation exercise be supportive and there is acceptance that a voluntary bus partnership would be a positive way forward in improving the bus offer for the people of Rotherham, it could become operative as early as April 2014.

8. Finance

At the development stage it is proposed that each potential partner in the voluntary agreement would absorb their own costs in terms officer time. The costs incurred in terms of the consultation exercise would be met from the South Yorkshire Local Sustainable Transport Fund (LSTF) and the Local Transport Plan fund allocations 2013/14.

9. Risks and Uncertainties

Should the consultation exercise not produce positive feedback and Cabinet Member resolves not to progress with a voluntary bus partnership agreement for Rotherham, then costs incurred for the consultation exercise would be abortive.

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 Financial Services.

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ian.ashmore@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	**Meeting:**	**Cabinet Member and Advisers for Regeneration and Development**
2.	**Date:**	**Monday 7th October, 2013**
3.	**Title:**	**Free Parking in Rotherham Town Centre on Saturdays in the run-up to Christmas**
4.	**Programme Area:**	**Environment and Development Services**

5. Summary

This report seeks approval for the allocation of £24,000 from within Environment and Development Services Budgets to offer free parking in RMBC owned car-parks in Rotherham town centre on six Saturdays from 16th November to 21st December, 2013, inclusive.

6. Recommendations

6.1 Cabinet Member approves the proposal for free parking on Saturdays in RMBC car parks for period 16th November to 21st to December 2013 (inclusive) as detailed in this report.

7. Proposals and Details

The Christmas trading period is key in the retail sector in ensuring year-round profitability of the business; a poor Christmas trade can have a significant impact on the viability of the business. It is therefore recognised that initiatives to attract shoppers are particularly beneficial to retailers at this time.

In previous years, free parking incentives have been introduced in the Rotherham town centre as a means of driving footfall during the festive period and supporting town centre retailers. This has included offering free parking on Saturdays from the period between the Christmas lights switch-on event and Christmas Day.

One of the key recommendations in the Mary Portas High Street Review was that high streets and town centres should have the flexibility to introduce local parking initiatives to boost trade. This is particularly pertinent to Rotherham, given the proximity to Parkgate and Meadowhall both of which have a free parking offer and based on the impact that Portas Pilot funded initiatives have made in the town centre.

Rotherham has welcomed a recent upturn in footfall figures and a reduction in shop vacancy rates. This can to some extent be attributed to a number of projects and

initiatives aimed at regenerating the town centre, including the Business Vitality Grants Scheme, Shop Local, Public Realm Improvements, the Events and Entertainment Programme, Gallery Town and of course the return of Rotherham United to a stadium in the town. Free parking in the run-up to Christmas would complement these projects and initiatives and would provide a further incentive for shoppers to choose Rotherham.

This year a Christmas parking initiative would include six Saturdays in the period from 16th November to 21ST December 2013 inclusive. The loss of revenue for each Saturday is estimated at £4,000.

A marketing campaign would be implemented (cost covered within the existing festive marketing budget) and would include:

- Radio and Press Advertisements
- E-marketing (Facebook/ Twitter/ Rotherham town centre website)
- Weekly e-mails to database of 16,000 Shop Local cardholders/ RMBC employees
- Stickers and signage on parking meters and car-park entrances
- Inclusion in all Christmas events, markets and shopping publications
- Press releases and associated PR

It is also essential that all promotional materials include reference to the fact that the free parking is only available in RMBC car-parks and on-street bays (to avoid confusion with externally owned car-parks on Westgate and at Rotherham Interchange).

In addition all promotional material will include reference to the fact that 'Maximum Stay still applies' which identifies to the shopper that where a space is limited to, for example, a 2 hours stay, the maximum stay period of 2 hours must still be adhered to.

It is essential that any communication also refers to the fact that charges will apply on Saturday 28th December 2013 onwards and as such this will be factored into the campaign.

It is agreed that going forward a full evaluation (including feedback from businesses) will be undertaken in early 2014 with a view to assessing the impact of the incentive this year and a full options paper looking at the future allocation of funds to support parking incentives of this nature brought to the Cabinet Member in due course.

8. Finance

The total funding requested from the Environment and Development Services is budget is £24,000. £15,000 is to be drawn directly from the British Land contribution to town centre initiatives with the remaining £9,000 being managed within existing budgets.

9. Risks and Uncertainties

The cost of car parking is only one element in a complex mix of factors that determine the attractiveness of a town centre. Research from Springboard, a national consultancy which measures and reports on town centre performance, indicates that where adjustments have been made to parking charges such that charges are seen to be good value in relation to the strength of the retail offer, then footfall has increased. Anecdotal feedback from businesses in Rotherham has indicated that when parking initiatives have been in place trade has benefited and case studies from other towns in the UK suggest a similar trend. However there is no unequivocal empirical evidence that shows reducing car parking charges will increase the number of shoppers in a town. The strength and attractiveness of the retail offer, the physical and environmental appearance of the town, accessibility by all modes of transport and availability of car parking are equally important in determining footfall.

10. Policy and Performance Agenda Implications

This project will contribute to the following strategic priorities of the Community Strategy:
• Provide the support necessary to increase the number of successful businesses in Rotherham – both new start-ups and expansions of existing businesses, including social enterprises.

By providing free parking, the town centre is better able to compete against its nearest competitors during the crucial Christmas trading period. The project will contribute to the following priorities of the Rotherham Community
Strategy:-
• Revitalise the Town Centre

11. Background Papers and Consultation

Mary Portas/ BIS High Street Review (Rotherham briefing paper)
In addition consultation with:
Rotherham town centre businesses (continual feedback following one-to-one visits made and via Rotherham Voice retailer forum attended).
Corporate Finance Team

Contact Name: Bernadette Rushton, Retail Investment Manager
Ext 54576 bernadette.rushton@rotherham.gov.uk

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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