

CABINET MEMBER FOR SAFE AND ATTRACTIVE NEIGHBOURHOODS

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

Date: Monday, 1st December, 2014

Time: 10.00 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 (as amended March 2006).
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Apologies for absence
4. Declarations of Interest.
5. Minutes of the previous meeting held on 3rd November, 2014. (Pages 1 - 8)
6. Receipt of petition.
 - A631 Maltby.
7. Receipt of tenders.
 - To note the action of the Cabinet Member for Safe and Attractive Neighbourhoods in opening two tenders on 18th November, 2014.
8. Petition - East Dene Park, Park Road, East Dene, Rotherham. (Pages 9 - 13)
9. Housing Investment Programme 2014/15 Budget Virements. (Pages 14 - 19)
10. Town Centre Sequential and Impact Tests: Good Practice Guidance. (Pages 20 - 37)
11. Amendments to Pedestrianisation Orders - Whinney Hill Dalton. (Pages 38 - 40)

12. Ravenfield Primary School, Moor Lane North - proposed trial of a part-time 20mph speed limit. (Pages 41 - 44)
13. Proposed 'No Waiting at Any Time' - Fitzwilliam Street, Festival Road, Stump Cross Road, Cross Street & Fitzwilliam Avenue, Wath upon Dearne. (Pages 45 - 67)
14. Proposed ' No Waiting at any Time' and' Limited Time Waiting' restrictions, Worrygoose Lane, Reresby Drive & Lathe Road, Whiston. (Pages 68 - 83)

The Cabinet Member authorised consideration of the following two reports received after the deadline in order to progress the matters referred to: -

15. Exemption from Standing Orders: - Consultant support to assist the Council to make a funding application to Sheffield City Region Investment Fund for the Waverley Link Road. (Pages 84 - 86)
16. Exemption from Standing Orders - Maintenance Contract for Buchanan Computing Accsmap Software. (Pages 87 - 88)
17. Exemption of the Press and the Public.

The following items are likely to be considered in the absence of the press and public as being exempt under Paragraphs 3 and 5 of Schedule 12A of the Local Government Act, 1972 (financial affairs relating to an individual, including the Council, and information relating to legal professional privilege).

18. Review of Supported temporary accommodation for Homeless Families and Young People. (Pages 89 - 99)
19. Property Searches Litigation. (Pages 100 - 104)
20. Date and time of next meetings: -
 - Additional meeting arranged for: - Monday 8th December, 2014, to start at 10.00 a.m. in the Rotherham Town Hall;
 - Scheduled meeting: - Monday 12th January, 2015, to start at 10.00 a.m. in the Rotherham Town Hall.

CABINET MEMBER FOR SAFE AND ATTRACTIVE NEIGHBOURHOODS
Monday, 3rd November, 2014

Present:- Councillor Godfrey (in the Chair); Councillors N. Hamilton and Wallis.

Apologies for absence were received from Councillors .

53. DECLARATIONS OF INTEREST.

No Declarations of Interest were made.

54. MINUTES OF THE PREVIOUS MEETING HELD ON 29TH SEPTEMBER, 2014.

The minutes of the previous meeting of the Cabinet Member for Safe and Attractive Neighbourhoods held on 29th September, 2014, were considered.

Resolved: - That the minutes of the previous meeting be agreed as an accurate record.

55. MINUTES OF A MEETING OF THE RMBC TRANSPORT LIAISON GROUP HELD ON 24TH SEPTEMBER, 2014.

The minutes of the RMBC Transport Liaison Group meeting held on 24th September, 2014, were considered.

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

56. AREA ASSEMBLY CHAIRS.

The minutes of the Area Assembly Chairs meeting held on 15th September, 2014, were considered.

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

57. RECEIPT OF A PETITION - PARKING NEAR TO BROOM VALLEY COMMUNITY PRIMARY SCHOOL.

A petition containing 70 signatures regarding parking issues, potential incorrect signage and calling for a crossing person or a pelican crossing outside of Broom Valley Community Primary School was received.

Resolved: - That the petition be received and forwarded on to relevant Officers in the Environment and Development Services Directorate to investigate the matters and report back to the Cabinet Member in due course.

58. REPRESENTATIVES ON PANELS, WORKING GROUPS AND OUTSIDE BODIES.

Resolved: - That the following appointments of representatives on Outside Bodies for the 2014/2015 Municipal Year be confirmed: -

- Rotherham Licence Watch Steering Group – Councillor Dalton, Chair of the Licensing Board (no change);
- South Yorkshire Trading Standards Committee – Councillor Godfrey, Cabinet Member for Safe and Attractive Neighbourhoods and Councillor Hoddinott, Deputy Leader;
- Environmental Protection UK Yorkshire and Humberside Division – Four representatives from the Improving Places Select Commission (no change);
- Warm Homes - Councillor Godfrey, Cabinet Member for Safe and Attractive Neighbourhoods;
- Women's Refuge – One representative from the Improving Places Select Commission (no change);
- Sheffield City Region Housing and Regeneration Board - Councillor Godfrey, Cabinet Member for Safe and Attractive Neighbourhoods.

59. LOCAL PLAN STEERING GROUP - MEMBERSHIP OF THE COMMITTEE.

Resolved: - (1) That a seat for a member of the Opposition be made available on the Local Plan Steering Group.

(2) That the Overview and Scrutiny Management Board be given the option to co-opt an Elected Member to act as substitute to Chair of the Overview and Scrutiny Management Board on the Local Plan Steering Group.

60. ENVIRONMENT AND DEVELOPMENT SERVICES REVENUE BUDGET MONITORING REPORT TO 30TH SEPTEMBER, 2014.

Consideration was given to the report presented by the Principal Finance Officer (Financial Services, Resources Directorate) that outlined the Environment and Development Services revenue budget monitoring report to 30th September, 2014. The Principal Finance Officer provided information relating to the Services that fell within the Safe and Attractive Neighbourhoods portfolio.

The submitted report provided a forecast to the end of the 2014/2015 financial year based in income and expenditure to end of September, 2014.

The overall Regeneration, Planning, Customer and Cultural Service was forecasting an overall under-spend of £240,000, against a net budget of £6,729,000. Certain areas were reporting over-spends due to staffing cost pressures and for the provision of a paypoint and post office

collection service.

Other service areas within the overall Service were reporting under-spends due to Cabinet approving budget virements and as an impact from the moratorium on non-essential spend.

Resolved: - That the latest financial projection against the budget for the year based on actual income and expenditure to the end of September, 2014, be noted in respect to the areas relevant to the Safe and Attractive Neighbourhoods portfolio.

61. AREA PARTNERSHIPS TEAM AND CORPORATE COMMUNITY ENGAGEMENT SERVICE UPDATE.

Consideration was given to the report presented by the Business and Commercial Programme Manager that provided an update on the proposed merger of the Area Partnership Team and the Corporate Community Engagement Service. It was proposed that the Service would be known as the Neighbourhood Partnerships and Engagement Service and would provide a corporate hub for community engagement and involvement activity, including the co-ordination of activity and remove the potential for duplication of effort.

The proposal had been initially considered by the Cabinet Member for Safe and Attractive Neighbourhoods on 16th June, 2014 (Minute No. J8 refers).

The submitted report outlined the staff and trade union consultation process that had taken place.

The proposal included a re-alignment to ensure that each of the 11 deprived communities within the Borough had an allocated Neighbourhood Development Officer. This would require staff relocation. Under the proposal, two Community Engagement Officers would transfer to other services.

The proposed final structure of the re-organisation had been set out in appendix 3 and would become operational on 1st December, 2014. The submitted report outlined how the service would be funded through the General Fund revenue budget and the Housing Revenue Account.

Discussion ensued on the proposed merger and the following issues were raised: -

- The ways in which the creation of the role of Neighbourhood Development Officer would mean that there was one point of contact for each deprived area and remove the potential for duplication;
- The funding ratio between the General Fund and the Housing Revenue Account.

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

(2) That the next steps in relation to the implementation of the merger be noted.

62. HOUSING INVESTMENT PROGRAMME P6 SEPTEMBER 2014.

The Business and Commercial Programmes Manager outlined the report he had submitted that gave an overview of the Housing Investment Programme at Period 6, September, 2014.

The Housing Investment Programme ensured that the Council's Capital programme between 2014/2015 to 2016/2017 was aligned to the strategic priorities and vision for Rotherham.

The submitted report gave a detailed budget breakdown and explanations of works taking place in 2014/2015 noting where there was variance against the set budget and the forecast outturn.

The report also outlined how any changes had been reflected in the Housing Revenue Account's 2014/2015 outturn revenue forecast. There had been a change utilising Housing Revenue Account prudential borrowing to fund property acquisitions to predominately funded through Right to Buy receipts.

Discussion ensued and the Cabinet Member and Advisers commented on the information provided: -

- Had consideration been given to using temporary/removable pods when extensions were required as a disabled adaptation in the private sector?

This had been an option in the past but did not always represent best value for money. Where a ground floor adaptation was required the first assessment was undertaken on existing spare rooms.

- The disabled adaptations (public sector) budget was under-spent. Was there a backlog of works awaiting start?

Not currently, Rotherham's current waiting time had increased to 6-7 weeks (from 4 weeks). Delays were mainly due to the caseload of Occupational Therapy. Rotherham's waiting time compared favourably to local neighbours.

- It was disappointing that the budget for opportunity / strategic acquisition had been removed and ring-fenced for 2015/2016 as there was a current need for additional housing stock.

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

(2) That the budget virements and carry-over as detailed in the report be approved: -

1. £100k from HRA Enabling works (HRA Land) to fund Lady Oak Flats;
2. Opportunity/ Strategic Acquisitions - £1,299,000 carried forward into 2015-16;
3. Doe Quarry Lane, Dinnington - £46,492 transfer to reserves for future projects;
4. Bellows Road - £192,343 carried forward to 2014/2015.

63. NEIGHBOURHOODS GENERAL FUND REVENUE BUDGET MONITORING 2014/2015.

Consideration was given to the report presented by the Finance Manager for Neighbourhood and Adult Services (Financial Services, Resources Directorate) that provided a financial forecast for the Neighbourhoods General Fund to the end of March, 2015, based on actual income and expenditure to the end of September, 2014.

The forecast for the financial year 2014/2015 was for an overall under-spend of £716,000 against the approved net revenue budget of £667,000.

The submitted report outlined the net budget, forecast outturn and variance for each service area. The report also provided a commentary regarding the under and over-spends within each service area.

The main under-spend related to the Housing Options service area, namely the Furnished Homes Service due to increased demand, cost effective procurement of furniture and higher than anticipated staff turnover.

Discussion ensued on the operation of the Furnished Homes service.

Resolved: - That the financial projection against budget for 2014/2015 based on actual income and expenditure to the end of September, 2014, be noted.

64. HOUSING REVENUE ACCOUNT BUDGET MONITORING REPORT 2014/2015.

Consideration was given to the report presented by the Finance Manager for Neighbourhood and Adult Services (Financial Services, Resources Directorate) that provided a financial forecast for the Housing Revenue Account to the end of March, 2015, based on actual income and expenditure to the end of September, 2014.

The overall forecast was that the Housing Revenue Account would

CABINET MEMBER FOR SAFE AND ATTRACTIVE NEIGHBOURHOODS - 03/11/1435A

outturn on budget with a transfer from working balance reserves of £159,000, which was a reduction of £1.281 million against the approved budget.

The submitted report outlined the expenditure and income commitments within the Housing Revenue Account. Expenditure was forecast to outturn at a decrease in spend of £1.134 million due to less completions of minor voids than budget, although the actual number was increasing due to tenants moving to smaller properties due to Welfare Reform. Income was forecast to outturn at an over-recovery of income of £147,000.

The report outlined the risks and uncertainties inherent to the Housing Revenue Account, including a rising inflation rate, not achieving the vacancy factor, a change in the numbers of repairs and maintenance voids, achievement of rental income and the potential impairment of fixed assets.

Resolved: - That the financial projection against budget for 2014/2015 based on actual income and expenditure to the end of September, 2014, be noted.

THE CABINET MEMBER AGREED TO ACCEPT THE FOLLOWING REPORT RECEIVED AFTER THE DEADLINE IN ORDER TO PROGRESS THE MATTERS REFERRED TO: -

65. BROOM ROAD, ROTHERHAM - PROPOSED NO WAITING RESTRICTIONS - MONDAY TO FRIDAY 9.00AM TO 4.00PM.

Consideration was given to the report presented by the Transportation and Highways Projects Manager that outlined the outcome of statutory consultations about the proposed no waiting Monday to Friday 9.00 a.m. to 4.00 p.m. restrictions on the A6021 Broom Road.

Minute No. G14 of the Cabinet Member for Regeneration and Development, held on 14th June, 2013 refers (Proposed Accessibility Improvements A6021 Broom Road, Rotherham).

The submitted report outlined the content of the scheme approved in 2013 and, accordingly, Statutory Notices had been displayed on the street and in the local newspaper. In response, a nine signature petition had been received relating to the potential for an increase in non-residential parking on Broom Crescent should the restrictions be introduced on the A621 near the Rotherham Hospice. The petitions had attributed this to the additional community services ran at the Hospice and also alleged that the additional services and practices provided may be exceeding the terms of the existing planning consents. Petitioners asked that the implementation of the restrictions be delayed until the Hospice staff parking could be addressed.

The report outlined how some on-street parking had been reduced in the vicinity of the Hospice to accommodate the termination of the sheltered parking area and the cycle lane together with the pedestrian refuge. The displaced vehicles were likely to have migrated to other places including Broom Crescent and the opposite carriageway. In order to accommodate the uphill cycle lane and a sheltered parking area the width of the south western carriageway opposite the Hospice had been reduced. Any vehicles that parked there were now interfering with the safe and free flow of traffic and to the egress to driveways on the south western side of Broom Road.

It was acknowledged that that implementation of the further parking restrictions on the south west side of Broom Road may cause a further migration of parking that could have an impact on Broom Crescent. It was recommended that, due to the need to maintain a safe and free-flow of traffic on this route, the restrictions be implemented at the earliest opportunity.

It was proposed that, once the restrictions had been implemented, their full impact on Broom Crescent be assessed and potential traffic management measures could be fully investigated. A copy of the petition had been passed to the Planning Service regarding the issues raised relating to compliance with planning consents. The Transportation Unit had offered to meet representatives of the Hospice to discuss and advise on the practicalities of providing additional staff parking within the Hospice site.

Discussion ensued on the report containing the investigation and proposed response to the petitioners. Matters discussed were: -

- Consideration given to the viability of cycle lanes and where they were placed, including the traffic legislation relating the use of cycle lanes by motorists;
- The utilisation of Travel Plans for regular visitors/users of Rotherham Hospice;
- The availability of residential parking on Broom Crescent.

Resolved: - (1) That the proposed no waiting Monday to Friday 9.00 a.m. to 4.00 p.m. restrictions, as shown on drawing 126/18/TT607 be implemented.

(2) The effects of those restrictions on non-residential parking on Broom Crescent be monitored and investigate other traffic management measures to mitigate the effects of this, if required.

(3) That the petitioners be informed accordingly.

66. EXCLUSION OF THE PRESS AND THE PUBLIC.

Resolved: - That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relates to finance or business affairs).

67. PROCUREMENT OUTTURN - HIGH SECURITY COMMUNAL ENTRANCE DOORS FOR FLATS.

Consideration was given to the report presented by the Business and Commercial Programme Manager that outlined the open tender process that had been undertaken in respect of the last phase of renewal to upgrade the communal entrance doors to multi-tenure blocks in Rotherham.

Three compliant bids had been received and had been evaluated on a 70/30 cost/quality basis. The works would be undertaken in the 2014/2015 financial year.

Resolved: - That the tender submitted by Bamford Doors be approved.

