

CABINET MEMBER FOR PLANNING, HIGHWAYS AND STREET SCENE SERVICES

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

Date: Monday, 7th July, 2014

Time: 10.30 a.m.

A G E N D A

1. To determine whether the following items should be considered under the categories suggested in accordance with Part 1 of Schedule 12A (as amended March 2006) of the Local Government Act 1972.
2. To determine any item(s) the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Apologies for absence
4. Minutes of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 2nd June 2014 (Pages 1 - 5)
5. Environment and Development Services - Revenue Budget Monitoring Report to 31st May, 2014 (Pages 6 - 10)
6. Emergency Planning - Update
7. Minutes of a meeting of the RMBC Transport Liaison Group held on 25th June, 2014 (Pages 11 - 14)
8. Environment Climate Change Group (Pages 15 - 24)
 - Notes of meeting held on 15th April, 2014
9. Results of the consultation about the proposed Clifton Controlled Parking Zone (Pages 25 - 34)
10. The proposed Residents' Parking Zone near to the Rotherham Hospital (Pages 35 - 41)
11. Rotherway roundabout (A630 West Bawtry Road, Rotherham) (Pages 42 - 44)

12. Manvers Way, Manvers - Proposed Toucan crossings (Pages 45 - 48)
13. Opening of Tenders (Page 49)
14. Appointments to Outside Bodies/Memberships of sub-groups/panels etc - 2014-2015 Municipal Year (Pages 50 - 52)
15. Date and time of next meeting - Monday 1st September 2014 at 10.30 am

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
2nd June, 2014**

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

Apologies for absence were received from Councillor Clark.

**G138. MINUTES OF THE PREVIOUS MEETINGS HELD ON 6TH MAY 2014
AND ON 8TH MAY 2014**

Resolved:- That the minutes of the meetings of the Cabinet Member and Advisers for Regeneration and Development, held on (i) 6th May, 2014 and on (ii) 8th May, 2014, be approved as correct records for signature by the Chairman.

G139. A633 ROTHERHAM TO PARKGATE - BUS PRIORITY MEASURES

Consideration was given to a report presented by the Transportation and Highways Projects Manager concerning the proposal to improve bus journey time reliability and reduce delays to traffic on the A633 Rotherham Road between the Rotherham town centre and Parkgate. The proposals would include:-

(i) the introduction of a bus and cycle only lane on the south bound carriageway of the A633 Rotherham Road, between Taylor's Lane and Stadium Way, as shown on drawing No 126/17/TT299 submitted;

(ii) alterations in Parkgate to the A633 Broad Street junction with Greasbrough Road, to allow further 'green' time to be allocated to the main A633 traffic flows; this proposal will reduce queuing traffic and buses on the A633, leading to more reliable journey times for buses and general traffic; should it be considered that these changes do not provide the expected journey time improvements, it is proposed to develop a wider traffic management scheme in Parkgate, which would include:-

- installation of a Toucan Crossing on the A633 Broad Street, near to its junction with Greasbrough Road, to replace the current crossing facility;

- Greasbrough Road to become one-way only, west bound between Broad Street and Bear Tree Road;

- School Road to be reopened at its junction with Greasbrough Road, to provide an alternative route to the A633 south bound and to the Rotherham town centre via Taylors Lane/Mangham Road;

- School Road will also include a one-way plug, to prevent north bound traffic using Westfield Road as a short cut the A633 Rawmarsh Hill and incorporate a contra-flow cycle lane on the shared use footway;

- Westfield Road residents will be consulted about a one-way plug near to its junction with Rawmarsh Hill, to deter south bound traffic from using Westfield Road as an alternative to the A633;

however, whilst it is recommended that the Traffic Regulation Orders are promoted, this aspect would only be considered if the traffic signal alterations are considered to be insufficient.

(iii) it is also proposed to:-

- install a Toucan Crossing on Taylors Lane near the A633 Broad Street roundabout, subject to full analysis;

- on Greasbrough Road, establish a loading bay/disabled parking bay adjacent to the DIY shop and a loading bay outside the Public House.

(these proposals are shown on drawing number 126/17/TT255 submitted);

(iv) kerb-line alterations are to be made to the St Ann's roundabout, enabling buses to undertake the left turn from the A630 Centenary Way into the A633 St Ann's Road (north) without over-running the nearside kerb or taking this turn much wider than required.

Members noted that a significant amount of funding for these proposals will be allocated from the South Yorkshire Passenger Transport Executive, using the Local Sustainable Transport Fund 2014/15. However, some additional funding would be required during the 2015/2016 financial year.

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

(2) That the principle of a bus and cycle only lane being installed on the A633 Rotherham Road, between the Rotherham town centre and Parkgate, as detailed in the report now submitted, be approved.

(3) That the statutory public consultations and detailed design associated with the proposed bus priority measures, as described at (2) above, be undertaken and, subject to there being no objections raised, the scheme be implemented.

(4) That further discussions take place with the South Yorkshire Passenger Transport Executive about the funding of the A633 Rotherham Road bus and cycle only lane, in order to identify the necessary funding for the above proposals from 1st April 2015.

G140. OBJECTIONS TO PROPOSED WAITING RESTRICTIONS - AREAS OF WELLGATE AND MOORGATE, ROTHERHAM

Further to Minute No. 201 of the meeting of the Cabinet Member and

Advisers for Regeneration and Development Services held on 2nd March 2009, consideration was given to a report presented by the Transportation and Highways Projects Manager detailing the objections received to the proposed introduction of waiting restrictions on various roads in the Wellgate and Moorgate areas of Rotherham.

The specific proposals were detailed on drawings numbers 122/18/1291-RevB2013 and 122/18/1291RevC-2014 and affected all or parts of the following roads:-

Wellgate
Albany Street / Allan Street
Clifton Lane
Clifton Mount
Moorgate Road
Godstone Road
Tooker Road
Hall Road
Reneville Road / Reneville Close
Heather Close
Rotherstoke Close

Members noted that because of previous objections from local residents it was not intended, at this time, to introduce 'residents only' vehicle parking restrictions in this area, although monitoring of parking in the area will continue.

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

(2) That, after due consideration by Elected Members, the objections to proposed waiting restrictions on the various roads in the Wellgate and Moorgate areas of Rotherham, be acceded to and not acceded to, as indicated and detailed within the submitted report.

(3) That the Legal Orders for the waiting restrictions in the Moorgate and Wellgate areas of Rotherham, as indicated on Drawing No.122/18/1291RevC-2014 submitted, be implemented during the 2014/15 financial year and the Director of Legal and Democratic Services undertake the necessary legal formalities.

(4) The objectors to the proposals be informed of the above decisions.

G141. PETITION - CONDITION OF THE CARRIAGEWAY - TEMPLE CRESCENT, BRAMLEY

Consideration was given to a petition, containing 19 signatures, from residents of Temple Crescent, Bramley, requesting that repairs are undertaken urgently to the surface of that road.

Consideration was also given to a report, presented by the Principal

Highways Officer, Streetpride, which described the cyclical safety inspections undertaken at this residential road and stated that some highway surface defects have been repaired.

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

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

(a) the carriageway resurfacing works for Temple Crescent, Bramley will be considered at future proposed works programme meetings, together with other highway maintenance sites; and

(b) the cyclical safety inspections of this highway will continue.

G142. PETITION - CONDITION OF THE CARRIAGEWAY - COOK AVENUE, MALTBY

Further to Minute No. 119 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 7th April, 2014, consideration was given to a petition, containing 67 signatures, from residents of Cook Avenue, Maltby, requesting that repairs are undertaken urgently to the surface of that road.

Consideration was also given to a report, presented by the Principal Highways Officer, Streetpride, which described the cyclical safety inspections undertaken at this cul-de-sac and stated that some highway surface patching has been completed.

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

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

(a) the carriageway resurfacing works for Cook Avenue, Maltby will be considered at future proposed works programme meetings, together with other highway maintenance sites; and

(b) the cyclical safety inspections of this highway will continue.

G143. GREEN LANE, RAWMARSH - PROPOSED ZEBRA CROSSING

Consideration was given to a report, presented by the Transportation and Highways Projects Manager, describing the following proposals to improve road safety at Green Lane, Rawmarsh, near to the Rawmarsh St. Joseph's Junior and Infant School and the Church:-

i) the location meets this Council's criteria for implementing a controlled crossing; the speed and volume of vehicles travelling along Green Lane is such that a zebra crossing is the most appropriate form of pedestrian

crossing to implement;

ii) the installation of a 'No Waiting At Any Time' restriction, to the east of the proposed zebra crossing (in front of the Church) will remove any potential parking in this location; however, wedding and funeral vehicles will be permitted to stop for short periods of time;

iii) the re-siting of a bus box marking to the west of the proposed zebra crossing.

The various scheme proposals were detailed on drawing number 126/17/TT186 submitted to the meeting. Funding for the scheme is allocated from the Local Transport Plan Integrated Transport Capital Programme 2014/2015.

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

(2) That the scheme to improve road safety at Green Lane, Rawmarsh, near to the Rawmarsh St. Joseph's Junior and Infant School and the Church, as detailed in the report now submitted, be noted.

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member and Advisers for Regeneration and Development Services
2	Date:	Monday 7th July 2014
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 31st May 2014
4	Directorate :	Environment and Development Services

5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of May 2014** and to provide a forecast outturn for the whole of the 2014/15 financial year.

Members are asked to note the forecast outturn position of an overspend of £688k for the Environment & Development Services Directorate based on expenditure and income as at May 2014.

6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of May 2014, as outlined in the Briefing Note already circulated (*on this occasion a Finance Officer will be in attendance*). This report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

7 Proposals and Details

7.1.1 Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2014 to 31 May 2014

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

Division of Service	Net Budget	Forecast Outturn	Variation	Variation
	£000	£000	£000	%
Asset Management, Audit and Insurance	8,209	8,446	+237	
Business Unit	401	401	0	
Communications	757	781	+24	
Regeneration, Planning and Cultural Services	7,307	7,335	+28	
Streetpride	28,878	29,277	+399	
Total Environmental and Development Services	45,552	46,240	+688	1.51%

Following the May cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£688k (1.51%)** against its total net revenue budget of **£45,552**. All possible actions to mitigate this are being taken.

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

CABINET MEMBER BRIEFING NOTE

For Cabinet Members: Cllrs Beck, Hussain, Smith, Wyatt.

SUBJECT: EDS REVENUE BUDGET MONITORING

1. **Update on the current projections for EDS Revenue Budget Monitoring at the end of May 2014.**

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

	April – May
Service	£000
Asset Management, Audit and Insurance	237
Business Unit	0
Communications	24
Regeneration, Planning, Customer & Cultural Services	28
Streetpride	399
TOTAL	+688

Asset Management, Audit and Insurance +£237k

There are pressures across the Asset Management service: Land & Property unbudgeted costs (+£202k), Health and Safety (+£12k) for the cost of barriers for the English Defence League rally, and Internal Audit (+£23k) staffing costs.

Business Unit £0k

The Service is currently reporting a balanced budget.

Communications +£24K

The pressures within this Service are around staffing (+£16k) within the Communications Team, and an overspend on Marketing Events (+£8k).

Regeneration, Planning, Customer and Cultural Services +£28k

There are a number of small pressures reported. Markets (£+15k) due to expected repairs bills on deteriorating buildings, and Customer Services (+£26k) mainly due to unbudgeted staffing costs as the Service has needed to use temporary staff to meet service demands.

These overspends are being partially offset by some reported under spends, Business Centres (-£10k) due to increased occupancy levels, and Partnerships (-£3k)

Streetpride +£399k

At this stage in the year the Service are reporting an under recovery of income from Parking Services (+£384k) which is due to a reduction in staff parking permits income, plus, based on previous years that income generated will be lower than the current income budget, and the impact of Tesco opening later this year.

Leisure and Green Spaces are reporting an under recovery of income from Allotments (+£31k), this is being partially offset by some staff savings (-£16k).

Summary

The EDS reported pressures at April – May Monitoring shows an over spend forecast of +£688k.

There are some areas within EDS which could be over budget by the end of the financial year, but these are not currently being reported in the figures :

Winter Service has historically overspent by around £450k, the figure could fluctuate depending on the severity of the weather.

Planning income was under recovered last year (+£93k), at this stage it is too earlier to predict whether this financial year will outturn the same, as early months have seen some significant planning applications.

Riverside Café could potentially show an under recovery of income due to increased food prices, if this has an impact *on customers*.

Currently ICT is reported via Resources to Councillor Wyatt. A paper on the financial status of this Service is due with SLT.

Agency Costs

Total expenditure on Agency staff for Environment and Development Services for the period ending 31st May 2014 was £102,314. This is higher than the same period last year (£61,951), this now includes Asset Management, Audit and Insurance.

Consultancy

For the period ending May 2014 the total expenditure on Consultancy was £6,329 this is considerably less than the same period to May 2013 when £62,630 was spent.

Non contractual Overtime

Actual expenditure to the end of May 2014 on non-contractual overtime for Environment and Development Services is £24,943 whilst the same period to May 2014 spent was £80,894, some of the increased costs are due to the new services now being included and reported within EDS (Customer Services and Asset Management).

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

8. Finance

There are no other details to report this month.

9. Risks and Uncertainties

The overall Directorate budget shows an overspend of £688k+ which has been identified and explained above. Winter Service, Planning Income and Riverside Café have been identified as areas that could potentially report a pressure by year end.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

This is the first budget monitoring report for the Directorate for 2014/15 and reflects the position from April 2014 to May 2014. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

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

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

RMBC TRANSPORT LIAISON GROUP
Wednesday, 25th June, 2014

Present:- Councillor Smith (in the Chair); Councillors Ahmed, Atkin, Beaumont, Burton, Foden, J. Hamilton, Hoddinott, Russell, Sansome, