

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Monday, 13th January, 2014

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 11th December 2013 (Pages 1 - 2)
5. Minutes of a meeting of the RMBC Transport Liaison Group held on 4th December, 2013 (Pages 3 - 6)
6. Environment and Development Services - Revenue Budget Monitoring 2013/14 (Pages 7 - 12)
7. Alterations to Building Control Fees and Charges 2014 (Pages 13 - 16)
8. Westgate to Clifton Park Cycle Route, Rotherham - Phase 1, Westgate to Wellgate (Pages 17 - 22)
9. Proposed extension of existing shared use footway on Bawtry Road (between the Worrygoose and Rotherway roundabouts) towards Canklow (Pages 23 - 32)
10. Pool Green roundabout (Centenary Way/Main Street/Masbrough Street, Rotherham) – conversion to a signalised crossroads (Pages 33 - 36)
11. B6053 Chesterfield Road/ Park Hill, Swallownest - proposed roundabout and zebra crossings (Pages 37 - 39)
12. Date and time of next meeting - Monday 3rd February 2014 at 10.30 am

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
Wednesday, 11th December, 2013

Present:- Councillor Smith (in the Chair); Councillor Clark.

Councillor Pickering was also in attendance.

Apologies for absence had been received from Councillor Godfrey.

G74. MINUTES OF THE PREVIOUS MEETING HELD ON 2ND DECEMBER 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 2nd December, 2013, be approved as a correct record for signature by the Chairman.

G75. ROTHERHAM TOWN CENTRE - FREE PARKING ON SATURDAYS BEFORE CHRISTMAS 2013

Further to Minute No. 55 of the meeting of the Cabinet Member and Advisers for Regeneration and Development, consideration was given to a report presented by the Economic Development Manager, seeking approval for the allocation of £9,000 from the Rotherham Economic Regeneration Fund towards the funding of free parking in Council-owned car parks and in on-street parking bays in the Rotherham town centre on the six Saturdays before Christmas: on 16th, 23rd and 30th November, 2013 and on 7th, 14th and 21st December, 2013.

Members noted that, of the £24,000 allocation from Environment and Development Services revenue budgets, £15,000 is to be drawn from the British Land contribution to Rotherham town centre initiatives. The suggested funding also covers the cost of implementing a comprehensive marketing and communications plan, to inform shoppers and residents of the free parking incentive.

It was noted that the people would have to pay to park their vehicles, once again, in Council-owned car parks and in on-street parking bays on Saturday, 28th December 2013.

It was noted that the scheme was well regarded by local businesses and had contributed to increased footfall in the town centre in previous years.

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

(2) That an allocation of £9,000 from Rotherham Economic Regeneration Fund, as detailed in the submitted report, be approved as a contribution to (i) the loss of revenue and (ii) the marketing activity associated with offering free parking on Saturdays in Council car-parks and in on-street

parking bays, in the Rotherham town centre, for the period 16th November, 2013 to 21st December, 2013 (inclusive).

G76. DATE AND TIME OF NEXT MEETING: -

Resolved: - That the next meeting of the Cabinet Member and Advisers for Regeneration and Development take place on Monday 13th January, 2014, to start at 10.30 a.m. in the Rotherham Town Hall.

**RMBC Transport Liaison Group
Wednesday, 4th December, 2013**

Present:- Councillor R. S. Russell (in the Chair); Councillors Atkin, Beaumont, Burton, Falvey, Goulty, Hoddinott, Pickering, G. A. Russell, Sims, Swift, Whelbourn and Whysall; together with Mr. A. Wright (South Yorkshire Passenger Transport Executive), Mr. S. Hewitson (Rotherham Community Transport), Mr. A. Timewell (First Group) and Mr. J. Young (Stagecoach Yorkshire).

Apologies for absence were received from Councillors Ahmed, Andrews, Dodson and Smith; and from Mrs. G. Greensitt (SYPT) and Mr. B. Gilligan (First Group).

14. MINUTES OF THE PREVIOUS MEETING HELD ON 25TH SEPTEMBER 2013

Consideration was given to the minutes of the previous meeting of the Transport Liaison Group, held on 25th September, 2013.

Agreed:- That the minutes of the previous meeting be approved as a correct record for signature by the Chairman.

15. MATTERS ARISING FROM THE PREVIOUS MINUTES

(i) Minute No. 9 – Members requested details of the views of the Rotherham Clinical Commissioning Group on the issue of the relocation of services from the NHS Walk-in Centre, Rawmarsh Road, Rotherham to the Rotherham hospital, including the implications for public transport services.

(ii) Minute No. 10 – it was clarified that the voluntary bus partnership would affect the whole of the Rotherham Borough area;

(iii) Minute No. 10 – A630 Doncaster Road, Thrybergh – the bus lane improvement works and installation of traffic signals (at the junction with Oldgate Lane) were expected to be complete by the end of December 2013.

16. UPDATES FROM THE TRANSPORT OPERATORS

(1) First Group – there are minor punctuality changes to some bus services; First Group will be participating in the Rotherham voluntary bus partnership.

(2) Stagecoach East Midlands – there are no planned service changes for January 2014.

(3) Stagecoach Yorkshire – the Dearne Valley network changes introduced in July 2013 had settled in, with some detailed feedback received on a couple of issues; this information was being included in the Rotherham voluntary bus partnership consultation process, with any service changes to be made in April 2014.

(4) South Yorkshire Passenger Transport Executive (SYPTE)

Consideration was given to a report, presented by Andy Wright (SYPTE), describing the following issues:-

: continuing improvement works to the Rotherham transport interchange;

: Rotherham Voluntary Bus Partnership – the analysis of the outcome of the consultation process is taking place; after approval, service changes are likely to be implemented with effect from April 2014; Members commented on the usefulness of the public consultation exercise, including the drop-in sessions (especially those held at Kiveton Park and at Sunnyside);

: Members referred to the need for a direct bus route and service between the Rotherham hospital and the Kiveton Park/Wales area;

: progress with the development of the bus rapid transit route, which will operate across the Lower Don Valley, between Rotherham and Sheffield;

: the internet web link for the on-line renewal of concessionary travel passes is:- www.travelsouthyorkshire.com

: outcome of consultation exercise - the new tram-trains, which will operate between Sheffield, Rotherham and Parkgate, will not carry cycles (with the exception of folding bicycles);

: Travel Choices – work with schools and the operation of the 'BusBoot' scheme involving work with local employers.

(5) Rotherham Community Transport – Members received a presentation from Steve Hewitson about the 2013 annual meeting and report of Rotherham Community Transport; emphasis was placed upon the provision of transport services which help to maintain and improve the quality of life of older people and people with a disability throughout the Rotherham Borough area; Community Transport is endeavouring to respond to the key issues arising from the 2012 survey of service-users and passengers, although the public sector financial pressures continue to apply to this organisation; details of the fares charged to customers were discussed and it was noted that full information was available on the new web site www.door2door.org.uk.

(6) Robin Hood Airport – the minutes of recent meetings of the airport consultative committee were received.

(7) Northern Rail – no report.

17. ROBIN HOOD AIRPORT - CONSULTATIVE COMMITTEE

Consideration was given to the minutes of the two most recent meetings of the Robin Hood Airport Consultative Committee, held on (a) 25th July, 2013 and (b) 24th October, 2013.

Members referred to : (i) the extent of advertising and publicity provided for passenger flights available from the airport; and (ii) the development of the Finningley and Rossington Regeneration Route Scheme (FARRRS) which will ensure improved access to the airport.

Agreed:- That the contents of the minutes of the meetings of the Robin Hood Airport Consultative Committee, as now submitted, be noted.

18. UPDATES FROM RMBC TRANSPORTATION UNIT

(a) syITS (South Yorkshire Intelligent Transport Systems) – implementation in the Rotherham Borough area

Further to Minute No. 18 of the meeting of the Transport Liaison Group held on 20th March, 2013, the Transportation and Traffic Manager reported on the progress of implementation of the syITS (South Yorkshire Intelligent Transport Systems). The principal purposes of this new technology and systems are to encourage and try and achieve a reduction in journey times and improved reliability of journey times on Rotherham's main highways.

Reference was made to:-

: the Rotherham town centre Urban Traffic Control system;

: the scheme is expected to be implemented during the Spring, 2014 and will be a SCOOT system (Split Cycle Offset Optimisation Technique), which was used to assist traffic flow in London during the 2012 Olympic Games;

: provision of an additional number of Variable Message Signs alongside certain roads in Rotherham, providing information for vehicle drivers;

: progress with the design of the crossroads, with traffic signals, at the 'Pool Green' roundabout (junction of A630 Centenary Way, Main Street and Masbrough Street), which will eventually replace the roundabout at that location on the outskirts of the Rotherham town centre;

: highway improvement and re-surfacing schemes - the control and monitoring of traffic congestion and the impact upon bus services.

(b) M1 Junction 33 (Catcliffe) – highway improvement scheme

During January 2014, the Highways Agency will commence a significant and large-scale highway improvement scheme, at this motorway junction. The scheme will provide additional lanes on the motorway southbound

off-slip, on the A630 Rotherway and on the circulatory carriageway.

(c) Rotherham town centre – cycling in pedestrianized areas

Members noted that the Cabinet Member for Regeneration and Development has given approval (2 December 2013) for the scheme to permit cycling within many of the pedestrian areas of the Rotherham town centre, on an experimental basis likely to commence in February 2014, with a review after three months of operation of the scheme. Reference was made to pedestrian safety issues, especially affecting blind and partially-sighted people and other people with a disability. It was noted that the scheme will operate on a trial basis for twelve months, with regular monitoring and review taking place.

19. TRANSPORT LIAISON GROUP - REVIEW

Consideration was given to the role and function of the Transport Liaison Group, which became established in July 2001 to act as a sounding-board and scrutineer of public transport in the Borough area. A principal aspect of the Liaison Group's role is to facilitate regular dialogue between Elected Members, the South Yorkshire Passenger Transport Executive, community transport representatives and the private sector bus operators.

Reference was also made to the imminent establishment of the Rotherham voluntary bus partnership, which aims to promote bus services throughout Rotherham and surrounding areas.

Agreed:- That draft terms of reference for the Transport Liaison Group be submitted for consideration at the next meeting.

20. DATE, TIME AND VENUE FOR THE NEXT MEETING

Agreed:- (1) That the next meeting of the RMBC Transport Liaison Group be held at the Town Hall, Rotherham on Wednesday, 19th March, 2014, commencing at 2.00 p.m.

(2) That future meetings of the Transport Liaison Group take place on:-

- Wednesday 25th June, 2014
- Wednesday during September, 2014 (to be confirmed)
- Wednesday during December, 2014 (to be confirmed)

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member and Advisers for Regeneration and Development Services
2	Date:	Monday 13th January 2014
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 30th November 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 November 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 £500k** for the Environment and Development Services Directorate based on expenditure and income as at November 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 November 2013, as outlined in the Briefing Note already circulated. This report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

Please note the figures in the report now include Asset Management, Audit and Insurance.

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 30 November 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	740	685	-55	
Regeneration, Planning and Cultural Services	7,460	7,963	+503	
Streetpride	29,055	28,904	-151	
Asset Management, Audit and Insurance	5,905	6,108	+203	
Total Environmental and Development Services	43,160	43,660	+500	1.09%

Following the November cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£500k (1.09%)** against its total net revenue budget of **£43,160**. All possible actions to mitigate this are being taken.

7.1.3 The details below are as offered in the Briefing Note already circulated to relevant Cabinet Members :

CABINET MEMBER BRIEFING NOTE

For Cabinet Members: Cllrs McNeeley, Rushforth, R.Russell, Smith, Wyatt.

SUBJECT: EDS REVENUE BUDGET MONITORING**1. Update on the current projections for EDS Revenue Budget Monitoring at the end of November 2013.**

The table below shows the monitoring figures for April – November with narratives explaining the current projections.

	April - November
Service	£000
Business Unit	-55
Regeneration, Planning, Customer & Cultural Services	+503
Streetpride	-151
Asset Management, Audit and Insurance	+203
TOTAL	+500

Business Unit -£55k

The service are now reporting an underspend due to a decision being made to implement a reduced training programme.

Regeneration, Planning, Customer and Cultural Services +£503k

At April – October £663k overspend was reported. Some budgets from Communications and Marketing and Policy and Partnerships are now showing within this Service Area. The details below are the key pressures as at the end of November

Regeneration and Planning (+£265k) :

The key pressures within Regeneration and Planning are : +£375k from Planning due to reduced income from planning applications, additional required spend on the Local Development Plan and a VAT payment due from previous years, resulting from an audit. Smaller pressures are reported in Communications and Marketing (+£14k) and Markets (+£43k). These are being partially offset by identified savings -£104k from higher than expected occupancy levels at the Business Centres, and further savings of -£63k from other areas.

Customer and Cultural Services (£238k+) :

Within Customer and Cultural Services there is an overspend of **£238k+**. Within Customer Services there remains an unachievable saving from 2012/13 of (£80k+) and a further (£120k+) from the 2013/14 savings proposals and a further pressure (£26k+) within the Customer Contact Centre.

The change in venue for celebratory services has created a pressure of (£63k+), which is being partially mitigated by some staff savings (£30k-) across Heritage Services. A further saving of £7k- is being shown on museum stores having vacated a site earlier than anticipated. Across Theatres and Arts. there is a combined saving of (£15k-), due to some salaries savings, increased one-off income and due to the moratorium. Within Library Services some staffing pressures are being mitigated by under spends from the Book Fund with further savings resulting from the moratorium.

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

Streetpride -£151k

The position at April – October was £81k- under spend. Streetpride are now reporting an improved position of **-£151k** underspend.

Network Management is projecting a pressure of **+£44k**.

Network Management is projecting an improved position since last month. Parking is showing a pressure of +176k which is mainly due to a shortfall on income recovery where income targets were inflated on Parking Services budgets by 2.5%. Other service pressures (+£14k) within Drainage. These are being offset by increased income from Streetworks and Enforcements £62k- and reduced Street Lighting energy costs -£44k, and reduced costs on Highways Maintenance -£37k and in Public Rights of Way-£3k under spend..

Waste Services -£11k

Waste Management services have pressures primarily on income from sale of recyclables as a result of a general reduction in waste volumes, and from commercial waste contracts which are still less than budgeted following the downturn in economic activity. Current projections show a pressure of +£312k, but Waste Disposal is projecting to be underspent by -£307k based on known changes to tipping locations, fluctuations in waste streams and an underspend of -£16k on the Waste PFI project.

Corporate Transport Unit is showing a forecast saving of **£170k-** mainly due to expected reduced costs on Home to School Transport. A surplus on Stores is now anticipated **£50k-** as a result of the materials issued, in the main for Street Lighting schemes.

Leisure and Green Spaces +£109K.

Green Spaces position now shows a pressure **+£92K**, (£36K allotments saving proposal, £123K Country Parks due to VAT issue - £7K under spend on recreational grounds, -£60K underspend on Urban Parks due to vacant posts and increased income from Play park inspections, this position has improved from last month due to a vacant post now not likely to be filled until 14/15. Leisure are reporting **+£12K** pressure : from Sports Development due to late implementation of saving at Herringthorpe Stadium, £2K vacancy factor pressure on Trees & Woodlands and £3K vacancy factor pressure on LGS Management & Admin.

Across the rest of Streetpride services an improved position is being reported, - **£153k** partially due to increased income from current transportation and highways work which is offsetting some pressures within Community Services, mainly due to increased pressures regarding fly-tipping and a shortfall in income within grounds maintenance totalling **£79k+**.

Asset Management, Audit and Insurance +£203K

There are pressures across the Asset Management service: unbudgeted property disposal fees (+£80k), Land & Property income under-recovery (+£58k), operational costs of Community Buildings (+£32k), increased accommodation costs, including energy, (+£112k), pressure due to loss of income in Design and Corporate Projects (+£18k). Further savings have been declared within Facilities Services (-£87k) and Emergency Planning (-£10k). Identified pressures on the Land Bank are being reported centrally.

Summary

The EDS reported pressures at April – November Monitoring shows an over spend forecast overspend of £500k+. **The forecast overspend assumes that the Winter Pressures budget is sufficient to contain costs incurred over the Winter months (2013/14). It should however be noted that in 2012/13 this budget overspent by £466k.**

Agency Costs

Total expenditure on Agency staff for Environment and Development Services for the period ending 30th November 2013 was £483,534 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, and EDS now includes Customer Services, Asset Management, Audit and Insurance.

Consultancy

For the period ending October 2013 the total expenditure on Consultancy was £120,579, the data for November is not currently available.

Non contractual Overtime

Actual expenditure to the end of November 2013 on non-contractual overtime for Environment and Development Services is £361,815 whilst the same period to November 2012 spent was £325,654, some of the increased costs are due to the new services now being included and reported within EDS (Customer Services and Asset Management).

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 £500k 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 £966k.

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

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13 January 2013
3.	Title:	Alterations To Building Control Fees and Charges
4.	Directorate:	Environment and Development Services

5. Summary

The report details changes to standard fees and charges for submission of Building Control applications, and proposed new fee for undertaking demolition works were Notice is required under Section 80 /81 of The Building Act 1985.

6. Recommendations

That Cabinet Member approves the fees and charges schedule within this report.

7. Proposals and Details

Standard fees & charges for submission of Building Control applications:

Local Authority Building Control administers The Building Regulations, a series of minimum standards of construction for the building industry.

Fee's were last changed in April 2012, which was a simplification & streamlining exercise of the previous 2010 fee structure.

This proposal is to increase the fee's by a nominal £25 per application which aims to reflect the increase in work load that additions and changes to the Building Regulations over the past four years.

For comparative purposes copies of the fees are contained within Appendix A:

New fee for undertaking demolition works were notice is required under Section 80 /81 of The Building Act 1985.

Previously this work has been undertaken with no charge. A fee of £125 is proposed which reflects the cost of work undertaken by building control to process and administer Demolition Notices.

8. Finance

Standard Fee Categories:

Where a Full Plans type application is made, the fee increase has been placed on to the 'Application Fee' (*first fee*) taking the nominal fee from £150 to £180 including VAT.

Where a Building Notice type application is made, the single fee has been increased by £25.

A fee of £125 is proposed which reflects the cost of work undertaken by building control to process and administer Demolition Notices.

9. Risks and Uncertainties

The increase represents an overall 7.5% increase, since 2010. The changes are aimed to reflect rising increase in costs whilst maintaining Rotherham Building Control's competitive pricing and service delivery.

10. Policy and Performance Agenda Implications

The changes proposed will contribute to delivering the following Corporate Plan outcomes:- "Helping to create safe and healthy communities"; "Improve the environment".

11. Background Papers and Consultation

- The Building (Local Authority Charges) Regulations 2010
- Local Authority Building Control Accounting Guidance for England and Wales. Published by Public Finance and Accountancy (CIPFA)

Contact Names :

Bruce Carter, Building Control Manager 01709 823841

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Appendix A
“Building Regulations Charges” Scheme Reference: BRCS 2012/05
effective date - 01 May 2012

Rotherham Building Control Consultancy



BUILDING REGULATION CHARGES



Reference: BRCS 2012/05

Effective from date – 01 May 2012

All standard charges shown include 20.0% VAT except the Regularisation Application charge where VAT is not applicable (figures shown in brackets excluding VAT)

Table A – Standard Charges for Domestic Work					
Category	Description of Works	Garages and Carports		Building Notice Application	Regularisation Application
		Full Plans Application	Inspect Fee		
		Plan Fee	Inspect Fee		
1	Erection or extension of a detached/attached domestic garage or car port up to 50m ²	£240 (£200 ex VAT)	No charge	£240 (£200 ex VAT)	£270
Domestic Extensions					
2	Any extension with a total floor area not exceeding 10m ²	£150 (£125 ex VAT)	£180 (£150 ex VAT)	£330 (£275 ex VAT)	£370
3	Any extension with a total floor area which exceeds 10m ² but does not exceed 40m ²	£150 (£125 ex VAT)	£300 (£250 ex VAT)	£450 (£375 ex VAT)	£500
4	Any extension with a total floor area exceeding 40m ² but not exceeding 60m ²	£150 (£125 ex VAT)	£420 (£350 ex VAT)	£570 (£475 ex VAT)	£640
5	Any extension with a total floor area exceeding 60m ² but not exceeding 100m ²	£150 (£125 ex VAT)	£510 (£425 ex VAT)	£660 (£550 ex VAT)	£740
Loft Conversions					
6	The provision of one or more rooms in a roof space	£150 (£125 ex VAT)	£300 (£250 ex VAT)	£450 (£375 ex VAT)	£490
Other					
7	Conversion of a garage to a habitable room	£240 (£200 ex VAT)	No charge	£240 (£200 ex VAT)	£270
8	The replacement of windows, roof lights, roof windows and external doors in an existing dwelling.	£90 (£75 ex VAT)	No charge	£90 (£75 ex VAT)	£100
9	Controlled domestic electrical installation	£180 (£150 ex VAT)	No charge	£180 (£150 ex VAT)	£200
10	Re-roof of a domestic dwelling	£180 (£150 ex VAT)	No charge	£180 (£150 ex VAT)	£200

**“Building Regulations Charges” Scheme Reference: BRCS 2014/06
effective date - 01 May 2014**

Rotherham Building Control Consultancy



BUILDING REGULATION CHARGES

Reference: BRCS 2014/06

Effective from date – 01 May 2014

All standard charges shown include 20.0% VAT except the Regularisation Application charge where VAT is not applicable (figures shown in brackets excluding VAT)

Table A – Standard Charges for Domestic Work					
Garages and Carports					
Category	Description of Works	Full Plans Application		Building Notice Application	Regularisation Application
		Plan Fee	Inspect Fee		
1	Erection or extension of a detached/attached domestic garage or car port up to 50m ²	£270 (£225 ex VAT)	No charge	£270 (£225 ex VAT)	£300
Domestic Extensions					
2	Any extension with a total floor area not exceeding 10m ²	£180 (£150 ex VAT)	£180 (£150 ex VAT)	£360 (£300 ex VAT)	£400
3	Any extension with a total floor area which exceeds 10m ² but does not exceed 40m ²	£180 (£150 ex VAT)	£300 (£250 ex VAT)	£480 (£400 ex VAT)	£520
4	Any extension with a total floor area exceeding 40m ² but not exceeding 60m ²	£180 (£150 ex VAT)	£420 (£350 ex VAT)	£600 (£500 ex VAT)	£670
5	Any extension with a total floor area exceeding 60m ² but not exceeding 100m ²	£180 (£150 ex VAT)	£510 (£425 ex VAT)	£690 (£575 ex VAT)	£770
Loft Conversions					
6	The provision of one or more rooms in a roof space	£180 (£150 ex VAT)	£300 (£250 ex VAT)	£480 (£400 ex VAT)	£520
Other					
7	Conversion of a garage to a habitable room	£270 (£225 ex VAT)	No charge	£270 (£225 ex VAT)	£300
8	The replacement of windows, roof lights, roof windows and external doors in an existing dwelling.	£120 (£100 ex VAT)	No charge	£120 (£100 ex VAT)	£140
9	Controlled domestic electrical installation (non Competent Person scheme)	£210 (£175 ex VAT)	No charge	£210 (£150 ex VAT)	£250
10	Re-roof of a domestic dwelling	£180 (£150 ex VAT)	No charge	£180 (£150 ex VAT)	£200

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13 January 2014
3.	Title:	Westgate to Clifton Park Cycle Route – Phase 1, Westgate to Wellgate
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the results of consultation into Phase One of a proposed scheme to create a cross town cycle route from Westgate to Clifton Park via High Street in Rotherham town centre.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The outcome of the consultation be noted;**
 - ii) The scheme be implemented in the 2013/2014 financial year**
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7. Proposals and Details

A report was made to Cabinet Member on 28th May 2012 setting out proposed cycling improvements in and towards Rotherham town centre (Minute number G1 refers). The report discussed cross town cycle routes and identified that the first of cross town centre routes to be investigated would be a route from Westgate to Clifton Park. This route has been split into two phases to accommodate delivery and funding restrictions. The first phase covers the route from Westgate to Wellgate with the second phase covering Wellgate to Clifton Park section.

Cabinet Member considered a report regarding cycling in the town centre Vehicle Restricted Area (VRA) on 2nd December 2013 (Minute number 73 refers) and confirmed that this should be introduced on an experimental basis with an initial review after three months. A further report is currently being prepared for Cabinet on 15th January 2014 which will set out the monitoring and evaluation planned for the experimental period.

Design has been completed on the first phase of the Westgate to Clifton Park route and the proposed layout is shown on drawing numbers 129/17/TT198/DPM1, copy attached as Appendix A and drawing number 129/17/TT198/DPM2, copy attached as Appendix B.

In summary the proposed scheme involves

- Changing the operation of the existing traffic signals at the Westgate/Corporation Street junction to allow cyclists to travel into High Street
- The installation of pedestrian signals for the crossings at the bottom of Ship Hill and on the High Street entry to the junction
- Permitting un-segregated cycling on the trafficked section of High Street, outside of the Imperial Buildings
- Permitting two-way cycling on the one-way section of High Street within the town centre VRA
- Installing a flat top road hump at the junction of Moorgate Street and High Street, adding an additional traffic calming feature to the town centre 20mph zone
- Environmental improvements to High Street to upgrade the existing mismatched and aging paving to provide a high quality streetscape
- Installation of new, brighter street lighting in the High Street/Moorgate Street area
- A review and rationalisation of existing street furniture to de-clutter the High Street/Moorgate Street area
- Indicating a route to guide cyclists to a newly created advanced stop line at the Wellgate/College Road/Doncaster Gate junction to allow them to enter this junction safely and continue their journey onwards up Doncaster Gate.

Initial consultation on the proposed scheme has taken place with South Yorkshire Police. Their only concern is that delivery vehicles using the loading bay outside of the Imperial Buildings may obstruct the cycle lane. If a vehicle

overhangs from the loading bay into the highway a cyclist would still be able to safely pass without encroaching into the path of oncoming traffic.

Consultation took place with Statutory Consultees and Ward Members for the Boston Castle Ward in November 2012 and no objections have been received.

In October 2013 consultation was undertaken with thirty five town centre businesses and residents who would be directly affected by the proposal and no objections were received.

A Road Hump Notice was advertised on street and in the Rotherham Advertiser on 15th November 2013 and no objections to this were received.

To permit un-segregated cycling on the trafficked section of High Street and two-way cycling on the one-way section of High Street in the town centre VRA requires a Traffic Regulation Order (TRO). The TRO to permit these changes was included in the changes proposed to the town centre TRO's to permit cyclists to use the town centre VRA. This was considered by Cabinet Member on 2nd December 2013 (Minute G72 refers) where it was decided that these changes should be introduced on an experimental basis for 12 months.

Detailed design on the scheme is complete and it is planned that the scheme would be delivered alongside a RiDO managed Townscape Heritage Initiative environmental improvement on High Street and Church Street. It is anticipated that works would start on site in early in 2014.

It is proposed that phase two of this scheme, covering the section between Wellgate and Clifton Lane crossroads, would be investigated following successful completion of phase one. The outcome of this investigation will be the subject of a further report to Cabinet Member sometime during autumn 2014.

8. Finance

The highways work and the environmental improvement on the trafficked section of High Street has been estimated to cost £250,000. Funding for this element of the scheme is available from the Local Sustainable Transport Fund and the Local Transport Plan Integrated Transport Capital Programme for 2013/2014.

9. Risks and Uncertainties

If cycling in the town centre VRA is not permitted in appropriate areas, Rotherham town centre will continue to act as a barrier to accessing employment, retail, and education/ training for the growing number of cyclists in Rotherham. In addition, the full benefits of investment in facilities for cyclists along routes into the town centre would not be realised if cyclists could not then continue along direct and safe routes to access facilities and services within the town centre or on the other side of the pedestrian areas.

Should the experimental TRO not be continued and made permanent then the facilities would still have merit in enhancing the public realm, pedestrian facilities and providing access in the shopping area and facilities at the top of High Street and the Imperial Buildings.

10. Policy and Performance Agenda Implications

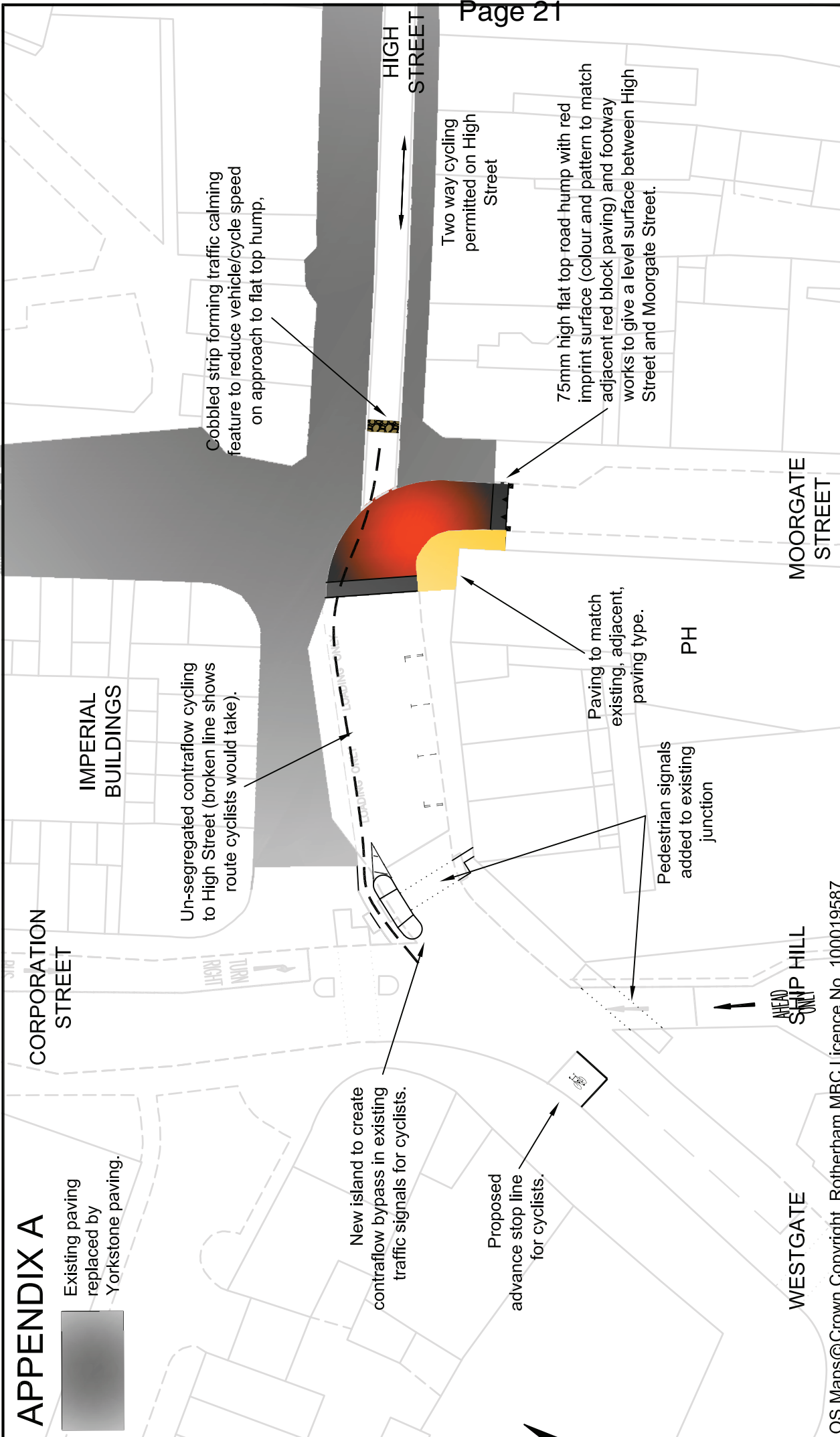
This scheme would improve sustainable access by bicycle to the large number of employment, retail, and education/ training opportunities located within the town centre and industrial estates nearby. This scheme would also help to create a more viable cycle network for those who may not be able to afford a private vehicle, rising fuel costs or public transport to access employment. This is in line with the primary goal in LTP3, and the main LSTF priority of supporting economic growth. Promoting cycling as a mode of transport in the town centre through an improved cycle network also enhances social inclusion and health, another priority in LTP3, by encouraging emissions in line with the other LSTF main priority and LTP goal. Road safety for cyclists would also be improved by providing traffic free alternative routes to the major roads, and junctions/ roundabouts around the town centre.

By encouraging cycling this scheme would also help to meet the aims of the corporate plan under Improving the Environment which include reduced CO₂ emissions and lower levels of air pollution, and more people are cycling, walking or using public transport.

11. Background Papers and Consultation

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

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



Existing paving replaced by Yorkstone paving.

Un-segregated contraflow cycling to High Street (broken line shows route cyclists would take).

Cobbled strip forming traffic calming feature to reduce vehicle/cycle speed on approach to flat top hump.

New island to create contraflow bypass in existing traffic signals for cyclists.

Proposed stop line for cyclists.

Paving to match existing, adjacent, paving type.

Pedestrian signals added to existing junction

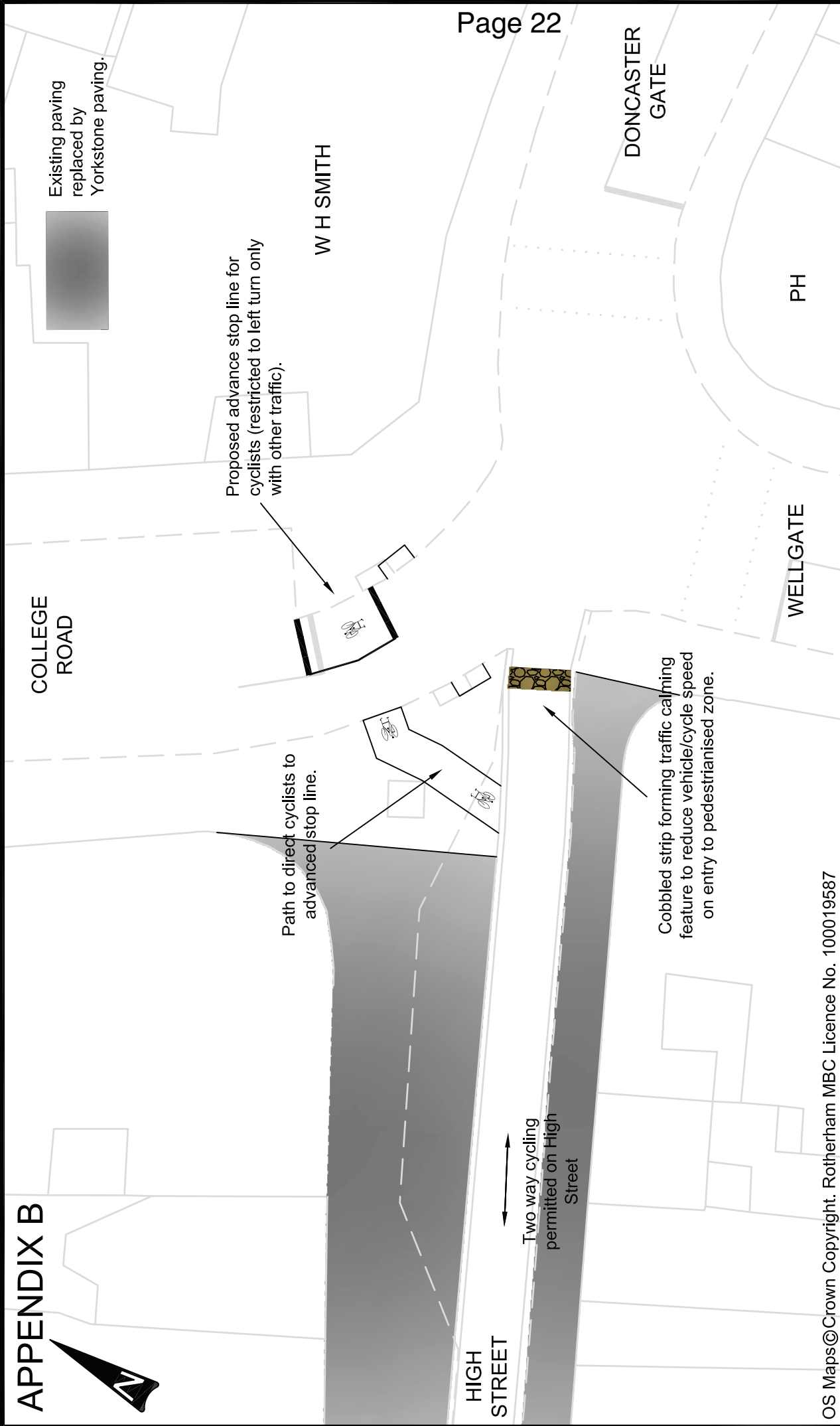
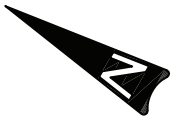
75mm high flat top road hump with red imprint surface (colour and pattern to match adjacent red block paving) and footway works to give a level surface between High Street and Moorgate Street.

Two way cycling permitted on High Street


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<p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p> <p>Strategic Director: Karl Batterby Bsc (Hons) MTP L MRP</p>	<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Title</p> <p>Proposed cycle route - Phase One Clifton Park to Westgate Rotherham town centre</p>	
	<p>Dwg. No. 126/17/TT198/DPM1</p>	<p>Scales (If A4)</p> <p>1:500</p>	<p>Drawn</p> <p>ML</p>	<p>Date</p> <p>Jan 13</p>
	<p>Chd. by ASB</p>			

APPENDIX B



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 <p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p> <p>Strategic Director: Keril Battersby Bsc (Hons) MTPL MRTPI</p>		<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Title Proposed cycle route - Phase One Clifton Park to Westgate Rotherham town centre</p> <p>Dwg. No. 126/17/TT198/DPM2 Scales (if A4) 1:250</p> <p>Drawn ML Date Jan 13 Chd. by ASB</p>	
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13 January 2014
3.	Title:	Proposed extension of existing shared use footway on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of consultation into a proposal to extend the existing shared use footways on Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow and to seek approval for the scheme to be implemented.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The objections to the proposed scheme be not acceded to at this time;**
 - ii) The scheme be implemented in the 2013/2014 financial year.**
-

7. Proposals and Details

A report was presented to Cabinet Member on 28 May 2012 setting out proposed cycling improvements in and towards Rotherham town centre (Minute number G1 refers). One of the proposals in the report was to extend the existing shared use footways on A631 Bawtry Road (between the Woorygoose and Rotherway roundabouts) towards Canklow. This would provide an off road and quiet road cycle route all the way from Whiston/Woorygoose to the town centre.

Detailed design has been completed on this scheme and the proposed layout is shown on drawing number 129/17/TT208 Rev B a copy of which is attached as Appendix A. In summary the scheme involves

- Converting two lengths of existing footway into shared use footways with widening to 3m where this is practical. This would allow cyclists to legally cycle in both directions on the footway
- Creating a new length of shared use footway in the verge on the service road which runs parallel to Bawtry Road at Canklow Meadows
- Allowing contra-flow cycling on part of the one way service road. This would allow cyclists to legally cycle the wrong way down this lightly trafficked one way street. There would be short lengths of on carriageway cycle lane at the start and end of the contraflow section and signs would be erected to inform drivers that there is on carriageway contraflow cycling
- Putting four round top road humps on the service road to reduce traffic speeds to around 20mph. This could discourage traffic from diverting onto the service road when traffic is queuing on West Bawtry Road but would also reduce the speed of these vehicles.

Initial consultation on the proposed scheme has taken place with South Yorkshire Police. They support the scheme but comment that cyclists may choose to cycle on the footway adjacent to service road and not use the contraflow cycling facilities provided and that there may also be a potential for conflict when cyclists leave the shared use footway to join the contraflow cycling link and again when they re-join the shared use footway. In response the scheme would be signed so that cyclists are clearly shown where they can and cannot cycle; in addition on carriageway cycle lanes would indicate to drivers that cyclists may be joining/leaving the carriageway.

Consultation took place with Statutory Consultees, such as South Yorkshire Fire and Rescue Service and Yorkshire Ambulance Service and Ward Members for the Boston Castle Ward in September 2012 and no objections were received.

In October 2013 consultation was undertaken with fifty four adjacent residential properties and four businesses that would be directly affected by the proposal. At the same time Road Hump Notice was advertised on street and in the Rotherham Advertiser. The Traffic Regulation Order to permit contraflow cycling on the service road adjacent to Bawtry Road was also advertised on street and in the Rotherham Advertiser.

A total of four responses were received to this consultation. One resident made general comments about the scheme and commented on unrelated matters; one objected to the road humps but withdrew their objection following further correspondence and with two objected to the proposal. Details of these objections are attached as Appendix B.

In summary the grounds for the objections are

- One resident objects to the number of road humps proposed, stating that they think the humps would create more problems for residents.
- Both residents are concerned about contraflow cycling and the danger this could pose to cyclists, drivers and residents.

In addition to the objections comments were also received about how a neighbour was hit by a footway cyclist who was riding in the dark with no lights and how the brow and bend in the middle of the road creates a danger point.

An assessment of the suitability of the service road for contraflow cycling has been undertaken in accordance with LTN 2/08 Cycle Infrastructure design and Traffic Advisory Leaflet 06/98 Contraflow cycling. A copy of this assessment is attached as Appendix C.

The assessment shows that this service road satisfies the requirements for contraflow cycling except that for traffic speed. It does not meet the requirement that the 85th percentile speed of vehicles should be 25mph or less. It is for this reason that road humps have been proposed and spaced to reduce 85th percentile speeds to a level appropriate to a 20mph speed limit therefore satisfying the requirements of the assessment. Traffic volume is low on the service road with the latest survey showing that 220 vehicles used the service road in a 24 hour period.

The scheme has been designed to widen footways, where this is practical; to provide a safe environment for pedestrians and cyclists to mix. Where it is not practical to do this a clearly signed route that takes cyclists away from narrow footways would be provided. This would be provided as a contraflow cycle link with the eastern section of service road where the brow of the hill restricts forward visibility would have an off road cycleway and the western half would have contraflow cycling on the carriageway where forward visibility is good. With the exception of two properties at the eastern end of the service road and four properties adjacent to Canklow Service Station there would be no shared use footway directly outside of residential properties. The locations where cyclists leave or join shared use footways would be clearly indicated with road signs and markings and drivers on the service road would be made aware of contraflow cycling with the road signs.

Whilst certain individuals may choose to cycle on the footway and ride without lights the provision of cycle facilities to encourage cyclists to use the highway in a safe and appropriate manner is likely to reduce the number of such instances from occurring.

8. Finance

The proposed scheme is expected to cost £120,000. Funding for the scheme is available from the Local Sustainable Transport Fund and the Local Transport Plan Integrated Transport Capital Programme for 2013/2014

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

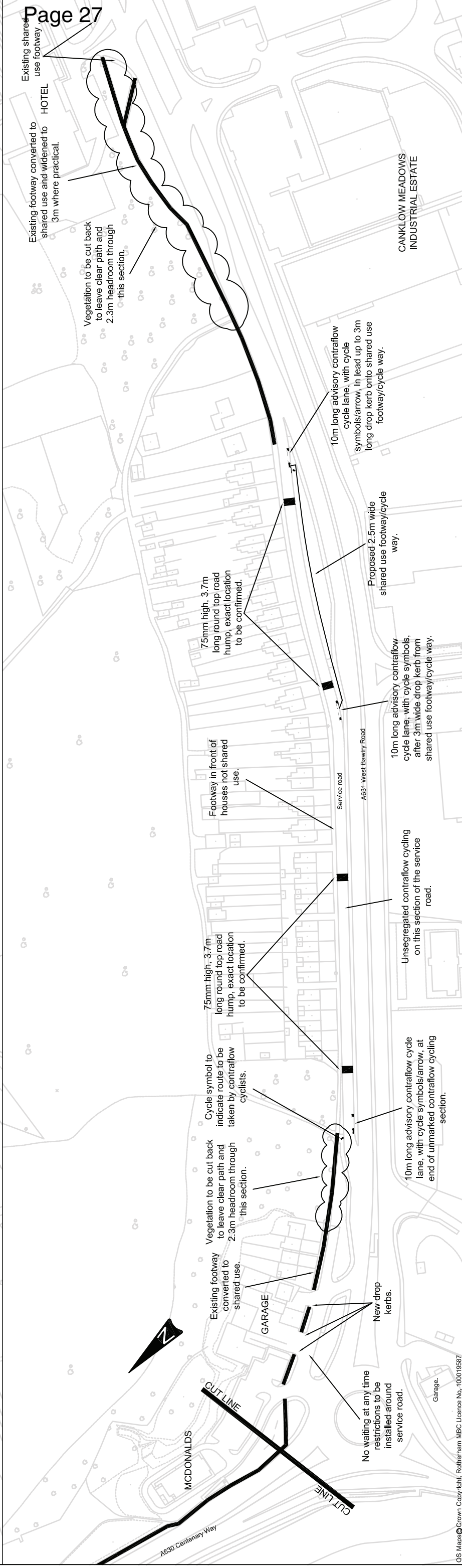
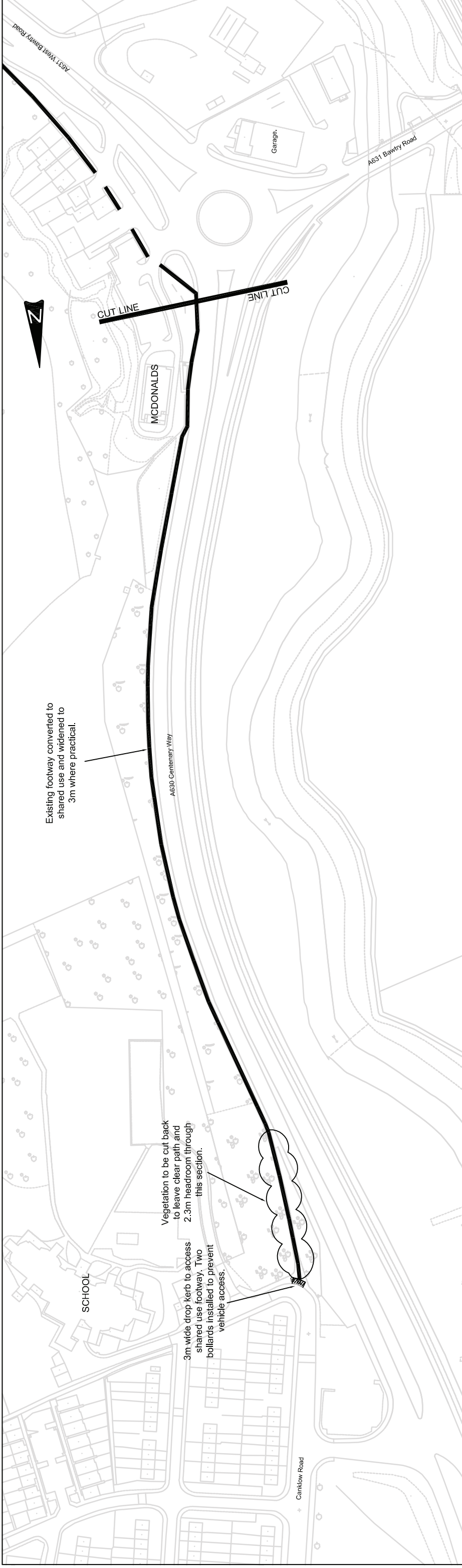
The scheme supports the Sheffield City Region's Transport Aspirations and more locally it complements Rotherham's Corporate Objectives, with particular focus on:

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

11. Background Papers and Consultation

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

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



<p>OS Maps © Crown Copyright. Rotherham. MEC Licence No. 100019587</p>		<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE</p>		<p>Project</p> <p>A631 West Bawtry Road/A630 Centenary Way</p>	
<p>Additional notes added.</p> <p>A Minor amendments for public consultation</p>		<p>04/13</p> <p>10/13</p>		<p>ASB</p> <p>ASB</p>	
<p>Rev.</p>		<p>Date</p>		<p>Initial</p>	
<p>Description</p>		<p>Dwg. No.</p> <p>129/17/TT208</p>		<p>Rev</p> <p>B</p>	
<p>Appendix A</p>		<p>1:1000</p>		<p>Drawn</p> <p>ML</p>	
<p>Strategic Director:</p> <p>Karl Battersby Bsc (Hons) MTP, MRTPI</p>		<p>Date</p> <p>July 2012</p>		<p>Chd. by</p> <p>ASB</p>	

[REDACTED]
[REDACTED]
[REDACTED]
Telephone: [REDACTED]

Fax: [REDACTED]

Mobile: [REDACTED]

E-mail: [REDACTED]

10 November 2013

Matthew Lowe
Engineer, Streetpride Service
Riverside House
Main Street
ROTHERHAM
S60 1AE

Dear Mr Lowe

Re: West Bawtry Road Service Road – Construction of Road Humps

Ref: 126/18/1441

1. Thank you for the letter dated 7 November. We would confirm that we wish to make an objection to the scale of the proposal to install 4 large humps on West Bawtry Road Service Road. Until such time as the problem of peak hour traffic queues is resolved there will be idiots who try to jump these queues and cause difficulties for residents. However, some of these problems do seem to relate to residents who drive forward onto their properties and then reverse out, often a blind exit because of bushes. We do think that 4 humps would create more problems for residents, and that the above non-resident idiots would probably continue to be irresponsible. The danger spot seems to be where the curve of the service road coincides with the top of the rise, and we can see no advantage to installing humps beyond that. The 30mph restriction sign is obviously placed at the start of the restriction, but may be hidden behind parked vans and is not backed up by reminders. A 20mph with a speed indicating display would perhaps be more effective.
2. The proposed shared use footpath/cycleway worries us enormously. If traffic is acknowledged to be travelling at above safe speeds on the service road, why would cyclists be allowed to travel against the flow of traffic, coming off a shared use cycleway onto an unsegregated section? Any non-resident coming along the service road may not appreciate the logistics and would be taken by surprise by a cyclist coming towards them in the middle of the road. We notice that the 10m long advisory contraflow at the eastern end indicates that cyclists would be coming from the footpath next to the houses, crossing the service road directly outside our property, in order to access the proposed new section of footway/cycleway. That would mean that exiting our property we would run the risk of encountering a cyclist travelling East to West, coming round the bend and crossing the service road directly in front of us. Combined with traffic coming from the right this would be a nightmare, especially in the winter. Also, at the eastern end the shared footpath/cycleway will be shared by wheely bins etc one day a week. Bins on pavements are already a problem for visually impaired people, plus cycles which are not audible would create a hazard.

Apologies if this sounds very negative but there are issues other than cyclists: eg disabled people who have mobility problems – being visually impaired already means that [REDACTED] is now pretty well marooned on our property and needs a carer and transport whenever he needs to travel anywhere. This problem has worsened beyond belief whilst we have lived here.

Yours faithfully

[REDACTED]

Lowe, Matthew

From: [REDACTED]
Sent: 20 November 2013 13:19
To: Lowe, Matthew
Subject: Road humps & Cycle path

Hello Matthew,

Thank you for your e-mail response, and the letter and drawings of 25th October, concerning the "Road Humps and Cycle Path Construction". If the road humps are to be placed close to the positions shown on the copy drawings, then we are not too worried about them and so do not object to the Streetpride plans.. The only issues we have are: 1. Regarding the section of West Bawtry Road where you propose to have unsegregated contra-flow cycling, as the width of the road is quite narrow now, so to put a cycle path in the opposite direction to normal traffic flow we think is likely to cause accidents; 2. As cyclists are already using both the road and pavements to ride along in both directions, we wonder how the cycle pathway will be managed for cyclists to only use the correct route and not to continue as at present.

With regard to safety of residents, our neighbour was knocked to the ground last week on leaving her front step, by a middle-aged cyclist who was travelling along the pavement without cycle lights nor a cycle helmet! Fortunately she was not seriously injured, but with the dark nights now upon us, this incident only goes to highlight the dangers of combining people, cycles and traffic, and the law, with the wishes of a minority group.

With regards,
[REDACTED]
[REDACTED]

TRANSPORTATION AND HIGHWAYS PROJECTS

NOTE ON CONTRAFLOW CYCLING ON SERVICE ROAD ADJACENT TO A631 WEST BAWTRY ROAD, CANKLOW

PREPARED BY MATTHEW LOWE

JULY 2012

INTRODUCTION

DfT Traffic Advisory Leaflet 06/98 *Contraflow Cycling (TAL 06/98)* and Local Transport Note 2/08 *Cycle Infrastructure Design (LTN 2/08)* set out what issues should be considered when investigating the provision of contraflow cycling in one way streets. This note investigates these issues with respect to proposed unsegregated contraflow cycling on the service road adjacent to the A631 West Bawtry Road at Canklow.

DISCUSSION

The points to consider below are those set out in *TAL 06/98*, although some of these have been combined. They formed the basis of the application to the DfT for authorisation of contraflow cycling, the requirement for which was removed by the 2012 revision to the TSRGD.

Vehicle speeds/flow/%HGV

A 2007 ATC showed that the seven day average mean speed was 23.0mph and 85th percentile speed was 30.6mph. The 7 day average 24 hour traffic flow was 220 vehicles. There was 0% HGV flow on the service road.

Type of traffic: local, through traffic

Local traffic, primary use of the service road is to access private dwellings. Traffic will occasionally divert onto the service road when the adjacent A631 West Bawtry Road is severely congested.

Parking turnover and duration

Parking is nearly all by residents and turnover is low, there is some commuter parking at the north end of the service road.

Junction turning movements

Vehicle entry to the service road is via a diverge taper off the A631 West Bawtry Road and exit is via a merge taper. Contraflow cycling would access the service road via a drop kerb from shared use footways away from these vehicle accesses.

Vehicle swept paths

Vehicles leaving private dwellings would need to do so in anticipation of a cyclist travelling contraflow along service road.

Gradient

Gradient is mainly downhill for contraflow cyclists, there is a brow in the middle of the service road. There is adequate forward visibility on approach to this brow, although see the section on Visibility below.

Net width of carriageway

Kerb to kerb width of service road = 5.50m

Width available for traffic to use (between parked vehicle and kerb) = 3.80m

Visibility at entrances/exits, when entering/leaving and sight lines

Visibility at private driveways may be obscured by parked cars.

The design of A631 West Bawtry Road appears to be consistent with DMRB 50mph design speed and as such forward visibility is good at entry/exit points.

There is a bend in the middle of the service road and this, combined with parked vehicles, restricts forward visibility on a small section of the service road such that a driver would be unlikely to see a contraflow cyclist.

Private accesses

Private accesses consist of driveways to private dwellings and one access to allotments/open space.

Accident record and comparative safety on alternative route

No recorded injury accidents on the service road for the three years to 31 December 2011. On the adjacent alternative route, 50mph A631 West Bawtry Road, there were eight slight injury accidents, one of which involved a pedal cycle.

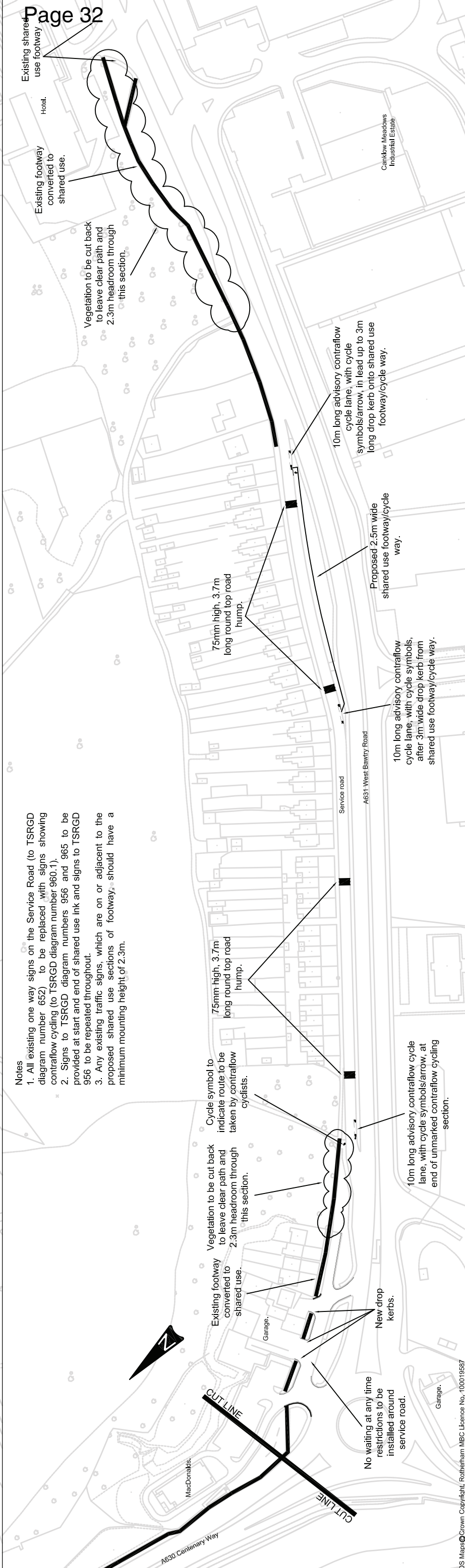
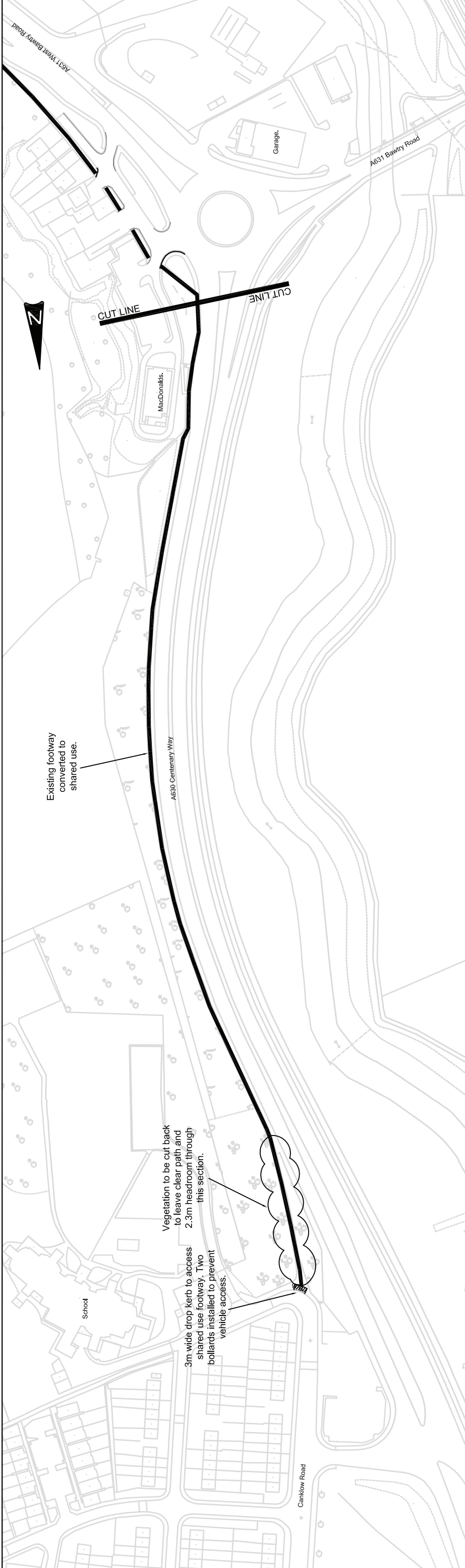
TAL 06/98 states that unmarked contraflow cycling can be considered where 85th percentile speeds are below 25mph and traffic flow is less than 1000 vehicles per day or when the road forms part of a 20mph zone. The service road meets this requirement on traffic flow but fails on 85th percentile speeds. To reduce 85th percentile speeds to below 25mph would require four round top road humps to be installed on the service road. Traffic calming may also discourage use of the service road when the A631 West Bawtry Road is congested.

LTN 2/08 Table 2.3 Total width required for overtaking states that the ideal minimum width for a vehicle to pass a cyclist at 20mph is 3.80m and at 30mph is 4.30m. The available width adjacent to a parked car on the service road is 3.80m, the service road measuring 5.5m wide. At 3.80m there is the physical width for a vehicle to pass a cyclist however this could be uncomfortable for the cyclist if vehicles are travelling a closer to 30mph than 20mph. However given the low traffic flow, and potential traffic calming, it is considered that the benefits of contraflow cycling outweigh the potential problems the narrow width may cause. In addition a similar situation exists on many narrow two way roads where vehicles have to slow or give way to each other.

It is possible to overcome the forward visibility restriction by either installing a short section of waiting restrictions or by converting part of an existing verge into shared use footway (which would lead to the apex of the bend where visibility is restricted) and permitting unsegregated contraflow cycling on the remaining section of the service road where forward visibility is adequate.

RECOMMENDATION

The attached drawing number 129/17/TT208 shows a potential scheme to permit contraflow cycling on the service road and to join the existing shared use facilities on West Bawtry Road with Canklow and on towards the town centre.



Notes

1. All existing one way signs on the Service Road (to TSRGD diagram number 662) to be replaced with signs showing contraflow cycling (to TSRGD diagram number 960.1).
2. Signs to TSRGD diagram numbers 956 and 965 to be provided at start and end of shared use ink and signs to TSRGD 966 to be repeated throughout.
3. Any existing traffic signs, which are on or adjacent to the proposed shared use sections of footway, should have a minimum mounting height of 2.3m.

<p>OS Maps © Crown Copyright. Rotherham MEC Licence No. 1000195837</p>		<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Riverside House, Main Street, Rotherham S60 1AE</p>		<p>Project: A631 West Bawry Road/A630 Centenary Way</p>	
<p>Rotherham Metropolitan Borough Council Environment & Development Services</p>		<p>Title: Cycling improvements</p>		<p>Dwg. No. 129/17/TT208</p>	
<p>Strategic Director: Karl Battersby Bsc (Hons) MTP, MRTPI</p>		<p>Date: July 2012</p>		<p>Chd. by: ASB</p>	
<p>Revisions:</p>		<p>Scale: 1:1000</p>		<p>Drawn: ML</p>	
<p>Date:</p>		<p>Initial:</p>		<p>Rev:</p>	
<p>Description:</p>		<p>Chd.:</p>		<p>Date:</p>	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13th January 2014
3.	Title:	Pinch Point Fund – A630 Pool Green Roundabout Improvement Scheme
4.	Directorate:	Environment & Development Services

5. Summary

The report outlines progress with the detailed scheme assessment and traffic modelling regarding the successful funding bid to improve the A630 Pool Green Roundabout utilising the Department for Transport (DfT) Pinch Point Fund. It seeks approval for implementation of the preferred scheme, subject to the agreement of the Department for Transport and securing of the required Traffic Regulation Orders, and the extension of the commission to WSP UK (Council minute G30 of 29 July 2013 refers) to undertake detailed design, monitoring and evaluation.

6. Recommendations

Cabinet Member is asked to resolve that

- (i) The proposals to improve Pool Green Roundabout to a signalised junction in accordance with the principles of WSP drawing number SK-005 REV E, attached, are approved subject to agreement from the Department for Transport, and that the scheme be implemented subject to the satisfactory completion of statutory processes.**
- (ii) The Traffic Regulation Orders required to implement the scheme are secured to include appropriate consultation in accordance with the statutory process; any objections received be reported to a future meeting.**
- (iii) The commission to WSP UK is extended to include detailed design processes, and monitoring and evaluation for the scheme as required by the Department for Transport.**

7. Proposals and Details

Cabinet Member will recall the successful bid made to the Department for Transport (DfT) regarding the proposed improvement to Pool Green Roundabout as noted in the report considered on 29th July 2013. The report noted the significant changes to flows on the highway network around Centenary Way, particularly in the vicinity of Main Street. Traffic surveys were recently undertaken to enable an additional technical assessment to be carried out to ensure the detail of the proposed signalisation of the junction would operate optimally. The traffic surveys revealed a significant increase in flow at the junction since the previous surveys in 2010 which were used to develop the original design for the Pinch Point Scheme. Subsequently, a more complex signalised junction has been developed utilising the most up to date traffic flows. The revised design, which will require the support from the DfT, ensures that traffic growth, and in particular traffic generated from developments such as the Basingthorpe Farm project, can be accommodated. The most significant changes to the scheme are the widening of the Centenary Way approaches to 3 lanes, and accommodating the right turn movements from Main Street and Centenary Way via signal controlled U-Turn facilities within the wide central reservation on Centenary Way. Pedestrian crossing facilities will be at-grade and signal controlled resulting in the removal of the two Centenary Way subways to the South and North of the current Pool Green Roundabout. The right turn movement from Masbrough Street, which has the highest right turning flow at the junction, is retained and signal controlled. The principles of the scheme concept are illustrated on WSP drawing number SK-005 REV E, attached as an appendix.

The revised scheme has significant benefits in terms for both the free and safe flow of traffic on the highway network, and meets the DfT's main objectives in awarding grants under the Pinch Point Fund effectively freeing up the most constrained junction along Centenary Way between St. Anns and Ickles Roundabouts. From the traffic modelling exercise that has now been undertaken, it is considered that the scheme design now promoted can acceptably accommodate the predicted traffic growth up to the scheme design year 2030, whilst also accommodating pedestrians crossing from Masbrough into the Town Centre at-grade under signal control. The revised scheme will require the support of the DfT as it is a variation on the previously submitted scheme for pinch point funding.

There will be a number of Traffic Regulation Orders (TROs) that require procurement (primarily restricted movement TROs) in order to secure successful delivery of the scheme. It is proposed to commence this statutory process in parallel with the detailed design in order that delivery is expedited. It is a condition of pinch point funding that schemes are implemented by 31 March 2015.

WSP Development and Transportation have been commissioned to undertake the feasibility assessment and traffic modelling to develop the scheme (Council Minute G30 of 29 July 2013 refers) and in order to expedite the scheme delivery programme, it is proposed to extend this commission to assist with the detailed design processes and the comprehensive monitoring and evaluation required by the DfT.

8. Finance

The works for the improvements to the Pool Green Roundabout junction are being funded from the DfT Pinch Point Fund with local contributions as previously agreed, through the Local Transport Plan fund allocation 2014/15, and the Council's Capital Programme.

9. Risks and Uncertainties

The changes to the highway network in the vicinity of the A630 Centenary Way and exceptional traffic growth since 2010 have resulted in revisions to the previously submitted proposals to the DfT and as such the DfT will be required to support the amendments to the scheme. The implementation of the revised proposals is subject to the procurement of TROs which is subject to the appropriate statutory process.

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

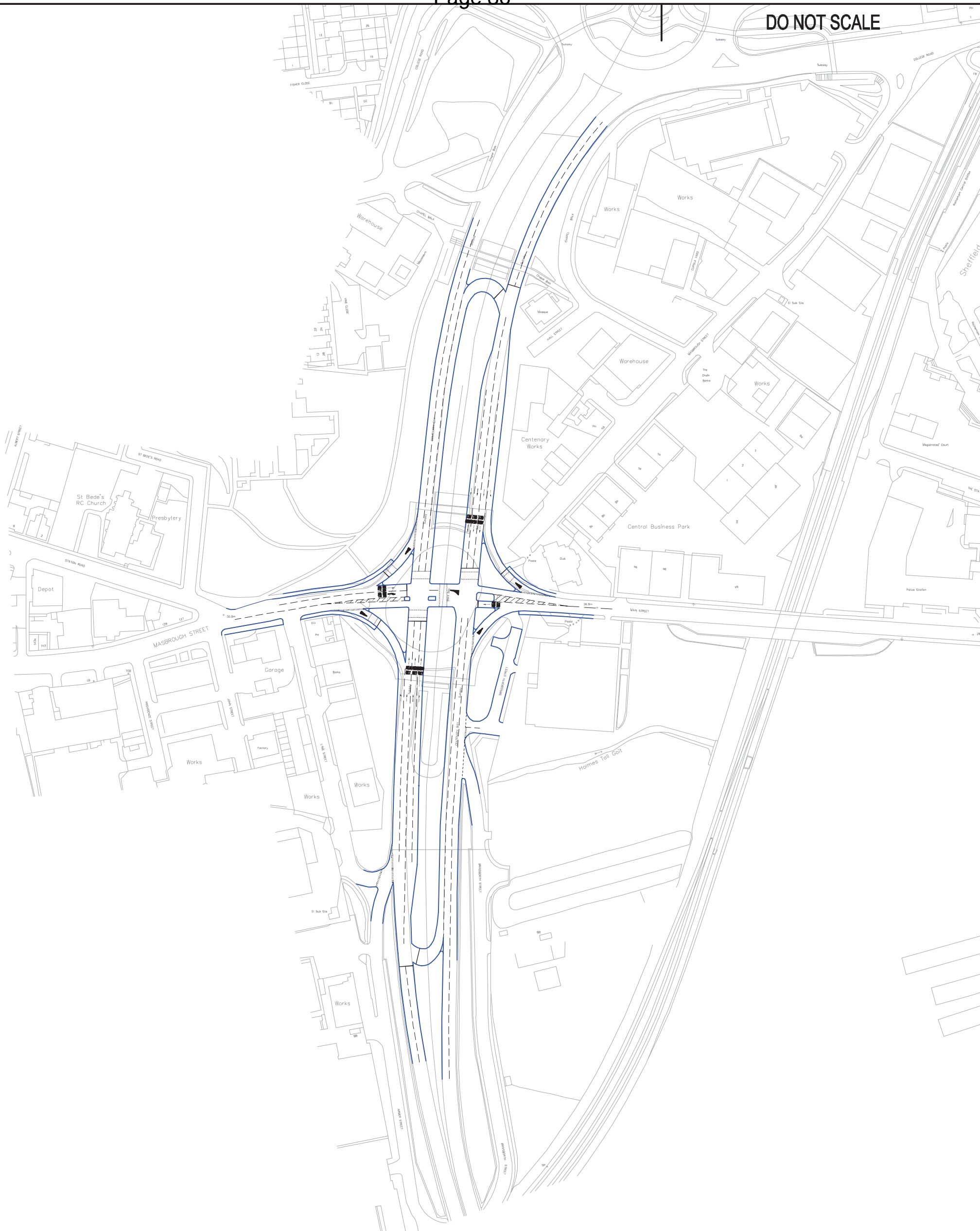
Consultation has taken place with the Director of Financial Services.

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

Appendix

Drawing SK-005 REV E Pool Green Pinch Point Design Scheme Concept 5

DO NOT SCALE



REV	DATE	BY	DESCRIPTION	CHK	APD
E	02/01/14	GDM	Final Preliminary Design	AR	AP
D	11/12/13	GDM	Initial Lining Design	AR	AP
C	05/12/13	GDM	Northern Slip Amendments	AR	AP
B	06/11/13	GDM	U-Turn Loop Amendments	AR	AP
A	06/11/13	GDM	First Issue	AR	AP
SCALE @ A3:		CHECKED:	APPROVED:		
1:2000		AR	AP		
DRAWING STATUS: FOR INFORMATION ONLY					
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ROTHERHAM METROPOLITAN BOROUGH COUNCIL	
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PROJECT:		
POOL GREEN PINCH POINT DESIGN		
TITLE:		
SCHEME CONCEPT 5		
CAD FILE:	DESIGN-DRAWN:	DATE:
SK-005 REV E.DWG	GDM	January 14
PROJECT No:	DRAWING No:	REV:
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 13 January 2014
3.	Title:	Proposed mini roundabout and zebra crossings B6053 Chesterfield Road/ Parkhill, Swallownest
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of a proposal to replace the existing traffic signal installation with a mini roundabout and zebra crossings.

6. Recommendations

Cabinet Member is asked to resolve that

- (i) **Subject to statutory and public consultations the existing traffic signal installation be removed and replaced with a mini roundabout and zebra crossings as shown on drawing no 126/17/TT259**
- (ii) **the speed limit on the north part of the B6053 Chesterfield Road as shown on drawing No 126/17/TT259 be reduced from 40mph to 30mph**

7. Proposals and Details

Cabinet Member may recall that the existing traffic signal installation located on the B6503 Chesterfield Road at its junction with Park Hill, is life expired and in need of replacement. (Minute No 106 of 19 March 2012 refers). Approval was granted to undertake detailed design and consultation for the existing installation to be refurbished and improved with additional crossing facilities.

The above scheme was to include the removal of the existing stand alone pedestrian crossing on Park Hill with pedestrian crossing facilities proposed for the western and southern arms of the signalised junction. During the detailed design of the project it became apparent that the proposed installation would not meet the necessary intervisibility criteria. As such this has now been abandoned.

An alternative junction layout is therefore proposed which replaces the end of life traffic signal installation with a mini roundabout and two zebra crossings on the eastern and western arms of the junction. This is shown on the attached drawing No 126/17/TT259.

In order to inform drivers of the changing road environment it is also proposed to reduce the speed limit on the B6053 Chesterfield Road from 40mph to 30 mph, between the mini roundabout and the existing pedestrian refuge. This will create a gateway feature at the position of the refuge on the southern approach to the mini roundabout.

8. Finance

The proposal will cost in the region of £150,000 and will be funded by the Local Transport Plan Integrated Transport Block grant for 2014/15

9. Risks and Uncertainties

None

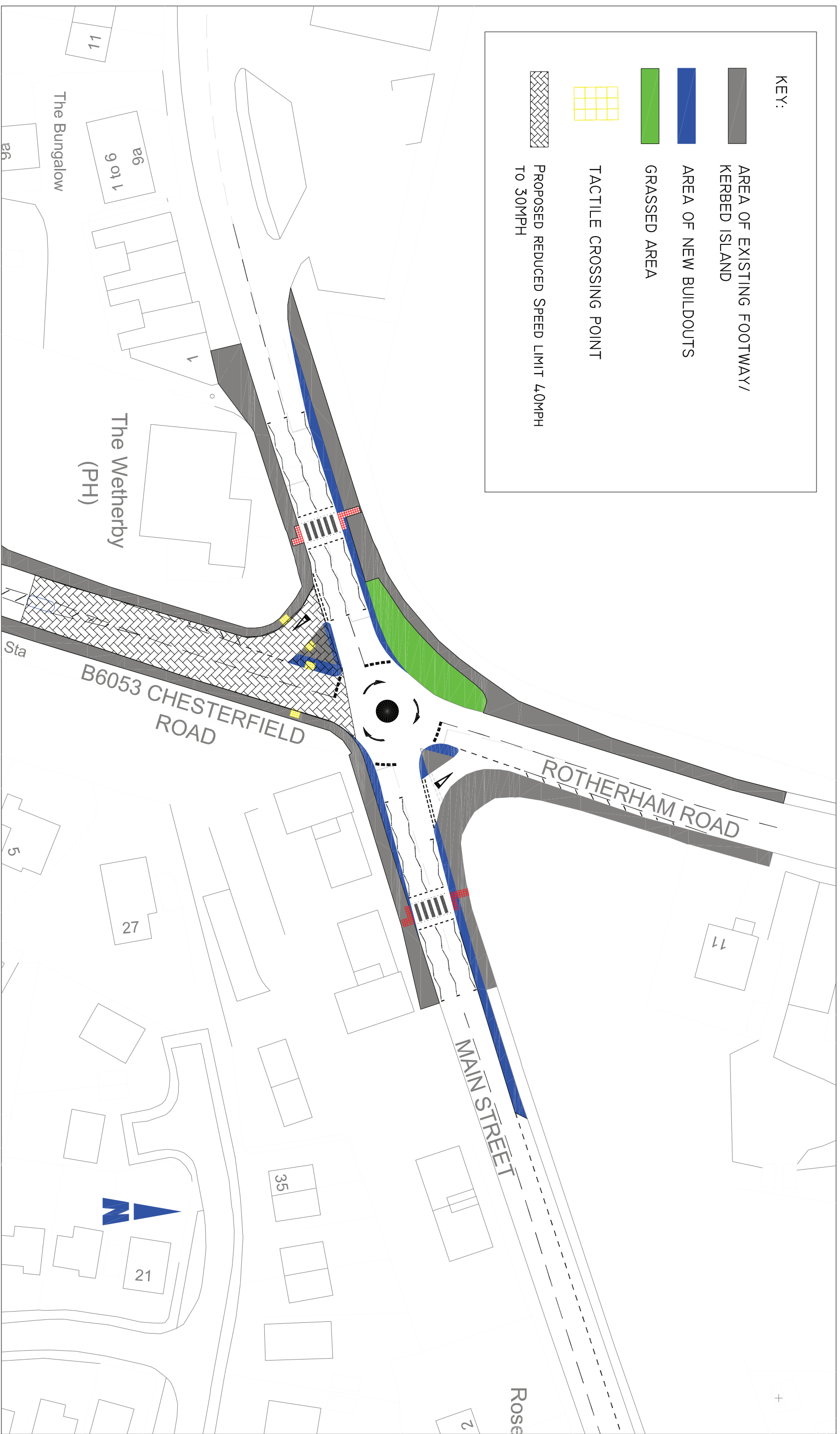
10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

None

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Environment & Development Services
Bailey House, Rammarsh Road,
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Client:

Rev.	Description

Title
PROPOSED MINI ROUNDABOUT AND ZEBRA CROSSINGS
B6053 CHESTERFIELD ROAD/ PARK HILL, SWALLOWNEST

Dwg. No.	126/17/TT259	Rev.		Scales (if A3)	N.T.S.
Drawn	S. Q.	Date	NOV 2013	Chd. by	ASB