68. DATE AND TIME OF NEXT MEETING: -

Resolved: - That the next meeting of the Cabinet Member for Safe and Attractive Neighbourhoods take place on Monday 1st December, 2014, to start at 10.00 a.m. in the Rotherham Town Hall.

ROTHERHAM BOROUGH COUNCIL – REPORT TO DLT
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	1st December 2014
3.	Title:	Petition – East Dene Park, Park Road, East Dene, Rotherham
4.	Directorate:	Neighbourhoods and Adult Services

5. Summary

An E-Petition has been received from residents of East Dene, Rotherham raising concerns about the levels of anti-social behaviour and vandalism in East Dene Park, Park Road, East Dene Rotherham. The petition was signed by two people.

The petition is attached as Appendix 1.

The petition was acknowledged and a discussion has taken place with the lead petitioner in respect of the issues raised and the action that will be taken to address those issues.

6. Recommendations

- **That the Cabinet Member for Safe & Attractive Neighbourhoods notes the action taken in response to the petition.**

7. Proposals and Details

7.1 Background

The East Dene Children's Play Area, known locally as 'The Walk' is a public recreational area situated between Park Road and Chestnut Avenue. The site is totally surrounded by houses with the rear gardens ending at the boundary to the area.

The area consists of a Multi-Use Games Area (MUGA) and a play area consisting of children's play apparatus including, slides, swings and roundabout mounted on a 'safety surface'. The children's play area is surrounded by metal fence panels approximately one metre high, however a number of these panels have had to be removed due to vandalism resulting in them being 'pushed' out of their fixing brackets.

The actual site is the responsibility of Housing & Neighbourhood Services whilst the play equipment is maintained by Environment & Development Services (EDS).

Since September 2013 to October 2014 the Police have recorded six complaints in respect of the play area including litter and drug paraphernalia, drug use, assault, and a 'domestic/family' incident.

Checks made with EDS have ascertained the following:

- A large amount of glass has been removed on pretty much every inspection of the play area (every 2- 3weeks for a visual inspection, every quarter for an operational inspection) for the past 2 years.
- The majority of the metal fencing panels that surround the play area have been damaged and have been removed as a result of vandalism (around 20 panels of bow top metal fencing). The panels have been retained and could be replaced however the 'weak link' is the quality of the brackets that attach the panels to the metal posts.
- 6 swing seats in the play area have been replaced over the last 2 years, most of which was due to vandalism.
- Currently there is a swing seat missing but this is a maintenance issue rather than due to vandalism.

In general the majority of the play equipment is in a reasonable state of repair as is the safety surface.

7.2 Previous Interventions

As long ago as 2008, the Rotherham South Area Assembly established a Task & Finish Group to address issues on and around the play area. The group included Elected Members, Police, Council and local residents. Some of the activity commissioned and actioned through the group included:

- Area Assembly secured Housing Market Renewal (HMR) funding to install CCTV covering the play area. This was installed in 2008 and remains in place today.

- Area Assembly secured EDS support to upgrade lighting & later allocated some devolved budget to install lighting for the MUGA.
- Area Assembly/Streetpride devolved budget paid for bollards to prevent vehicles congregating on and around the area.
- The Area Assembly & Community Sports secured external funding for sports coaches to deliver provision in The Walk during the summer months.
- Green Spaces provided funding for the prompt removal of graffiti and the repair of damaged play equipment.

7.3 Action taken and proposed response to the petition

- A site visit has been carried out and contact has been made with the petitioners by the councils Crime & Anti-Social Behaviour Manager.
- Contact has been made with the local Safer Neighbourhood Team, who is already aware of the ASB issues on site. They will ensure that the area is made subject of regular high profile patrols.
- On Wed 29th October officers from the SNT, Housing, Area Assembly & Community Organisers conducted a door to door survey of the 50 properties backing onto The Walk.
 - 31 properties provided a response
 - 13 properties had no issues
 - Of the other 18, the main issues were as follows
 - Glass smashed - particularly around the swings
 - General noise – seems to be bigger problem in summer
 - Drug use – people smelling cannabis
- Partners have committed to writing to every property to reaffirm our ongoing commitment to the area as well as updates in respect of CCTV & tidying up. Housing's current Service Level Agreement with Streetpride means that The Walk is litter picked on a weekly basis. In the first instance there will be an evaluation of the adequacy & effectiveness of existing provision
- The content of the petition has been discussed at the Safer Neighbourhood Team Briefing and will remain on its agenda to allow the situation to be monitored.
- Regular contact will be maintained with the petitioners by the councils Crime & ASB Manager to update them of the action being taken
- Arrangements are in place for additional cleaning visits to be made – particularly focussed on the removal of any broken glass.
- A request has been made for the South Yorkshire Police CCTV 'Technical Officer' to carry out a full evaluation of the installed CCTV camera on site and make any necessary recommendations in respect of its effectiveness and what, if any, improvements could be made.
- The Walk CCTV was excluded from the renewal of the '3G' free airtime in Aug '14 because of a fault on the 3G modem. Remote viewing was

not considered necessary at this location due to the low number of reports. The recorded images should still be downloadable onsite via Wi-Fi, & the Wi-Fi connection was working fine when previously tested.

- The Area Assembly team are working with St James Community Group who are keen to litter pick The Walk. There may be an application for a £250 grant from Rother Fed to support this.
- A number of joint Test Purchase Operations are to take place to combat the sale of alcohol to youths in the locality.
- Arrangements have been made for the removed metal fencing panels to be re-fitted around the children's play area using a more appropriate and robust fixing system. This repair will be funded through the Housing & Neighbourhoods Repairs and Maintenance budget.

8. Finance

The estimated cost of the repair/replacement of the fence panels is £800.00 and will be funded through the Housing & Neighbourhoods Repairs and Maintenance budget.

9. Risks and Uncertainties

There are no risks or uncertainties associated with this project.

10. Policy and Performance Agenda Implications

- Ensuring care and protection is available to those that need it the most.
- Helping to create safe and healthy communities. People feel safe and happy where they live.

11. Background Papers and Consultation

The Petition received from East Dene residents is attached as Appendix 1 below.

Contact Name:

Steve Parry,
Crime & ASB Manager,
Housing & Communities,
Neighbourhood and Adult Services.

Tel: 01709 (3)34565

E-mail: steve.parry@rotherham.gov.uk

E-Petition – East Dene Park (The Walk) East Dene, Rotherham.

We the undersigned petition the council to Save East Dene Park from anti- social behaviour and vandalism.

'More often than not when you take your children to this park there are groups of young men swearing and smoking weed while sat on the children's equipment, on several occasions I have had to take my child away because they don't move which is very upsetting'

'Broken glass all over the child's play area making it unsafe, 1 swing missing, several fence panels missing and obscene graffiti and litter'

Please make this park a safe and pleasant place to take our children.

2 people signed this E-Petition.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	1 December 2014
3.	Title:	Housing Investment Programme 2014/15 Budget Virements
4.	Directorate:	Neighbourhoods and Adult Services

5.0 Summary

The purpose of this report is to seek approval for budget virements within the 2014-15 Housing Improvement Programme.

6.0 Recommendations

That Cabinet Member approves the revised budgets detailed at Appendix A for the 2014-15 Housing Investment Programme.

7.0 Proposals and Details

7.1 The budget process that led to the original Capital Programme for 2013/14 to 2016/17 ensured that the Council's capital investment plans were aligned with its strategic priorities and vision for Rotherham.

In order to maintain that strategic link, and make best use of the capital resources available to the Council, it is important that the programme is kept under regular review and where necessary revisions are made.

The table below provides an overview of the current approved HIP programme for the period 2014-15.

Description	Original Budget 2014-15 £	Original Budget + Approved Slippage	Revised Budget 2014-15 £ (approved 14 July 2014)	Revised Budget 2014-15 (approved 1 September 2014)	Revised Budget 2014-15 (approved 3 November 2014)
Refurbishments	11,995,000	12,626,687	13,197,786	13,197,786	13,197,786
Other Capital Projects	13,563,000	13,318,239	13,143,239	13,143,239	13,243,239
Fair Access to All (Adaptations)	3,389,000	3,389,000	3,389,000	4,093,660	4,093,660
Regeneration/ Neighbourhood Renewal – Public Sector	2,250,000	2,250,000	2,050,000	2,050,000	1,950,000
Regeneration/ Neighbourhood Renewal – Private Sector	971,000	1,314,074	1,484,074	1,484,074	1,245,239
HCA New build	2,836,000	2,836,000	2,836,000	2,836,000	1,537,000
Total	35,004,000	35,734,000	36,100,099	36,804,759	35,266,924

7.2 Details

7.2.1 Housing Improvement Programme 2014-15 Capital Work Virements

Appendix A provides a detailed budget breakdown by scheme for 2014-15, project officer forecasts and proposed virements to budgets based on officer forecasts at Quarter 2 and known risks to the programme at this time. Detailed in the remainder of the report are key changes to budgets at this time and should be read in conjunction with Appendix A. A further detailed update on a project by project basis will be provided to Cabinet Member at Quarter 3.

7.2.2 Other Capital Works – Budget £13,243,239
Revised Budget £13,245,140

The sections below, breakdown individual changes within the Other Capital Works budget.

7.2.3 Environmental Works – Budget £1,612,000
Revised Budget £1,718,901

This budget will fund a variety of projects throughout the borough currently subject to consultation with tenants and members. Works funded through this scheme will include bin store improvements, shrub bed enhancements, off street parking and footpath re-surfacing etc. The increase in funding is to cover additional schemes now to be delivered within the current financial year, namely security improvements at Wharnccliffe Flats.

7.2.4 Empty Homes –	Budget	£2,900,000
	Revised Budget	£2,700,000

This budget is to fund major voids where the cost exceeds £4,000. This often occurs when a previous tenant has refused decency works so properties require new kitchens and bathrooms etc. prior to re-letting. The reduction in budget is due to lower volumes of major voids.

7.2.5 Electrical Board & Bond –	Budget	£150,000
	Revised Budget	£120,000

This is a demand led service and is to fund electrical improvement works to properties (e.g. consumer units, rewires etc.) following fixed wire electrical testing. The reduction in budget is reflective of lower volumes of properties requiring full rewires following fixed wire electrical tests.

7.2.6 Asbestos Removal & Testing –	Budget	£380,000
	Revised Budget	£290,000

This budget is to fund asbestos surveys and removals to properties that are receiving planned capital improvement works. The reduction in spend is due to lower demand for surveys and removal works.

7.2.7 Boundary Wall Treatments –	Budget	£100,000
	Revised Budget	£140,000

This budget is to fund improvements to boundary/ retaining walls and footpaths throughout the borough. The increased budget requirement is following receipt of tender returns.

7.2.8 Community Centre Improvements –	Budget	£100,000
	Revised Budget	£300,000

This will fund essential upgrades to lighting and fire equipment within the centres. The increase in budget of £200,000 will be used to fund conversion of 4 Neighbourhood centres into 6 flats following their closure in January 2015.

7.2.9 External Insulation (EPC Improvements) –	Budget	£50,000
	Revised Budget	£25,000

This will fund ad hoc top ups of insulation to external wall cavities and lofts. The reduction in budget is due to reduced demand.

7.2.10 Community Centre Improvements – Budget £100,000

This will fund essential upgrades to lighting and fire equipment within the centres.

7.3 Regeneration/ Neighbourhood Renewal Private Sector

7.3.1 Canklow Phase 1 & 2 –	Budget	£690,000
	Revised Budget	£350,351

This is a multi-year programme of activity to regenerate an area within Canklow through Housing Market Renewal. The project is focused on demolition, buy back and refurbishment of public and private sector properties in the area. The reduction in budget is due to delays in acquisition and demolition of remaining properties on the site.

8.0 Finance

8.1 The table below details how the Housing Improvement Programme will be funded if revised budgets are approved.

Funding	Amount £
Grants	1,546,654
Revenue Capital Contribution Outlay	8,513,030
Prudential Borrowing HRA	1,457,538.57
Capital Receipts RTB	1,002,663
Capital Receipts RTB 1 for 1	79,461.43
Capital Receipts	651,131
MRA	21,567,589
Total	34,898,825

9.0 Risks and Uncertainties

The Capital Programme is funded through a number of sources: borrowing, capital grants & contributions, revenue contributions and capital receipts. Any uncertainty over the funding of the Programme rests on confirmation that grants/contributions and capital receipts continue to be available in coming years. Where funding sources are volatile in nature the risks will be managed by continually keeping the programme under review.

10.0 Policy and Performance Agenda Implications

The HIP supports the Corporate plan priorities and is central to the longer term Housing Strategy:

- Making sure no community is left behind
- Helping to create Safe and Health Communities
- Improving the environment

The preparation of the Medium Term Financial Strategy incorporating a profiled capital programme and the associated revenue consequences, together with regular monitoring, highlights the Council's commitment to sound financial management.

11.0 Background Papers and Consultation

Dave Richmond, Director of Housing and Neighbourhoods, Stuart Booth, Director of Financial Services and Budget Holders have been consulted during the preparation of this report.

Reports to Cabinet Member for Safe and Attractive Neighbourhoods

Report Author

Paul Elliott, Business and Commercial Programme Manager; Neighbourhoods and Adult Services, paul.elliott@rotherham.gov.uk; Ext. 22494

Appendix A

	B	C	D	E	F	G	H	I	J	K
1	HIP PROGRAMME 2014-15 - POSITION AS AT PERIOD 7									
2										
3										
4		Approved Budget	Proposed Budget	Variance		Manager's Forecast		Variance (Over + / Under -)		%age (Over + / Under -)
5		£	£			£		£		%
6										
7	REFURBISHMENT / IMPROVEMENTS									
8	Refurbishment	12,986,378	12,986,378	0		13,110,159		123,781		1%
9	Windows	211,408	211,408	0		288,042		76,634		36%
10	REFURBISHMENT / IMPROVEMENTS TOTAL	13,197,786	13,197,786	0		13,398,201		200,415		2%
11										
12	OTHER CAPITAL WORKS									
13	Empty Homes	2,900,000	2,700,000	-200,000		2,700,000		0		0%
14	Replacement of Central Heating / Boilers	3,761,000	3,761,000	0		3,761,000		0		0%
15	Replacement of Communal Doors (High Security)	890,754	890,754	0		890,754		0		0%
16	Environmental Works	1,612,000	1,718,901	106,901		1,712,324		-6,577		0%
17	Electrical Board & Bond	150,000	120,000	-30,000		118,698		-1,302		-1%
18	Community Centre Improvements (5 Year Programme)	100,000	300,000	200,000		300,000		0		0%
19	Boundary Wall Treatments	100,000	140,000	40,000		140,000		0		0%
20	Asbestos Removal & Testing	380,000	290,000	-90,000		290,000		0		0%
21	Flat Door Replacement	75,760	75,760	0		75,760		0		0%
22	District Heating Conversions	1,800,000	1,800,000	0		1,800,000		0		0%
23	EPC Improvements	50,000	25,000	-25,000		25,000		0		0%
24	New IT System	273,725	273,725	0		476,625		202,900		74%
25	Lady Oak Flats	500,000	500,000	0		553,923		53,923		11%
26	General structures	650,000	650,000	0		650,000		0		0%
27	Lift Replacement	0	0	0		0		0		NA
28	OTHER CAPITAL PROJECTS TOTAL	13,243,239	13,245,140	1,901		13,494,084		248,944		2%
29										
30	ALL WORKS TO PROPERTIES TOTAL	26,441,025	26,442,926	1,901		26,892,285		449,359		2%
31										
32	FAIR ACCESS TO ALL									
33	Public Adaptations	2,078,000	2,078,000	0		1,994,794		-83,206		-4%
34	Private Adaptations	2,015,660	2,015,660	0		2,092,730		77,070		4%
35	FAIR ACCESS TO ALL TOTAL	4,093,660	4,093,660	0		4,087,524		-6,136		0%
36										
37	REGEN. / NEIGHBOURHOOD RENEWAL									
38	PUBLIC SECTOR									
39	Non-Traditional Investment	1,400,000	1,400,000	0		1,470,917		70,917		5%
40	New Build DPU Bungalows	300,000	300,000	0		300,000		0		0%
41	Enabling works - HRA Land development	0	0	0		0		0		NA
42	Garage Site Investment	250,000	250,000	0		250,000		0		0%
43	Public Sector Sub Total	1,950,000	1,950,000	0		2,020,917		70,917		4%
44										
45	PRIVATE SECTOR									
46	Dinnington Transformational Change (RHB)	1,200	1,200	0		1,200		0		0%
47	Monksbridge Demolition, Dinnington	80,000	80,000	0		80,000		0		0%
48	Doe Quarry Lane, Dinnington	43,508	43,508	0		43,508		0		0%
49	Canklow Phase 1 & 2	720,531	350,531	-370,000		350,531		0		0%
50	Bellows Road Service Centre Clearance	400,000	400,000	0		400,000		0		0%
51	Private Sector Sub Total	1,245,239	875,239	-370,000		875,239		0		0%
52										
53	REGEN. / NEIGHBOURHOOD RENEWAL TOTAL	3,195,239	2,825,239	-370,000		2,896,156		70,917		3%
54										
55	OTHER PUBLIC SECTOR									
56	HCA NEW BUILD									
57	Opportunity Acquisition	1,537,000	1,537,000	0		1,537,000		0		0%
58	Carry Over from 11-12 New Builds	0	0	0		0		0		NA
59	OTHER PUBLIC SECTOR TOTAL	1,537,000	1,537,000	0		1,537,000		0		0%
60										
61	SUB TOTAL 2	8,825,899	8,455,899	-370,000		8,520,680		64,781		1%
62										
63	TOTAL CAPITAL PROGRAMME	35,266,924	34,898,825	-368,099		35,412,965		514,140		1%
64										
65										
66	Funding Split:									
67	Public	32,006,025	32,007,926			32,444,996		437,070		1%
68	Private	3,260,899	2,890,899			2,967,969		77,070		3%
69	Total	35,266,924	34,898,825			35,412,965		514,140		1%

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	1 December 2014
3.	Title:	Town Centre Sequential and Impact Tests: Good Practice Guidance
4.	Directorate:	Environment & Development Services and Neighbourhoods and Adult Services

5. Summary

This report provides a brief summary of the Town Centre Sequential and Impact Tests: Good Practice Guidance. This is intended to provide additional guidance to policies in the adopted Core Strategy, where sequential and impact tests are required for planning applications for main town centre uses.

6. Recommendations

- a. **That Cabinet Member notes the contents of this report and the preparation of robust Good Practice Guidance to guide the preparation and decision-making of future planning applications and setting out clear requirements for applicants when submitting their proposals.**

- b. **That Cabinet Member supports the publication of the Good Practice Guidance as a material consideration in the determination of planning applications.**

7. Proposals and Details

The National Planning Policy Framework (NPPF) sets out how planning applications for main town centre uses in edge-of or out-of-centre locations should be considered. The adopted Core Strategy (September 2014) sets out in more locally specific detail how these policies will be applied within Rotherham.

Core Strategy Policy CS12 establishes the retail centre hierarchy within Rotherham. It also provides the more detailed guidance for applying sequential and impact tests including the local threshold for undertaking the impact test. Crucially it encourages early engagement with the Local Planning Authority, indicating that applicants should agree with the Local Planning Authority the scope of the evidence and analysis to be submitted to ensure that this is proportionate to the scale and nature of the proposal.

Prior experience of determining planning applications for town centre uses reveals a wide range in the quality of information provided by applicants to satisfy the sequential and impact test requirements. The guidance attached at appendix 1 has been produced to assist applicants by clearly setting out how national and local planning policy will be applied, and the information which should be provided by applicants.

The guidance comprises a number of sections which address:

- ***When a sequential or impact test is required***
- ***Agreeing the scope of the assessment*** (setting out the factors which will be taken into account, such as the size, type and characteristics of proposed development and the operator's business model)
- ***Carrying out a sequential test***, including:
 - Establishing an appropriate catchment
 - Deciding which designated centres should be assessed (recognizing the roles that different types of centre play within Rotherham)
 - Identifying the sites to be considered
 - Undertaking the assessment (how the availability, suitability and viability of sites should be considered)
- ***Carrying out an impact test*** (required by the locally set threshold for sites of 500 sqm (gross) or more)
- ***How the assessments will inform planning decisions*** (how the assessments may inform any planning decision, including the use of appropriate planning conditions)

The Guidance is intended to ensure that applicants receive consistent advice regarding sequential and impact test assessments, and clearly establish the Council's expectations. It provides a document which can be a material consideration when making planning decisions; however it will not have the status of a Supplementary Planning Document. The Council is preparing further detailed Local Plan policies relating to main town centre uses and retail centres within Rotherham through the Sites and Policies document. It is considered that once this document is adopted then the Good Practice Guidance could form the basis for a comprehensive draft Supplementary Planning Document taking account of all relevant Local Plan policies.

8. Finance

The Good Practice Guidance has no direct financial implications for the Council. The costs associated with the determination of planning applications will continue to be met through Planning department budgets and planning application fees.

9. Risks and Uncertainties

- The Localism Act and National Planning Policy Framework (NPPF) express a strong presumption in favour of sustainable development. Our UDP policies only continue to have any weight where they are in accordance with the NPPF.
- Rotherham's Core Strategy is now in place and helps provide an up-to-date planning policy framework for the Borough's future growth and development. Progress on the supporting Sites & Policies document is vital to complete the Local Plan and bring forward the development sites required to implement the Core Strategy. Supplementary Planning documents provide additional guidance on how policies will be implemented.
- Having a complete Local Plan in place will provide a steer for any neighbourhood plans that may emerge under the provisions of the Localism Act.
- Failure to make progress with the Local Plan risks delayed provision of the new homes and employment opportunities that the Borough needs.

10. Policy and Performance Agenda Implications

The implementation of the Local Plan will make a positive contribution to all of Rotherham's Regeneration priorities. The Adopted Core Strategy and supporting documents, including supplementary planning documents, will further the objectives of the Corporate Plan and support the delivery of the Rotherham Sustainable Community Strategy by:

- providing sufficient good quality homes
- ensuring well designed, decent affordable housing
- providing employment land to meet the needs of the modern economy and support sustainable communities through access to employment opportunities
- promoting the "town centre first" policy approach to help the regeneration and renaissance of Rotherham Town Centre and other town, district and local centres within the borough.

11. Background Papers and Consultation

Appendix 1 Town Centre Sequential and Impact Tests: Good Practice Guidance

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Rotherham local plan

Sites & Policies Final Draft

Town Centre Sequential & Impact Tests Good Practice Guidance

October 2014

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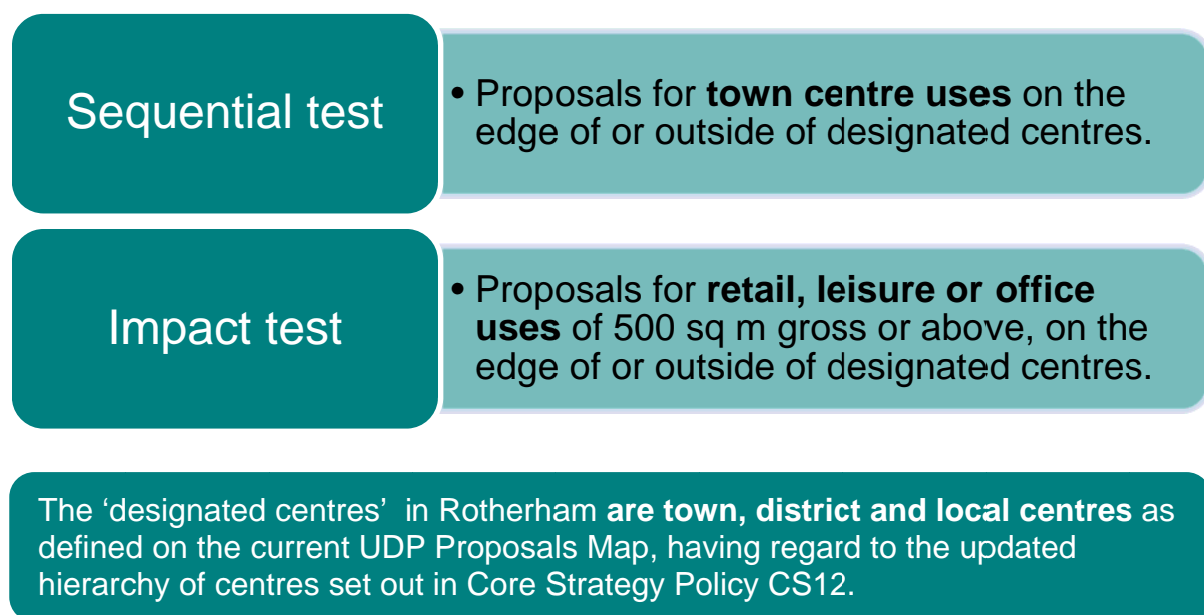
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Introduction

1. This note sets out good practice guidance to assist applicants when submitting planning applications for main town centre uses in edge-of or out-of-centre locations which require a sequential and impact test assessment. It should be read in conjunction with:
 - The Adopted Unitary Development Plan (1999)
 - The Adopted Local Plan Core Strategy (September 2014)
Both available at <http://www.rotherham.gov.uk/localplan>
 - National Planning Policy Framework and its accompanying Planning Practice Guidance. Available at <http://planningguidance.planningportal.gov.uk/>
2. A number of technical terms are used throughout; however a glossary is provided at appendix 1 which explains these further.

When is a sequential or impact test required?

3. The National Planning Policy Framework supports the viability and vitality of town centres¹ by setting out two key tests that should be applied when planning for town centre uses which are not in an existing town centre and which are not in accord with an up to date Local Plan – the sequential test and the impact test (paragraphs 24 and 26). Core Strategy Policy CS12 provides further guidance.
4. The figure below indicates when the sequential and impact tests are required:



5. Where the above apply, sequential and impact test assessments will be required. The Council intends to amend its planning application validation policy to require the submission of sequential and impact tests (as appropriate) in order for any planning application to be validated and subsequently determined.

¹ References to 'town centres' in NPPF apply equally to other retail centres designated in development plans, such as district or local centres.

Agreeing the scope of the assessment

6. In line with Core Strategy Policy CS12, applicants should agree with the Local Planning Authority the scope of the evidence and analysis to be submitted to ensure that this is proportionate to the scale and nature of the proposal.

The Council supports early engagement with applicants which would allow the scope of any sequential / impact test assessment to be agreed.

7. We provide and encourage use of our pre-application service² which aims to increase the efficiency of the Council's planning process and to resolve any planning problems and issues with the applicants at an early stage, before the submission of a planning application.
8. Where pre-application discussions have not taken place and the scope of assessment has not been agreed prior to submission of an application then further work may be required to any submitted assessment. This could delay determination of any planning application.
9. Key to any discussions will be establishing the parameters of the scheme. This should include, but is not limited to:

Size	Size of the scheme, ideally in gross square metres. For retail proposals details of the net sales floorspace should also be provided.
Type	The type of floorspace (for example are retail proposals for food/non-food), and any suggested planning conditions (such as range of goods, unit sizes etc.)
Characteristics	The characteristics of the development (such as catchment area, target market), the site, broad layout principles and proposed levels of parking.
Operator details	Where proposals are not for speculative development details should be provided of the prospective operator(s)
Business model / locational requirements	Details of any elements of the prospective operator(s) business model which have a bearing on site requirements. Why is the development required to be located on the proposed site / in a particular area of Rotherham? Is the development meeting an identified need in a particular area? Does the user have certain building or site requirements? This might be in terms of layout, access or market requirements.

² There may be a charge for this service depending upon the scale of the proposal. For more information please see our website: http://www.rotherham.gov.uk/info/200074/planning_and_regeneration/513/get_help_with_a_planning_application/4

Carrying out a sequential test

10. National Planning Practice Guidance sets out further guidance on undertaking the sequential test; in particular “Ensuring the vitality of town centres” paragraphs 8, 11 and 12: <http://planningguidance.planningportal.gov.uk/blog/guidance/ensuring-the-vitality-of-town-centres/ensuring-the-vitality-of-town-centres-guidance/>
11. There are four key steps to follow in undertaking a sequential test:

1. Establish the appropriate catchment for the development

2. Decide which designated centres should be assessed

3. Identify the sequentially preferable sites which should be considered

4. Undertake an assessment of the suitability, availability and viability of alternative sites

These are considered in more detail below.

Establishing an appropriate catchment

12. Establishing the catchment of the proposed development is the first step in determining which centres should form part of the assessment.
13. The catchment is the area the proposal is intended to serve. This will vary depending on the specific development proposed, and will need to take account of the size of development, the market in which the development will operate and any relevant characteristics of the business / operator model.
14. For example, the catchment for a small to medium sized food outlet will differ to that for a hotel. Similarly a more niche retailer or use may draw trade from a wider area than a mass market operator.
15. Catchments may be defined in a number of ways, such as a simple distance from the site (for example, a 1 mile radius) or a more detailed drive time calculation (which is determined by estimating the catchment served by, say, a 10 minute drive time). The distances or drive times which are appropriate will depend on the specific development.
16. Catchments may extend beyond the borough boundary; catchments which are artificially ‘clipped’ to the borough boundary will not be considered acceptable.

Deciding which designated centres should be assessed

17. Having established an appropriate catchment, this can then be used to help determine the centres which should be assessed for sequentially preferable sites, in conjunction with details of the type and size of development.
18. The centres to be considered are those town, district and local centres defined on the current UDP Proposals Map having regard to the updated hierarchy of centres set out in Core Strategy Policy CS12 and shown below:

Hierarchy	Centre(s)
Principal Town Centre	Rotherham Town Centre
Town Centre	Dinnington, Maltby, Wath-upon-Dearne
District Centre	Kiveton Park, Parkgate, Swallownest, Swinton, Wickersley

19. Once finalised the Sites and Policies document will set out new boundaries for town, district and local centres and replace those identified on the UDP Proposals Map.
20. Where the catchment extends beyond the borough boundary then the relevant local authorities should be contacted to determine which centres should be included within any sequential test and impact test.
21. Depending upon the development proposed it may be appropriate that all designated centres within the catchment should be assessed. Alternatively it may be appropriate for the assessment to be restricted to higher order centres. For example a larger supermarket or retail operator will be more appropriately directed towards town or district centres. Consideration will therefore be given to the catchment of the proposed development and the catchment area served by particular centres.
22. This recognises the different role that centres within the retail hierarchy play:

Principal town centre & town centres	The borough’s main retail, commercial and civic centre which serves the whole borough, and other larger centres which serve a wider area. Function as important service centres, providing a range of facilities and services for extensive catchment areas
District centres	Centres which may serve a more than local need. Usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.
Local centres	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre.

29. Retail parks are not classed as centres for the application of the sequential test. The exception to this is for proposals involving bulky goods uses. This is discussed further in paragraphs 38 and 39.

Identifying the sites to be considered

30. Where the proposed development is in an out-of-centre or edge-of-centre location then the assessment should consider sequentially preferable sites – i.e. first those within designated centres and then, if these are unavailable, suitable or viable, sites in an edge-of-centre location. National Planning Practice Guidance indicates that preference should be given to accessible sites that are well connected to the centre.
31. Establishing whether a proposal is in an edge of or out-of-centre location will depend on the specific type of development proposed. The table below provides a summary of how edge-of-centre locations will be defined:

	Retail uses	Office uses	All other main town centre uses
Edge-of-centre	Well connected and up to 300 metres of the primary shopping area.	Outside the town, district or local centre but within 500 metres of a public transport interchange.	A location within 300 metres of a town, district or local centre boundary.
	In determining whether a site falls within the definition of edge-of-centre, account should be taken of local circumstances. For example, local topography, barriers, such as crossing major roads and car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the town centre.		

Town, district and local centre boundaries	Defined on the UDP Proposals Map; refer to the retail centre hierarchy in Core Strategy Policy CS12.	Town, district and local centre boundaries will be redefined through the Local Plan Sites and Policies document.
Primary shopping areas	Defined as “Prime Shopping Streets” in the UDP. Refer to maps 1 to 12 in Chapter 7 of the UDP written statement.	New primary and secondary shopping frontages will be defined for town and district centres through the Local Plan Sites and Policies document. For local centres the centre boundary should be considered as the primary shopping area with regard to retail proposals.

32. The choice of sites to consider (including vacant premises or undeveloped sites) will depend on a number of key factors:
- The size of the proposed development
 - The operator’s business model
 - scope for flexibility in the format and/or scale of the proposal
33. The National Planning Practice Guidance notes that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations. It emphasises that robust justification must be provided where this is the case, and land ownership does not provide such a justification. Where this is the case for proposed development it should inform the parameters of the assessment as discussed at paragraph 9 above.

34. National policy indicates that applicants and local planning authorities should demonstrate flexibility on issues such as format and scale. National Planning Practice Guidance indicates that it is not necessary to demonstrate that a potential town centre or edge-of-centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.
35. The purpose behind this is to seek wherever appropriate to accommodate new development within town centres; making effective and efficient use of previously developed land, ensuring development is located in accessible locations, and securing new investment. Flexibility could be achieved through the amendment of 'standard' business model requirements to incorporate innovative design, such as multi level stores, and/or through shared or multi level car parking and innovative servicing solutions.
36. The Council can advise on sites which it considers should form part of the assessment. It also undertakes regular monitoring of town and district centres including identifying vacant premises. This data is available on request from the Council and may help identify sites or premises which should be assessed.
37. Where centres within other local authority areas are being considered, the relevant Council(s) may also be able to assist in identifying sites for assessment or providing any relevant monitoring data.
38. In the case of proposals for bulky goods floorspace Core Strategy Policy CS12 indicates that once sites within and then on the edge of town, district or local centres have been assessed and it can be demonstrated that they are not available, suitable or viable for the proposed development, and then the availability, suitability and viability of vacant premises in retail parks to accommodate the proposed development should be assessed.
39. Retail Warehouse Parks are identified on the adopted UDP Proposals Map. Retail Parks will be further refined as part of preparing the Local Plan Sites and Policies document.

Undertaking the assessment

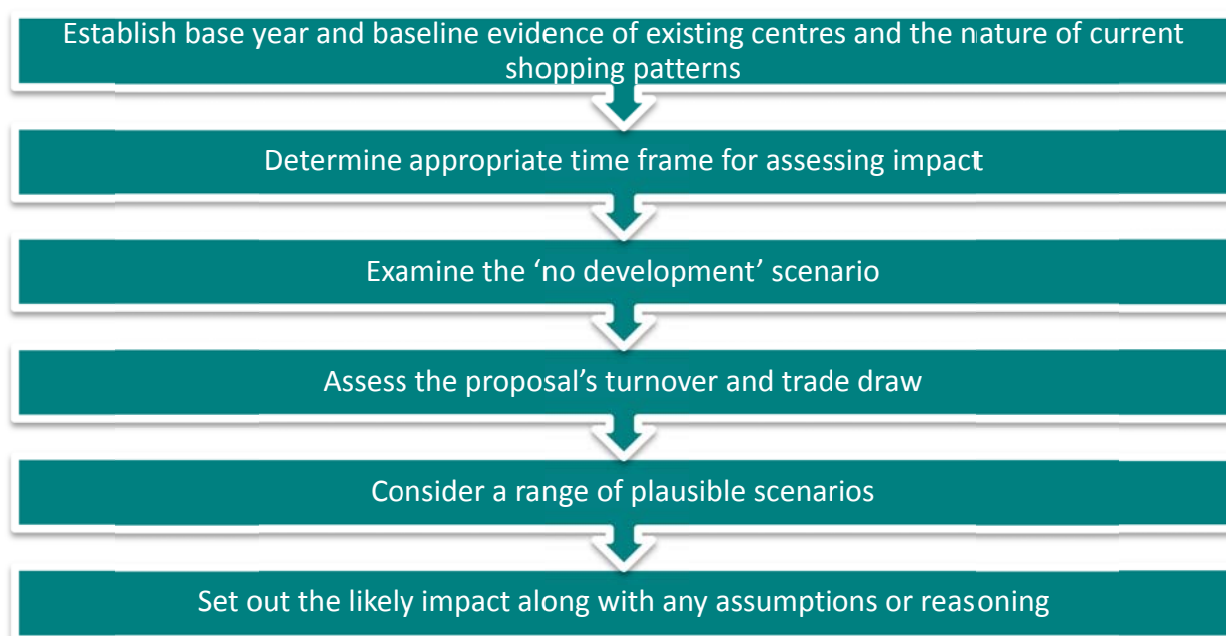
- 40. Core strategy Policy CS12 indicates that the sequential test should demonstrate that alternative sites are not available, suitable or viable for the proposed development.
- 41. The assessment of each site should therefore consider:

Availability	Whether sites are available now or are likely to become available for development within a reasonable period of time (determined on the merits of a particular case, having regard, for example, to the urgency of the need). Where sites become available unexpectedly after receipt of an application, this will be taken into account in the assessment of proposals. It will not be appropriate for an applicant to dismiss a more sequentially preferable site on the basis that it is not available to the developer/retailer in question.
Suitability	With due regard to the requirements to demonstrate flexibility, whether sites are suitable to accommodate the need or demand which the proposal is intended to meet. The following factors are likely to be relevant when assessing whether a site offers a suitable location for development: <ul style="list-style-type: none"> • Policy restrictions – such as designations, protected areas, existing planning policy and corporate, or community strategy policy. • Physical problems or limitations – such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination. • Potential impacts – including effects on landscape features and conservation. • The environmental conditions – which would be experienced by potential users of the proposal.
Viability	Whether there is a reasonable prospect that development will occur on the site at a particular point in time. Again the importance of demonstrating the viability of alternatives depends in part on the nature of the need and the timescale over which it is to be met. Relevant considerations could include market factors (such as attractiveness of the locality and level of potential market demand), cost factors (such as site preparation costs and any exceptional works necessary) and delivery factors (such as phasing and build out rates).

- 43. If the applicant asserts that the proposal is, by its nature, locationally specific, and cannot be accommodated in a more central location, or that it is not possible to adopt a flexible approach to accommodate the development more centrally, it will be necessary to clearly justify this position.

Carrying out an impact test

44. Core Strategy Policy CS12 identifies that proposals for retail, leisure or office uses of 500 sq m gross or above, on the edge of or outside of designated centres, must be accompanied by an impact assessment. This should consider:
- the impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and
 - the impact of the proposal on the vitality and viability of centres, including local consumer choice and trade.
45. National Planning Practice Guidance sets out further guidance on undertaking the impact test; in particular “Ensuring the vitality of town centres” paragraphs 13, 15, 16, 17 and 18: <http://planningguidance.planningportal.gov.uk/blog/guidance/ensuring-the-vitality-of-town-centres/ensuring-the-vitality-of-town-centres-guidance/>
46. This includes a checklist for applying the impact test, although it is acknowledged that this is focused on retail proposals and not all steps may be appropriate for use with all main town centre uses. The steps are summarised below:



47. Consideration will be given to whether the impact of a new out-of-centre development could undermine the viability and contribution of schemes in more sequentially preferable locations, or prejudice the potential to secure further development on a more central site.
48. In undertaking an impact assessment the Council will seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted. In line with national guidance impact should be considered over time: up to five years for most schemes, or up to ten years for major schemes.
49. Where proposals relate to a specific type of goods (for example a DIY retail warehouse) it may be appropriate to focus the impact assessment on that specific sector, notwithstanding the need to consider the impact of the proposal on the overall vitality and viability of town centres.

50. If unconditional consent is sought for retail or other uses, i.e. with no limitation on net sales area, unit sizes, range of goods etc, then the supporting assessment should examine all of the potential impacts and policy compliance of the full range of possible permutations which would be permitted under the proposed planning permission.
51. In assessing the impact of the proposal on existing, committed and planned public and private investment, consideration should be given to a range of factors including:
- What stage they have reached e.g. are they contractually committed?
 - The policy 'weight' attached to them e.g. are they a key provision of the development plan?
 - Whether there is sufficient 'need' for both?
 - Whether they are competing for the same market opportunity, or key retailers/occupiers?
 - Whether there is evidence that retailers/investors/developers are concerned; and
 - Whether the cumulative impact of both schemes would be a cause for concern.
52. Where the catchment extends into other local authority areas the relevant Council(s) may also be able to assist in identifying factors which should be taken into account in any assessment, and providing any relevant information, such as monitoring data, retail and leisure studies, or town centre health check data.
53. Rotherham's most recent retail and leisure studies should provide a starting point to inform any impact assessment. Currently these consist of:
- The 2010 Rotherham Town Centre Retail and Leisure Study
 - The 2011 Rotherham Retail and Leisure Study (borough-wide, excluding Rotherham town centre)

These are available on our website at <http://www.rotherham.gov.uk/localplan>

54. These studies include quantitative and qualitative data on retail floorspace requirements, leisure uses and also health checks of the borough's centres. It is acknowledged that these may need to be supplemented by more up to date where this is available, either from the Council or as provided by the applicant.

Informing planning decisions

55. In line with the NPPF and Core Strategy Policy CS33, the Council will take a positive approach that reflects the presumption in favour of sustainable development. We will work with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
56. Wherever possible the Council will provide advice, guidance and data to applicants to assist in the preparation of sequential and impact assessments. The submitted assessments will be taken into account in determining planning applications. The failure to undertake a sequential or impact assessment can be a reason for refusal of planning permission.
57. NPPF paragraph 27 states that “Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.” Equally, compliance with the sequential and impact tests does not guarantee that permission will be granted – the Council will consider all material considerations in reaching a decision.
58. Where it is minded to grant planning permission, the Council may impose planning conditions to manage the impacts of development. The use of conditions will be appropriate where the consequences of certain types of development could lead to unacceptable impacts or have not been fully tested, and will be informed by the assessment of sequential and impact tests. For example, where retail proposals have been assessed based upon a particular scale of net sales floor space, and the impact and appropriateness of the scale of development has been judged acceptable, it will normally be appropriate to impose conditions restricting total net sales area permitted.
59. Planning conditions could be used to:
 - Prevent developments from being sub divided into a number of smaller shops or units, or to secure the provision of units suitable for smaller businesses, by specifying the maximum size of units.
 - Ensure that ancillary elements remain ancillary to the main development.
 - Limit any internal alterations to increase the amount of gross floor space by specifying the maximum floor space permitted.
 - Limit the range of goods sold, and control the mix of convenience and comparison goods.
 - Resolve issues relating to the impact of the development on traffic and amenity of neighbouring residents, such as the timing of the delivery of goods to shops and the adequate provision for loading and unloading.

Contact Information

For further information please contact us using the details below.

For planning policy queries:

Email: planning.policy@rotherham.gov.uk

Telephone: 01709 823869

Post: Planning Policy, Rotherham MBC, Riverside House, Main Street,
Rotherham, S60 1AE

Website: www.rotherham.gov.uk/localplan

Submit your query online at:

www.rotherham.gov.uk/forms/form/57/en/planning_policy_team_message

For planning application queries, including arranging pre-application discussions:

Email: development.management@rotherham.gov.uk

Telephone: 01709 382121

Post: Development Management, Rotherham MBC, Riverside House, Main
Street, Rotherham, S60 1AE

Website: www.rotherham.gov.uk/info/200074/planning_and_regeneration

Submit your query online at

www.rotherham.gov.uk/forms/form/60/en/development_management_enquiries

Appendix 1: Glossary and Definitions

Unitary Development Plan (UDP): A document which is used to make decisions on proposals for development. The Rotherham UDP covers all the borough. The UDP will be replaced by Rotherham's new Local Plan.

Bulky Comparison goods: Large or bulky items such as DIY goods, furniture and floor coverings, major household appliances, audio-visual equipment and bicycles.

Convenience goods: Low-cost, everyday items that consumers are unlikely to travel far to purchase such as food and non-alcoholic drinks, tobacco, alcohol, and newspapers

Core Strategy: This forms part of the new Local Plan. It sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

District centres: District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Impact test: ensures that the impact over of certain out-of-centre and edge-of-centre proposals on existing town centres is not significantly adverse.

Local centres: Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

National Planning Policy Framework: Sets out the government's planning policies for England and how they are expected to be applied. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.

National Planning Practice Guidance: A web-based resource which provides further explanation and guidance in relation to the National Planning Policy Framework.

Non Bulky Comparison goods: Goods for which the consumer expects to visit a range of shops before making a choice, such as clothing, footwear, household goods and other non-food purchases

Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary shopping frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

Secondary shopping frontages: Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Sequential test: guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge-of-centre locations, and, if neither town centre locations nor edge-of-centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre.

Sites & Policies Document: This forms part of the new Local Plan. It will show specific development sites and contain policies to guide the release of land and design of new development.

Small parades: Small parades of shops of purely neighbourhood significance which are not regarded as centres.

Town centres: Town centres will usually be the second level of centres after city centres and, in many cases, they will be the principal centre or centres in a local authority's area. In rural areas they are likely to be market towns and other centres of similar size and role which function as important service centres, providing a range of facilities and services for extensive rural catchment areas. In planning the future of town centres, local planning authorities should consider the function of different parts of the centre and how these contribute to its overall vitality and viability.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Planning, Highways and Street Scene Services
2.	Date:	1st December 2014
3.	Title:	Amendments to pedestrianisation orders Whinney Hill Dalton
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member approval to revoke existing pedestrianisation orders on parts of roads at Whinney Hill Dalton to create all purpose highway that will form part of a proposed new road layout for a new development in this part of Dalton.

6. Recommendations

Cabinet Member is asked to resolve that an application be made to the Department for Transport to revoke the current pedestrianisation order made through the auspices of the Town and Country Planning Act, for the areas shown on the attached drawing number 126/17/TT303.

7. Proposals and Details

In the late 1970s various roads within the housing estate bounded by Doncaster Road and Whinney Hill were pedestrianised under the Town and Country Planning Act. The purpose being to create a road environment with less through routes and hence reduce the risk of pedestrian/vehicle collisions.

The housing that was present on the site has subsequently been demolished and the site has been vacant for a number of years. A developer is in discussions with the Council about redeveloping the site as a housing estate and their proposal requires the pedestrianised roads to become all purpose highways. This does not mean that the estate will be available to through traffic it is merely the case that their proposed estate roads coincide with the position of existing pedestrianised roads. If the developer was applying to remove highway status through the Town and Country Planning Act they would be able to make the application themselves but as they are seeking to amend a restriction on an existing highway then this is something that can only be undertaken by the Highway Authority; in this case Rotherham Borough Council. The application is therefore more a procedural matter that in reality will have little impact on the current environment other than to assist with its potential redevelopment.

8. Finance

The developer has indicated that they will fund the cover our costs regardless of whether the development goes ahead or not.

9. Risks and Uncertainties

Failure to remove the pedestrianisation orders will mean that the developer will have to reconsider the layout of most of the proposed development thereby affecting potential delivery.

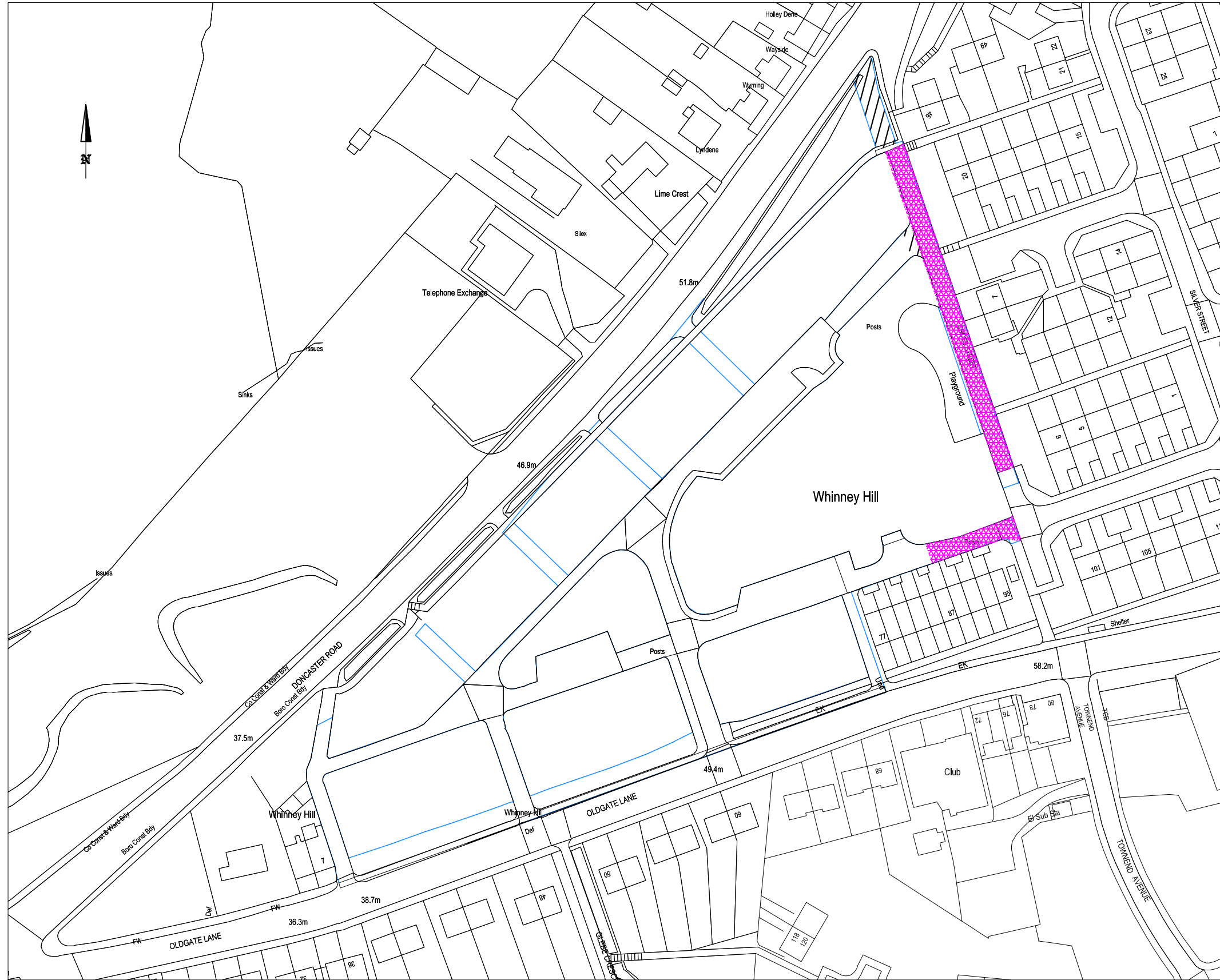
10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3; policy W to encourage safer road use and reduce casualties on our roads”,

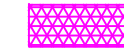
11. Background Papers and Consultation

Appendix A, Plan number 128/17/TT303 showing the existing pedestrianised highways to become all purpose highway.

Contact Name: *Andrew Butler Senior Engineer, Ext 22968*



KEY:



EXISTING PEDESTRIANISED HIGHWAY (TCPA) TO BE RETURNED TO ALL PURPOSE HIGHWAY



Strategic Director:
Karl Battersby Bsc (Hons) MTPL MRTPI

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

Client:

Title
PEDESTRIANISED HIGHWAY TO BE RETURNED TO ALL PURPOSE HIGHWAY
WHINNEY HILL

Dwg. No. 126/17/TT303

Rev.

Scales
(if A3) 1:1250

Drawn RB

Date MAY-2014

Chd. by ASB

Rev.	Description

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	1st December 2014
3.	Title:	Ravenfield Primary School, Moor Lane North Proposed trial of a part-time 20mph speed limit Ward 14 (Silverwood Ward)
4.	Directorate:	Economic and Development Services

5. Summary

To report a proposal to trial an advisory part-time 20 mph speed limit outside Ravenfield Primary School, Moor Lane North, Ravenfield.

6. Recommendations

It is recommended that Cabinet Member resolves that:

- i) authority be given for the detailed design to be carried out and, subject to no objections being received, for the scheme to be implemented as a trial;**
 - ii) the scheme be funded from the Council's 2014/15 Capital Programme for converting existing traffic calmed areas to 20 mph.**
 - iii) following an initial 6 months of operation that the effectiveness of the advisory part-time 20 mph speed limit be reviewed in order to inform the potential further use of this type of scheme.**
-

7. Proposals and Details

During October this year a meeting was held between council officers and John Healey MP about concerns being expressed by the parents of children who attend Ravenfield School in relation to the speed of vehicles along Moor Lane North during pupil arrival and leaving times. Moor Lane North is currently subject to a 40mph speed limit. These concerns were also being expressed by staff at the school.

Following a revision to the Department for Transport's guidance relating to the setting of local speed limits in 2013, traffic authorities in England were given special authorisation to place advisory part-time 20mph speed limit signs, with flashing school warning lights on roads that are not suitable for a full-time 20mph zone or limit, and a decision was made to investigate this as a possible option for use on Moor Lane North.

The Council's policy on 20 mph Speed Limits was endorsed by Cabinet on 15th January this year. It states:

"Variable 20 mph speed limits can be introduced that apply only at certain times of day. These are particularly relevant where for example a school is located on a road that is not suitable for a full-time 20 mph zone or limit, such as a major through road. To indicate these limits, variable message signs have to be used."

There are currently no schemes of this type in Rotherham, and the reliability of the signs required can be an issue in some situations, and the effect on speeds may not be great. However, as it is considered that as Moor Lane North would be unsuitable for a permanent 20 mph speed limit we recommend that a trial of an advisory part-time 20 mph speed limit is undertaken.

The scheme would involve the installation of new signing on both approaches to Ravenfield Primary School indicating a maximum speed of 20 mph when lights show. This speed limit will be of an advisory nature and will not require a Traffic Regulation Order to be processed prior to implemented, allowing the measures to be installed within a relatively short timescale.

Each sign installation will include one set of flashing amber warning lights activated during the morning and afternoon pupil arrival and leaving times to indicate the reduced speed limit and increase motorist awareness of pedestrians in the area. Appendix A attached shows the approximate location of the proposed signs together with an example of the permitted signing.

Previous assessments of this site by officers during pupil arrival and leaving times have indicated that existing vehicle speeds outside the school are relatively low due to the narrow width of the carriageway, the presence of parked vehicles, and the different vehicle manoeuvres taking place. As a consequence, the overall effect of these works on reducing vehicle speeds is likely to be lessened, compared to other locations around the borough, where there is a greater free-flow of vehicles.

As this will be the first time that an advisory part-time 20 mph speed limit will have been used in Rotherham, following the first 6 months of operation the effectiveness of the scheme will be reviewed. In order to accurately determine the effect of this scheme on reducing vehicle speeds, arrangements have been put in place for a 7

day speed survey to be undertaken prior to any works being implemented. This would be followed up by further surveys once the scheme has been in place for a period of time. The review will also include feedback from the school and other interested parties and will be used to inform whether the works have been a success, or not, and wider use at other potential sites.

8. Finance

Funding for the proposed scheme will come from the Council's 2014/15 Capital Programme for converting existing traffic-calmed areas to 20 mph and is estimated to cost £3,500, including amendments to the existing signing.

9. Risks and Uncertainties

Consultations are currently taking place with Local Ward Members and Ravenfield Parish Council with regard to this scheme, the outcome of which should be received by the end of November this year. Should any objections be received they will be reported verbally to the meeting.

In addition, we have also been made aware of a petition that has been set up in relation to reducing the speed limit outside Ravenfield School, and this may have a bearing on the proposed works. This petition will be reported to Cabinet Member separately.

This type of scheme will be the first for Rotherham; therefore, its effectiveness in achieving a reduction in vehicle speeds over time is unknown. However, speed surveys will be undertaken both pre and post scheme implementation. The implementation of this scheme could potentially result in a number of other requests from around the borough. Additionally, this type of scheme will not be suitable for use outside all schools and this will have to be borne in mind when looking at other locations. The review of this trial will be used to determine its appropriateness at other locations in Rotherham.

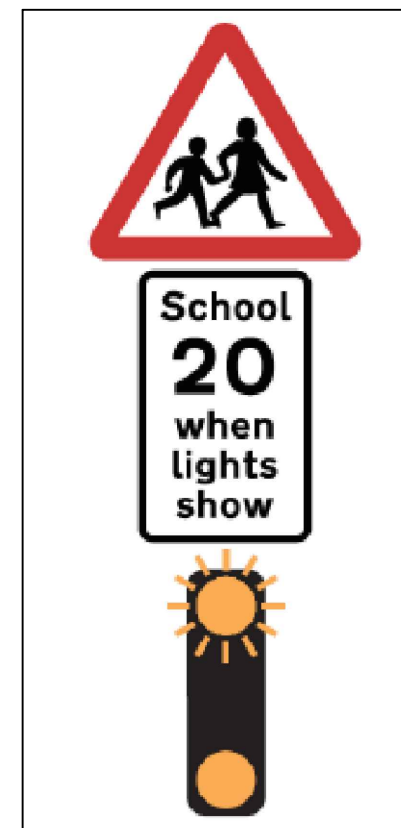
10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Council's objectives of achieving safer roads and encouraging walking and also accords with the Equalities Policy.

11. Background Papers and Consultation

As part of our process for implementing schemes on the highway, consultation letters have been sent to South Yorkshire Police, Local Ward Members and Ravenfield Parish Council regarding the proposals, in which we are seeking their support for implementing the scheme. At the time of submitting this report South Yorkshire Police have confirmed that they have no objections to the proposed scheme. Responses from Local Ward Members and Ravenfield Parish Council are expected in due course. Upon completion of our current consultation, details of our proposals will be discussed with the head teacher for Ravenfield Primary School.

Contact Name : *Andrew Lee, Assistant Engineer, Ext. 54489,*
andrew.lee@rotherham.gov.uk



Example of proposed part-time 20mph speed limit signing (layout will vary slightly due to site constraints on Moor Lane North)



Strategic Director:
Karl Battersby Bsc (Hons) MTPL MRTPI

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

Client:

Title
Ravenfield School, Moor Lane North
Proposed part-time 20mph speed limit

Dwg. No. 126/46/TT101

Rev.

Scales (if A3) 1:1250

Drawn A.L.

Date November 2014

Chd. by

Rev. Description

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods.
2.	Date:	1st December 2014
3.	Title:	Proposed ‘No Waiting at Any Time’ – Fitzwilliam Street, Festival Road, Stump Cross Road, Cross Street & Fitzwilliam Avenue, Wath upon Dearne.
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member approval not to accede to six objections to the proposed introduction of no waiting at any time waiting restrictions on Fitzwilliam Street, Festival Road, Stump Cross Road, Cross Street & Fitzwilliam Avenue, Wath upon Dearne.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The objections to the proposed scheme be not acceded to.**
 - ii) The objectors be informed of the decision and the reasons why.**
 - iii) The Director of Legal and Democratic service makes the proposed Traffic Regulation Order as advertised.**
-

7. Proposals and Details

The proposed introduction of 'No Waiting at Any Time' restrictions around the junctions of Fitzwilliam Street, Festival Road, Stump Cross Road, Cross Street & Fitzwilliam Avenue, Wath upon Dearne is in response to a significant number of complaints regarding parking around the junctions during school drop off and pick up times; a request has also been received from South Yorkshire Police (SYP) via the Wentworth North Safer Neighbourhood Team (SNT). Parking at these locations has caused obstruction to driveways, and footways thereby causing pedestrians to be diverted from their desired line of travel and walk into the carriageway and has also seriously reduced visibility at junctions

Due to this parking it is proposed to introduce 'No Waiting at Any Time' restrictions on the above junctions to aid with the free and safe movement of traffic at these locations and to assist with the safe passage of pedestrians on the footway. Proposed waiting restrictions are shown on the attached Drawing Number 126/18/TT599.

In order to deter parking at these locations it is proposed to introduce 'No Waiting at Any Time' restrictions on both sides of the junctions to a minimum distance of 10 metres. The proposed waiting restrictions are shown on the attached Drawing Number 126/18/TT599 (Appendix 2).

Consultation with Statutory Consultees and Ward Members took place on the 10th April 2014, with no objections received. The proposed Traffic Regulation Order (TRO) was advertised on street and in the Rotherham Advertiser on 9th May 2014. In addition consultation letters were also sent to residential properties adjacent to the proposed restrictions. Six objections were received in response to this proposal. The objections were made on the grounds that the proposal would seriously reduce available parking for residents at this location, and would also displace parked vehicles closer to resident's properties; copies of these objections are attached as Appendix 3.

After a site meeting with officers from the SNT and further consultation with Ward Councillors an amended proposal was produced (Appendix 2a) which would reduce the number/length of restrictions to a minimum whilst still ensuring that the junctions most affected by this type of parking are kept clear. Therefore we recommend partly acceding to the residents objections to the original scheme and propose implementing the amendments shown in Appendix 2a.

8. Finance.

Minimal cost associated with the introduction of the yellow lines.

9. Risks and Uncertainties

Should the objection be acceded to and the proposed restrictions not be implemented then obstruction of the junctions and footways at this location will continue with the result that pedestrians will be prevented from safely using footways and drivers from safely exiting the junctions.

10. Policy and Performance Agenda Implications

11. Background Papers and Consultation

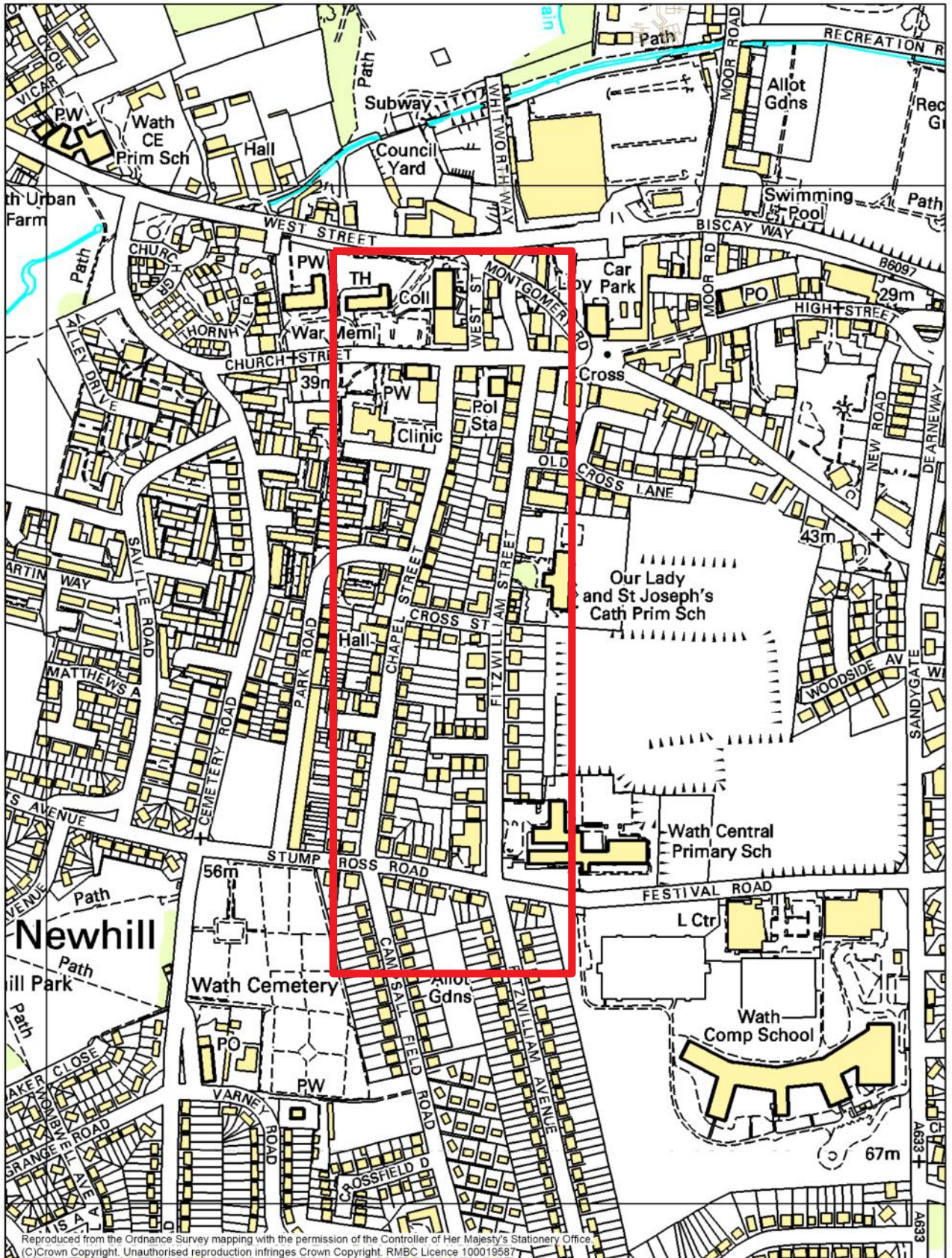
Ward Members have been consulted; and all broadly support the Councils views on this matter,

Contact Name: Marc Hill. Ext 22814
marc.hill@rotherham.gov.uk



Appendix 1 - Location of proposed restrictions

09 October 2014
14:22



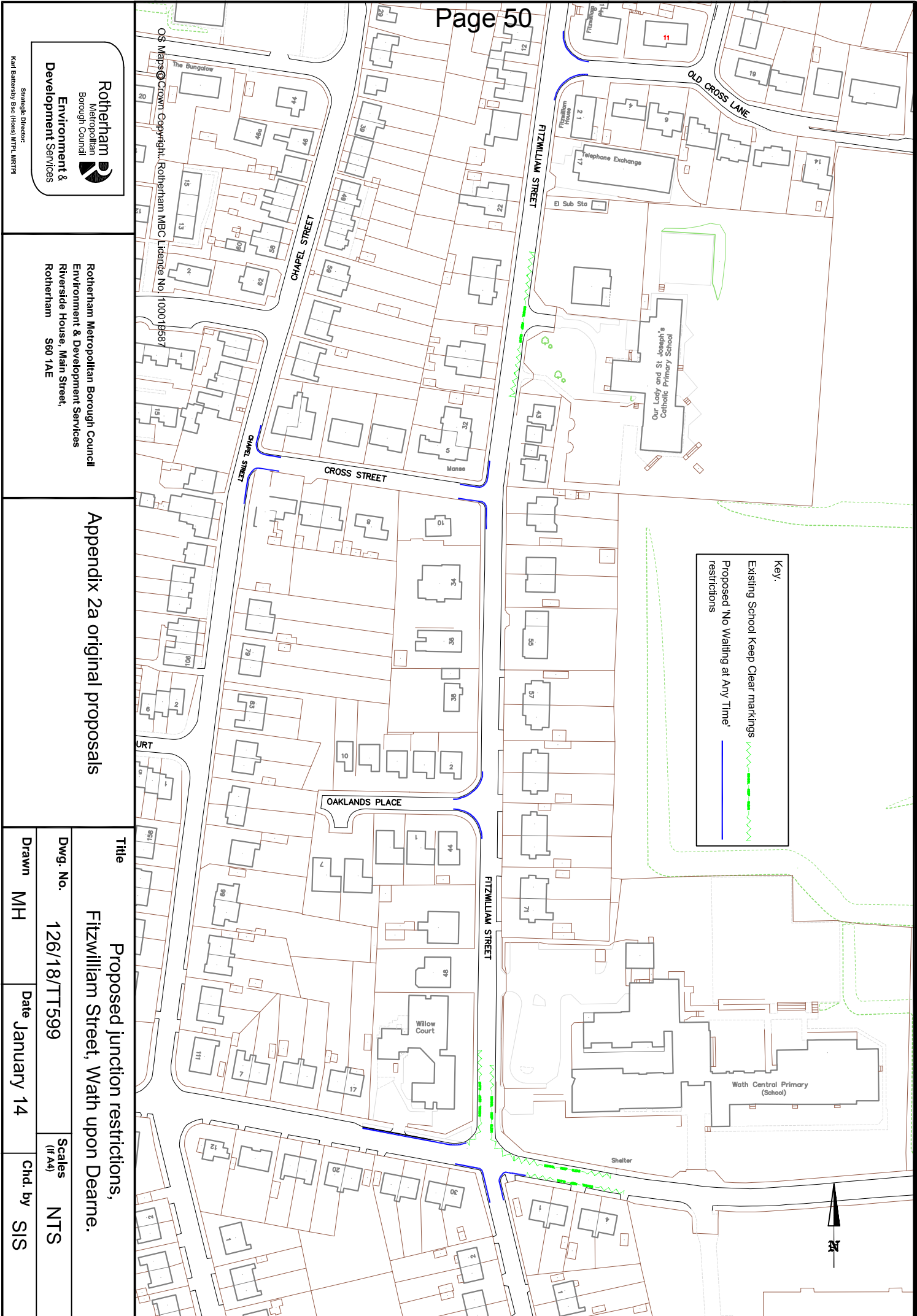
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Scale 1:5000
Date: 09/10/2014
Map Centre:
443434.400486

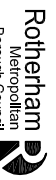
Wath Central Primary Sch
Our Lady and St Joseph's Cath Prim Sch
Wath Cemetery
Wath Comp School

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





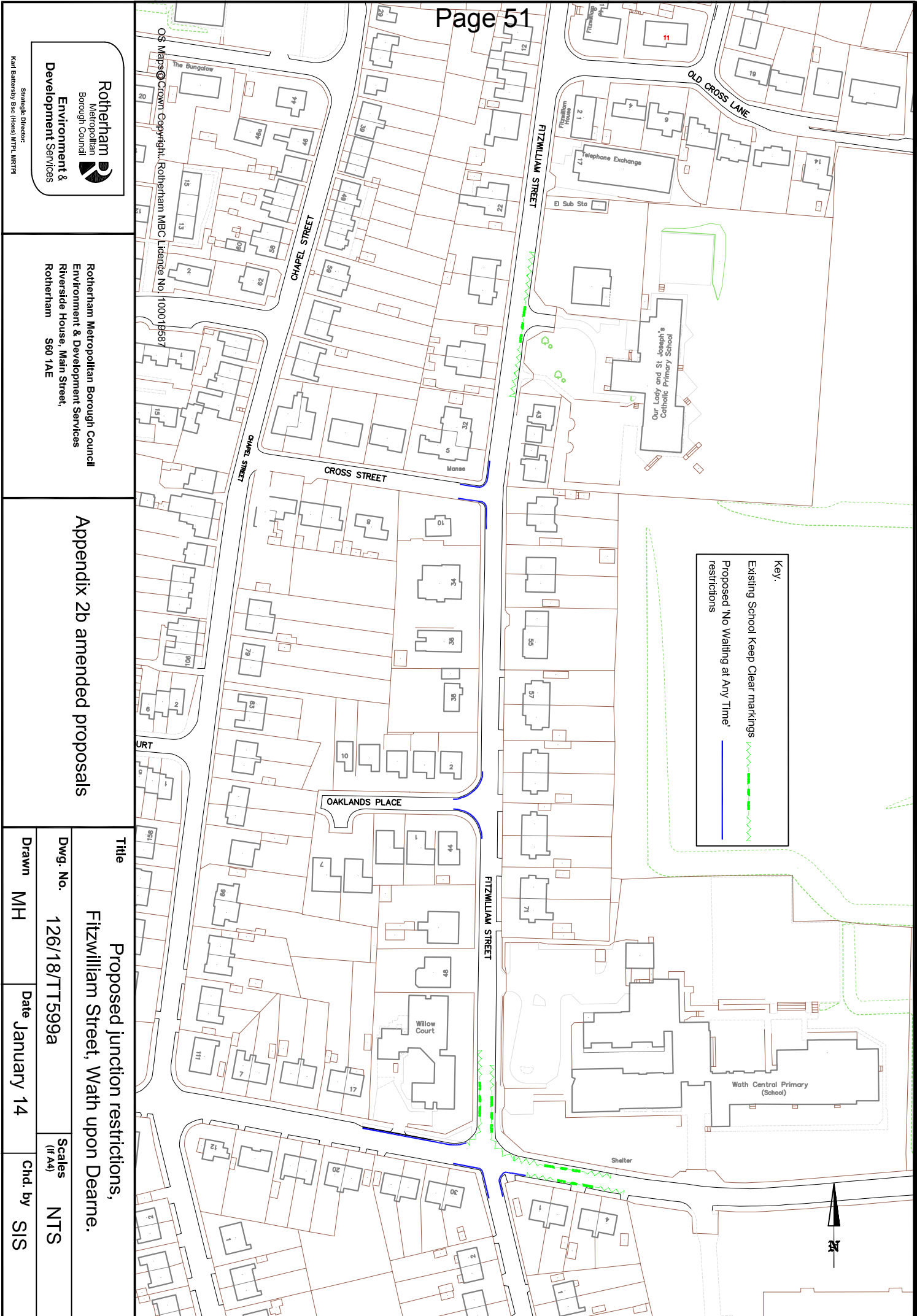
Key.
 Existing School Keep Clear markings
 Proposed 'No Waiting at Any Time' restrictions


Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director
 Karl Battersby Bsc (Hons) MTP, MTRPI

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

Appendix 2a original proposals

Title		Proposed junction restrictions, Fitzwilliam Street, Wath upon Dearne.	
Dwg. No.	126/18/TT599	Scales (if A4)	NTS
Drawn	MH	Date	January 14
		Chd. by	SIS



Key.

- Existing School Keep Clear markings
- Proposed 'No Waiting at Any Time' restrictions

Rotherham Metropolitan Borough Council
Environment & Development Services

Strategic Director
 Karl Betwysky Bsc (Hons) MTP, MPTPI

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

Appendix 2b amended proposals

Title	Proposed junction restrictions, Fitzwilliam Street, Wath upon Dearne.		
Dwg. No.	126/18/TT599a	Scales (If A4)	NTS
Drawn	MH	Date	January 14
		Chd. by	SIS

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Appendix 3 (objection 1)

07 October 2014

09:38



5 June 2014

Mr J Collins
Director of Legal and Democratic Services
Riverside House
Main Street
ROTHERHAM
S60 1AE

Dear Sir

Ref/52751 Fitzwilliam Street, Wath-upon-Dearne

We would like your thoughts on a situation that could arise/develop on the short stretch between your proposed new restrictions on the east side of Fitzwilliam Street between Old Cross Lane and the finish of the present double yellow lines, north of the entrance to the barn conversion.

Parkers mostly use the west side but the new restrictions would mean more parking on the east side on that short stretch. This would restrict visibility in and out of the barn exit. The restrictions imposed further up the street we feel will push the problem further down the street.

A fair amount of HGV and PSV traffic now use the street as a through route and traffic parked at both sides already creates situations where the street gets blocked.

As you are aware there are two primary schools on the street with lots of parents with prams delivering/collecting from school, so safety is paramount.

The opinion of some people feel that speed and weight restrictions would alleviate some of the problems/situations that occur.

The late delivery of this letter is due to us not being informed of the proposals.

Yours faithfully



Appendix 3 (objection 2)

07 October 2014

09:51

27th May 2014

Dear Mrs Collins

I am writing to object to the proposed waiting restrictions to Chapel Street, Wath-upon-Dearne, S63 7RL. (NF/52751)

Objection 1 – on the grounds of reducing already limited parking available

The restrictions, if implemented, will have a serious effect upon the overnight parking of resident's vehicles in this area. There are very few houses on the lower part of Chapel Street, from the junction of Cross Street, that have the luxury of a driveway and from the junction of Park Road most evenings both sides of the road are lined with resident's vehicles. Our property is number [REDACTED] and is the first house traveling north from the junction of Cross Street on the eastern side. The residents here all park on the eastern side of the street, traveling down towards the junction for Park Road which is on the opposite side. This is an amicable arrangement and also allows for passing vehicles. The first vehicle parked here on an evening is always parked at a 10m distance from the junction of Cross Street, if the restriction extended the available parking to start from 15m I have assessed that at least 2 parking spaces would be lost. This would then have a knock-on effect to the whole of the available parking in not only Chapel Street, but also the surrounding roads. I appreciate that residents do not have a legal right to park on roads close to their property however we have to park somewhere and restricting road parking, causing loss of parking spaces, will only make matters worse.

Objection 2 – on the grounds of restricting parking by 'No Waiting at Any Time'.

Your letter states that the complaints you have received mostly centre around school times which only form a small part of the day, and only occur during Monday to Friday during term time. I can appreciate that inconsiderate parking causing obstructions and potential hazards may cause inconvenience at some time during the day however if the parking restrictions are implemented the residents in this area will be inconvenienced 24/7. Would it not make sense to make the restrictions co-inside with the times when the problems are occurring?

Most of the residents have lived in this area for a number of years and have adopted sensible and considerate parking. I have never experienced anyone parking across my drive way in the 33 years I have lived in Chapel Street, neither do I have a problem with someone parking outside my property during the day.

I personally feel that if the proposed parking restrictions are implemented they will cause more problems, for the residents of this area, than they will solve.

Regards



Appendix 3 (objection 3)

07 October 2014
09:47

Hill, Marc

From: [REDACTED]
Sent: 05 June 2014 10:03
To: Hill, Marc
Subject: Parking Chapel Street Wath

Categories: Red Category

Dear Mr Hill

I live at [REDACTED], and am writing about the proposed restriction to parking on the Chapel Street/Cross Street junction.

Currently at most times there is no problem with parking in this area. The residents park sensibly and do not cause any obstruction. I myself do not park outside my own house, although I could do, as it would cause something of an obstruction to the flow of traffic. Instead I park either on Cross Street or further up Chapel Street. I wonder whether the proposed parking restrictions are more to do with the problems encountered at school pick up and drop off times, when there certainly is a traffic flow problem. If that is the case, then to impose the parking restrictions for that reason would be most unfair on the residents who need the ability to park near their houses at all times. Perhaps the problem should be solved by addressing the issue of so many parents bringing their children to school by car and expecting to park in a residential area. If the proposed double yellow lines are introduced as planned it will cause more not fewer problems with parking - I for one may have to park outside my house which would certainly affect the flow of traffic up and down Chapel Street. A site visit which includes a consultation with residents would be an opportunity to discuss the issue of why parking restrictions are being imposed and might enable a different plan to be suggested.

I trust you will take due consideration of my concerns

Kind regards

[REDACTED]

Appendix 3 (objection 4)

07 October 2014
09:55

Hill, Marc

From: [REDACTED]
Sent: 05 June 2014 09:16
To: Hill, Marc
Subject: Proposed waiting restrictions - Fitzwilliam Avenue Etc.

Categories: Red Category

Hello Marc

I am resident of number [REDACTED] and in response to your letter of the 9th May concerning the above.

The proposals would in my opinion be totally inappropriate for the problems that exist.

- The parking problems only occur for matter of less than an hour per school day. (Visit the area at other times and no problems are visible).
- Current highway regulations, Highway code 243/244 details – if these were to be observed and enforced there would be no need for yellow lines. (Who will enforce yellow lines when current legislation is not enforced?).
- The proposals would not prevent the issue of parking across and blocking driveways/footways – it would just create the problem for more residents living further afield from the school, there being fewer parking places available near school.
- Living here for 20 years we have come to terms with the inconsiderate parents, and plan our departures and arrivals to ensure we gain access to the drive. The proposals would in no way change this.
- The parents should be advised, by school/local authority of their obligations in parking respectfully and safely for all concerned. Instead of the parent mindset of 'I have to park as near school as possible' very often endangering themselves and their children.

I am totally against the proposals for all the areas mentioned in your letter.

Regards

[REDACTED]
[REDACTED]

Appendix 3 (objection 5)

07 October 2014
09:58

Hill, Marc

From: [REDACTED]
Sent: 21 May 2014 18:20
To: Hill, Marc
Subject: PROPOSED WAITING RESTRICTIONS (126/18/1480)

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Mr Hill,

I live in the flats at Fitzwilliam Court, between Fitzwilliam Street, and Old Cross Lane and I can see from your letter the proposal to paint double yellow lines along the corners of these two roads to try to stop traffic congestion. In my opinion this is just moving the problem away from the areas of the schools and causing distress to other households further up the streets. Apart from the cost of putting down these lines, it would also require someone to monitor these double yellow lines. As I am aware, very occasionally was there anyone patrolling the traffic around these areas, if they had then the problems would not be so severe.

I would therefore like you to abandon the idea because it is only for about three quarters of an hour in the morning and the same in the afternoon. Double yellow lines are not necessary especially throughout the rest of the day as they would cause undue stress for any visitors to the households.

Yours sincerely

[REDACTED]

Appendix 3 (objection 6)

07 October 2014
10:02

Hill, Marc

From: [REDACTED]
Sent: 05 June 2014 17:17
To: Hill, Marc
Subject: Ref 126/18/1480. Proposed waiting restrictions on Old Cross Lane, Wath upon Dearne

Categories: Red Category

With reference to your correspondence regarding the proposed waiting restrictions in the Fitzwilliam street area of Wath, whilst we appreciate there's a parking problem we feel that the outlined proposals would aggravate rather than alleviate the problem on Old Cross Lane. Unlike the other proposed restrictions, Old Cross Lane is close to the town centre and hence is used for parking when shoppers visit. The congestion and safety issue is a cause for concern all day not just at school drop off and pick up times.

We have a further problem with large delivery lorries delivering to nearby businesses. Often these lorries cannot pass along the road due to parked cars and regularly ask residents if these cars can be moved. The delivery lorries are far too big to drive on a residential cul-de-sac often reversing the full length of the road to reach their destination.

We feel that further proposals are necessary to alleviate safety and parking congestion on Old Cross Lane.

Yours sincerely

[REDACTED]
[REDACTED]

Sent from my iPad

Appendix 3 (reply to objection 4)

07 October 2014
10:06

Hill, Marc

To: [REDACTED]
Subject: RE: Proposed waiting restrictions - Fitzwilliam Avenue Etc.

From: [REDACTED]
Sent: 06 June 2014 08:09
To: Hill, Marc
Subject: RE: Proposed waiting restrictions - Fitzwilliam Avenue Etc.

Hello Marc

Thanks for the explanation with regard to highway code – therefore – would amend my objection to agree with a 10m length at each junction – if it is deemed necessary to implement the proposal at all. However, I would reiterate my objection to the proposal in the first instance on the grounds that the inconvenience is so short lived and education of the parents/carers should be a first priority.

Regards

From: Hill, Marc [<mailto:Marc.Hill@rotherham.gov.uk>]
Sent: 05 June 2014 11:09
To: [REDACTED]
Subject: RE: Proposed waiting restrictions - Fitzwilliam Avenue Etc.

Good Morning [REDACTED]

Thank you for your email, I will now formally put forward your objection to the next cabinet member meeting in order that your comments can be discussed further. There is just one point I would wish to clear up however and that is in relation to point 3 of your email – Existing Highway Regulations, specifically Rule **243** and **244** of the Highway Code.

The rule in the Highway Code that you have referred to as **Rule 243**, states **DO NOT stop or park within 10 meters of a junction, except in an authorised parking space**. However this particular rule is an advisory rule and not mandatory, there is therefore no offence committed by any driver who does park within 10m of the junction. The Highway Code is not a legislative document and does not create offences; this can only be done by an act of parliament. Any rule within the Highway Code which begins with the words **DO NOT** is an advisory rule, only rules which begin with the words **MUST NOT** are associated with an offence, the abbreviations under the rule indicate which act of parliament creates the offence. As an example **Rule 242** *You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road. **Laws RTA 1988, sect 22 & CUR reg 103** (this indicates the Road Traffic Act 1988 and the Construction and Use Regulations 1986).*

In regard to Rule **244**, this does have the **MUST NOT** statement however the rule only relates to parking on the footway in London (as indicated by the act of parliament below, which is the **Greater London Council (General Powers) Act 1974**), there is no specific offence for parking on the footway in the rest of the UK, currently this can only be addressed by enforcement by the Police under the offence of 'Unnecessary Obstruction')

The introduction of waiting restrictions would therefore formalise the above advisory rule (and could be amended to a length of 10m) and remove any doubt as to where drivers should and should not be parking in order to maintain a free flow of traffic. Such waiting restrictions would be enforced by the Councils parking Services team and not the Police (single and double yellow lines have been enforced by local authorities since 2005).

Regards - Marc

**Marc Hill,
Traffic Liaison Officer,**

**Transportation & Highway Projects,
Streetpride,
Environment and Development Services,
Rotherham Metropolitan Borough Council,
Riverside House, Main Street,
Rotherham,
S60 1AE.**

**Direct: 01709822814
Internal from new: 22814
Email: marc.hill@rotherham.gov.uk**

Visit our website: <http://www.rotherham.gov.uk>

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods.
2.	Date:	1st December 2014
3.	Title:	Proposed ‘ No Waiting at any Time’ and’ Limited Time Waiting’ restrictions, Worrygoose Lane, Reresby Drive & Lathe Road, Whiston
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member approval not to accede to objections to the proposed introduction of ‘No Waiting at Any Time’ and ‘Limited Time waiting’ restrictions on Worrygoose Lane, Reresby Drive and Lathe Road, Whiston

6. Recommendations

It is recommended Cabinet Member resolves that:

- i) The objections to the proposed scheme be not acceded to.**
 - ii) The objectors be informed of the decision and the reasons why.**
 - iii) The Director of Legal and Democratic service makes the proposed Traffic Regulation Order as advertised.**
-

7. Proposals and Details

The proposed introduction of 'Time Limited' waiting restrictions on Worrygoose Lane is as a result of a petition received by the Transportation and Highways Unit in 2008 and concerned traffic problems on B6410 Worrygoose Lane at Whiston near to the shops; the petition was reported to the Cabinet Member for Regeneration and Development Services on the 19th May 2008. It was decided to introduce a time limited waiting bay in the lay-by adjacent the Worrygoose Lane shops to have a constant turnover of parked vehicles for the shops, thereby preventing vehicles from being parked all day. Drawing number 126/18/TT473 (Appendix 2) illustrates the extent of the proposed '1 hour no return within 3 hours' Monday to Saturday, 9am to 4pm time limited waiting restrictions proposed in the parking bays on Worrygoose Lane.

Additionally the Transportation and Highways Unit has received a significant number of complaints from local residents regarding the number of vehicles parking on the junctions of Worrygoose Lane/Reresby Drive and Worrygoose Lane/Lathe Road. Parking at these locations has caused obstruction to driveways, and footways thereby causing pedestrians to be diverted from their desired line of travel and walk into the carriageway and has also seriously reduced visibility at junctions.

In order to deter parking at these locations it is proposed to introduce 'No Waiting at Any Time' restrictions (double yellow lines) on both sides of the junction of Worrygoose Lane/Reresby Drive to a minimum distance of 10 metres and 'Time Limited Waiting' restrictions (single yellow line) Monday to Friday 8am to 6pm, extending from Worrygoose Lane in to Lathe road by approximately 70 metres. These proposed waiting restrictions are also shown on the attached Drawing Number 126/18/TT473 (Appendix 2).

Consultation with Statutory Consultees and Ward Members took place on the 13th February 2014, with no objections received. The proposed Traffic Regulation Order (TRO) was advertised on street and in the Rotherham Advertiser on 2nd May 2014. In addition consultation letters were also sent to residential properties and local businesses adjacent to the proposed restrictions.

2 objections were received in response to this proposal. The objections were made on the grounds that the proposal would seriously reduce available parking for residents on Lathe Road and customers and staff at the local shops. Concerns were also raised that the restrictions would displace parked vehicles closer to other residential properties; copies of these objections are attached as Appendix 3. Additionally 3 letters of support were received; however they stated that they would prefer to see the time limited restriction on Lathe Road increased from Monday to Friday 8am to 6pm to Monday to Saturday 8am to 6pm (letters of support included in Appendix 3). It is not proposed to extend the hours during which the proposed single yellow line will operate to include Saturday. There are adjacent single yellow lines that operate Monday-Friday and it is proposed to introduce the additional single yellow lines on the same basis for consistency.

8. Finance.

Minimal cost associated with the introduction of the yellow lines.

9. Risks and Uncertainties

Should the objection be acceded to and the proposed restrictions not be implemented then all day parking on Worrygoose Lane adjacent to the shops will continue, this will result in shorter term parking being displaced in to residential areas causing obstruction of the junctions and footways at this location with the result that pedestrians will be prevented from safely using footways and drivers from safely exiting the junctions.

10. Policy and Performance Agenda Implications

11. Background Papers and Consultation

Ward Members have been consulted; and all broadly support the Councils views on this matter,

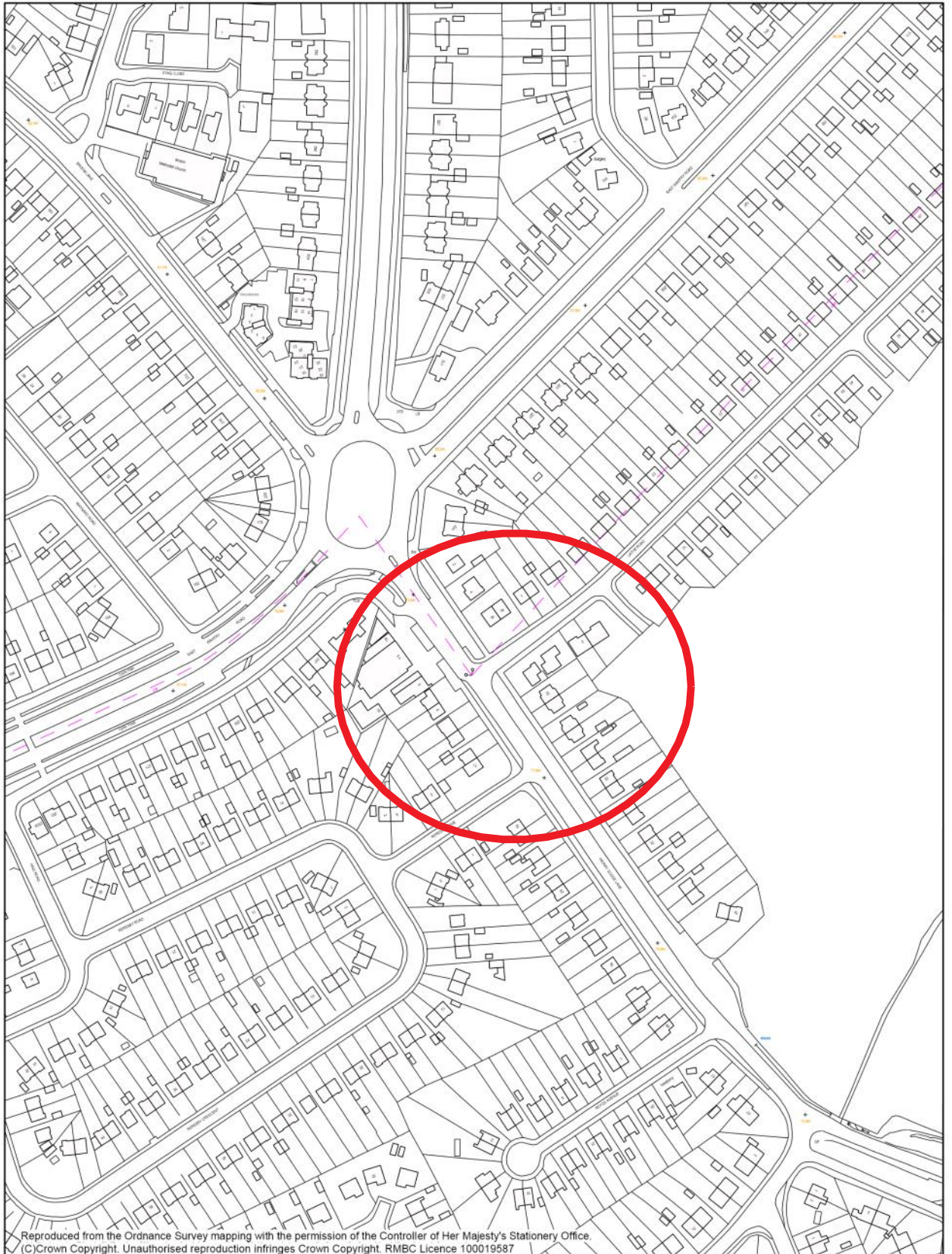
Contact Name: Marc Hill. Ext 22814
marc.hill@rotherham.gov.uk



Appendix 1 - Location of Proposed restrictions

13 November 2014

10:08



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Scale 1:2500

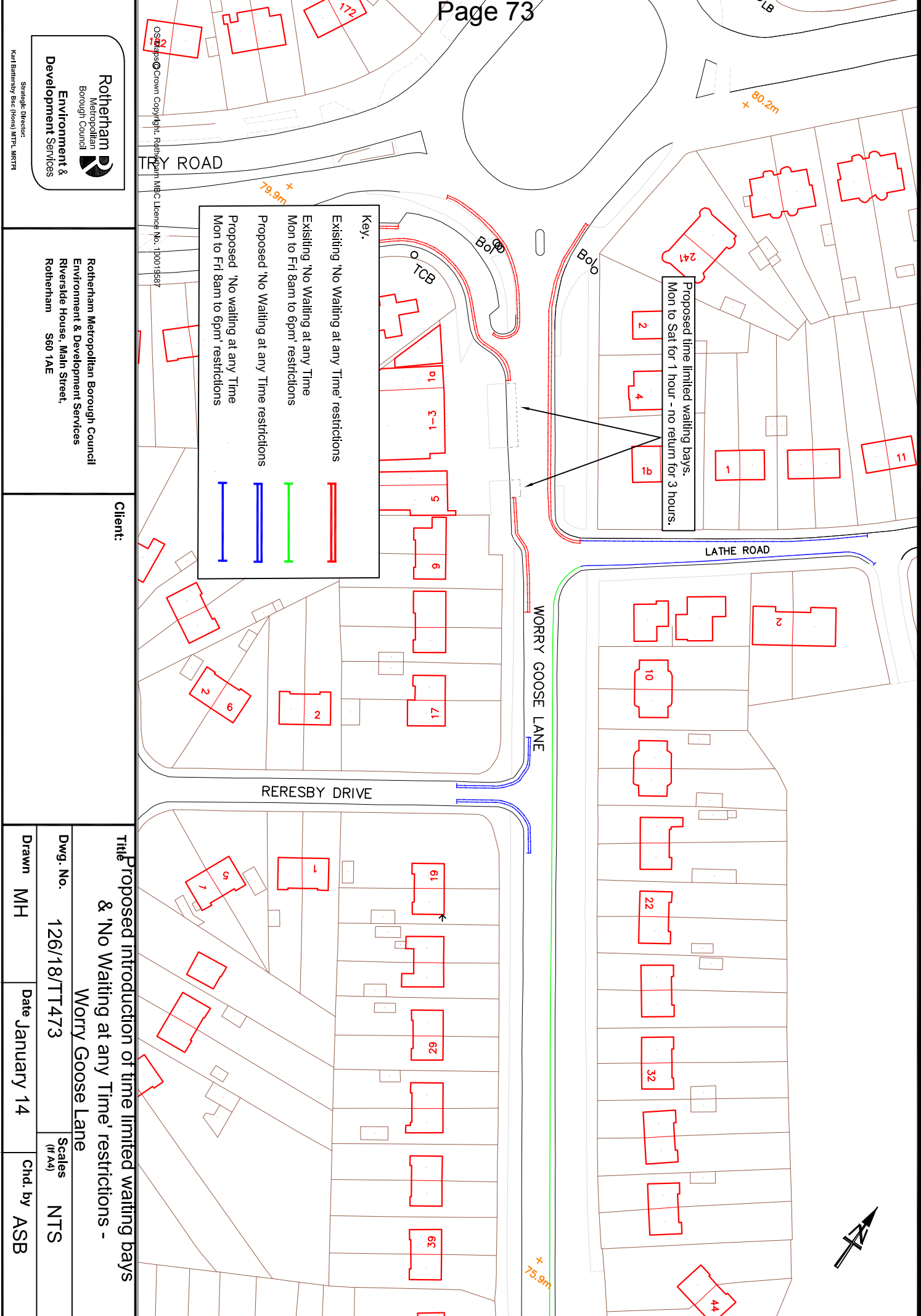
Date: 13/11/2014


Map Centre:
445282,390850

Rotherham MBC

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






Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director
 Karl Battersby Bsc (Hons) MPhil MScPhD

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

Client:

Title Proposed introduction of time limited waiting bays & 'No Waiting at any Time' restrictions - Worry Goose Lane
Dwg. No. 126/18/TT473
Drawn MH
Date January 14
Chd. by ASB
Scales (if A4) NTS

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Appendix 3 letter of support 1

13 November 2014

10:56



Mr Marc Hill
Traffic Liaison Officer, Transportation & Highways
Rotherham MBC
Environment & Development Services
Riverside House
Main Street
Rotherham
S60 1AE

Dear Marc

**B6410 Worry Goose Lane – Proposed Time Limited Waiting and Extension to Waiting Restrictions –
'No Waiting at any Time – Lathe Road and Resesby Drive**

I am writing in respect of the above planned Parking Arrangements, as outlined recently in Rotherham Advertiser and in your letter dated 4th April 2014.

I fully endorse the planned amendments in all areas, but as you are aware, because of my address, my personal interest is in the alterations planned for Lathe Road, and would like to record the following comments/queries:

- It states in your letter of 4th April that it is proposed to introduce an extension to the existing 'No Waiting at any Time' restrictions on the junction of Lathe Road and Worrygoose Lane; however this is not shown on the attached map. Is this actually happening please?
- I look forward to the introduction of the 'No Waiting at any Time 8.00 a.m. to 6.00 p.m.' restrictions on Lathe Road and, even though this will impact on our own visitors who will not be able to park outside our properties during those hours, I feel it is probably the best option available to us. However I believe that during the recent site meeting, which my son attended in my place, the possibility of extending this restriction to include Saturday was discussed, but does not seem to be happening. If we are to have the Monday to Friday restriction, I feel that this **should** be extended to Saturday, as the parking problems which we currently encounter during the week are a similar problem (if not worse) on Saturday when all the shops are open! Sunday is the only day when things improve, as only the Co-op and Whiston Fruit & Floral are trading.

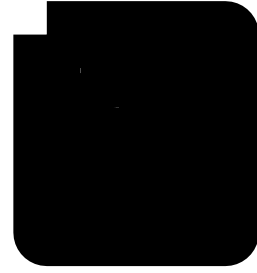
I would be grateful if you would give the above comments/suggestions your consideration before the proposed restrictions are implemented.



Appendix 3 letter of support 2

13 November 2014

11:04



24th April, 2014

Your Ref: 126/18/1323

Mr. Marc Hill,
Traffic Liaison Officer,
Rotherham Metropolitan Borough Council,
Riverside House,
1 Main Street,
Rotherham,
S60 1AE

Dear Mr. Hill,

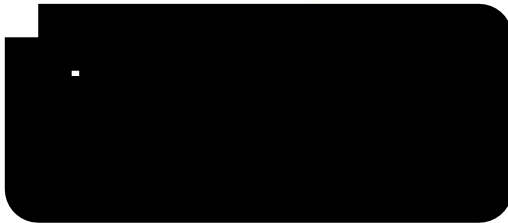
B6410 Worry Goose Lane - Proposed Time Limited Waiting & Extension to Waiting Restrictions - 'No Waiting at Any Time' - Lathe Road & Reresby Drive, Whiston

In reply to your letter dated the 4th April 2014, the above-mentioned proposals will help overcome the current problems experienced by local residents and emergency services with inconsiderate parking on the specified roads.

The proposed 'No Waiting at Any Time Monday to Friday 8am to 6pm' on Lathe Road however will not alleviate the problem of parked vehicles on Saturdays as the shops off Worry Goose Lane are open all day.

Could this please be considered along with the proposed parking restrictions.

Yours sincerely,



Appendix 3 Letter of support 3

13 November 2014

11:07



23rd April 2014

Your Reference
126/18/1323

Mr. Marc Hill
Traffic Liaison Officer
Rotherham Metropolitan Borough Council
Riverside House
1 Main Street
Rotherham
S60 1AE

Dear Mr Hill

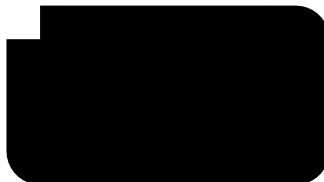
B6410 Worry Goose Lane -Proposed time limited
waiting & extension to waiting restrictions -
"No waiting at Any Time" - Lathe Road and
Reresby Drive, Whiston

With reference to our recent meeting on site on the 12th March 2014, and your subsequent letter of the 4th April wherein you outline proposals to overcome the difficulties experienced by residents on Lathe Road caused by the "all day parking policy" adopted by the people running the shops on Worry Goose Lane and shoppers.

The proposed "no parking" between 8am and 6pm Monday to Friday will be welcomed; however the shops concerned are open on Saturday from 9am to 5pm, and it is felt that advantage will be taken of this to cause as much obstruction as possible thereby restricting full access required by emergency services etc.

Perhaps consideration could be given to this addition to the parking restrictions proposed.

Thank you for your assistance.



Appendix 3 Objection 1

08 October 2014
10:02

Hill, Marc

To: [REDACTED]
Subject: RE: 122/18/TT473

From: [REDACTED]
Sent: 25 April 2014 15:04
To: Hill, Marc
Subject: 122/18/TT473

Dear Sir,

Reference Plan Number 122/18/TT473

Having inspected the proposed parking restrictions on the above plan may we make the following observations. Firstly can we strongly agree that the parking problems on Lathe Road need addressing, but by adopting the proposed restrictions you will only move the problem further up Lathe Road where the residents are already experiencing difficulties due to haphazard parking. With the carriageway being only 16 feet wide there are many occasions, during the day, that with commercial vehicles, taxis and cars, some belonging to residents, parking indiscriminately on Lathe Road, should the emergency services need to access a property quickly they would experience tremendous difficulty and at times find it impossible to negotiate around these vehicles. We all had letters askin for more considerate parking and to use our drives where possible but these seem to have been ignored by the majority. Pedestrians, young mothers with prams and mobility scooter users are regularly having to go onto the carriageway to get around parked vehicles and ourselves and near neighbours have, on several occasions, found difficulty in driving in or out of their own driveways because of parked vehicles so by adopting your proposals you will only exasperbate our problems by putting more parked vehicles in our vacinity. There are carriageways. within the Rotherham Borough, that are much wider than Lathe Road, where the Borough have put no waiting at any time the full length of the road on one side and restricted parking on the other side so why not consider this for a much longer section of Lathe Road than what you are proposing at present. Finally may we inform you of an incident this morning when we were trying to exit Lathe Road turning right towards Worry Goose Island. As we approached the junction we observed that a large commercial van had parked fully on the right hand corner pavement, parallel to Worry Goose Lane, totally blocking our view of traffic coming off Worry Goose Island making our exit a very dangerous manouver but also proving that quite a few vehicle users will just park where they want with no consideration for other people.

Yours Sincerely

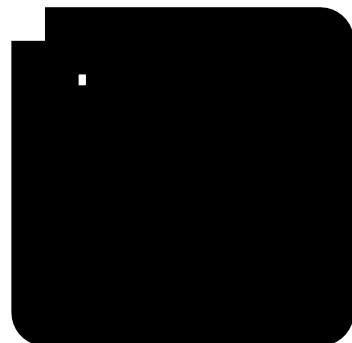
[REDACTED]
[REDACTED]

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Appendix 3 Objection 2

13 November 2014

11:01



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

Date: 7th May 2014

Dear Sirs,

I write in response to the proposed changes to parking and waiting times in the Worry Goose Island district. With the welcome increase in trading in the area and its beneficial effect on the local economy and employment has come the influx of greater traffic levels and the accompanying need for parking. The introduction of bollards onto the forecourt at Worry Goose Lane shops some years ago added to these problems as they removed a further 3 parking spaces from the area.

At Pinx Beauty and Hair we offer a varied list of treatments ranging from 15 to 135 minutes. Our clients can at times be in the salon for 4 hours, especially when preparing for a holiday or special occasion. We also offer pamper packages which range from 2 to 5 hours. Whilst appreciating that some of your restrictions are intended to increase a turnover of traffic, this proposal would have a detrimental effect on the business at pinx, my employees and our clients.

The residents have on numerous occasions been vocal with their feelings regarding parking on Lathe Road and Reresby Drive. With this in mind, where possible, we try our utmost to park in the waiting bays on Worrygoose Lane and the lay by on East Bawtry Road. If trading is to continue at current levels your proposals would simply shift the 'problem' parking to other roads in the district.

I believe that a thorough review of parking in the area could bring about solutions which could alleviate the difficult balancing act between residents, businesses and customers. I do have empathy for the residents on Lathe Road, however part-way along that road is a small cul-de-sac which could potentially hold 6 cars. Unfortunately this is regularly blocked by deliberate side by side parking.

I am more than willing to meet with you to discuss this matter further.

Yours faithfully



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	01 December 2014
3.	Title:	Consultant support to assist the Council to make a funding application to Sheffield City Region Investment Fund for the Waverley Link Road.
4.	Directorate:	Environment and Development Services

5. Summary

To seek an exemption to Councils Standing Orders in accordance with Standing Order 38 (exemptions) so that Systra can be commissioned to assist the Council to make a funding application to the Sheffield City Region Infrastructure Fund for the Waverley Link Road.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) An exemption from Standing Order 47 (requirement for contracts valued at less than £50,000) be granted and the Council commission Systra to support the Council to make a funding application to the Sheffield City Region Investment Fund for the Waverley Link Road**

7. Proposals and Details

The Council together with Sheffield City Council (SCC), as lead authority, had an OJEU procured Strategic Multi Modal Transport Modelling Framework Agreement with MVA Consultancy Ltd (now Systra) which expired on 23 December 2011. This agreement was the subject of a report to Cabinet Member on 4 April 2011, minute number 118 refers.

Given the uncertainty around Central Government guidance on developing major transport schemes and the proposal to devolve funding for such schemes to Local Enterprise Partnerships no decision was made on a replacement Framework Contract for Multi Modal Transport Modelling. This means that the Council does not currently have access to the Multi Modal Transport Model.

Major scheme transport funding has now been devolved to the Local Economic Partnership (LEP) for the Sheffield City Region (SCR) and has been incorporated into the Sheffield City Region Infrastructure Fund (SCRIF). This aim of this fund is to deliver essential strategic infrastructure to increase economic growth and jobs in the Sheffield City Region.

In July 2013 the SCR Local Transport Body published a list of prioritised schemes which would have the biggest impact on jobs and economy in the SCR. The Waverley Link Road (WLR) is one scheme of two schemes in Rotherham which appear on this list. The total funding available for our Lower Don Valley Waverley package is £51.1 million, which it is anticipated that we can start to draw down to implement the scheme from 2017 onwards.

The next step in the SCRIF process is to make a Full Business Case application for the WLR. The information required for the application is similar in scope to that required for a Major Scheme funding bid to the Department for Transport and as such requires expertise in the modelling of major schemes which the Council do not possess.

Systra currently host the Multi Modal Transport Model and until a decision is made on the future of the Framework Contract for Multi Modal Transport Modelling they are the only organisation who can currently operate and interrogate this model.

Systra's performance under the expired Framework Contract has been satisfactory and the contract was let under the OJEU procedure and represented value for money at the time. As Systra are the only organisation who can currently undertake this work no further assessment of value for money has been undertaken.

It is therefore requested that an exemption from Standing Order 47 (requirement for contracts valued up to £50,000) be granted and the Council commission Systra to support the Council to make a funding application to the Sheffield City Region Investment Fund for the WLR.

8. Finance

It is anticipated that the commission to undertake work in support of the funding application would cost in the region of £30,000. Funding for this work has been is available from the Local Transport Plan.

9. Risks and Uncertainties

As the Waverley New Community development progresses there will be increasing pressure on the surrounding highway network. WLR is proposed to relieve this pressure and if no bid is made traffic problems in the area would become worse.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

None.

Contact Name: *Matthew Lowe, Engineer, 54490
matthew.lowe@rotherham.gov.uk*

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Safe and Attractive Neighbourhoods
2.	Date:	1st December 2014
3.	Title:	Maintenance Contract for Buchanan Computing Accsmap Software
4.	Directorate:	Environment and Development Services

5. Summary

To seek an exemption to the Council's Standing Orders in accordance with Standing Order 38 (exemptions) so that Buchanan Computing can be awarded the maintenance contract for their Accsmap software.

6. Recommendations

It is recommended that Cabinet Member resolves that:

- i) An exemption from Standing Order 47 (requirements for contracts valued at less than £50,000) be granted and the Council award the maintenance contract for the Accsmap computer software to Buchanan Computing;**

7. Proposals and Details

Buchanan Computing's Accsmap software is a map-based road collision analysis and database system. It is used to identify road safety problems and generate remedial road safety engineering schemes and road safety education initiatives. In addition to being used by Rotherham the software is also used by the other South Yorkshire local authorities, South Yorkshire Safety Cameras, South Yorkshire Police and the South Yorkshire Local Transport Plan Partnership, with Rotherham hosting the software on behalf of these partners. In order to guard against technical problems with the software an annual maintenance contract is entered into. In addition to providing technical support the contract also includes software upgrades. The current contract expires on 31st December 2014 and given that Buchanan Computing are the only company able to offer a maintenance contract on their software a suspension of standing orders is required to renew the contract.

8. Finance

The cost of renewing the maintenance contract is £7078.80. Funding for the contract will initially come from the Councils 2014/15 Revenue budget and will then be reclaimed from the South Yorkshire Safer Roads Partnership, i.e., there will be no net cost to the Council.

9. Risks and Uncertainties

Failure to renew the maintenance contract will mean there will be no technical support for the Accsmap Software from 1st January 2015. If any problems arise after this date the road safety activities of the Council and other Accsmap users in South Yorkshire will be compromised.

10. Policy and Performance Agenda Implications

Accsmap software helps to achieve the road safety objectives of the Sheffield City Region Transport Strategy and the associated South Yorkshire Road Safety and Casualty Reduction Strategy.

11. Background Papers and Consultation

None

Contact Name : *Stuart Savage, Senior Engineer, Ext. 22969,*
stuart.savage@rotheham.gov.uk

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of the Local Government Act 1972.

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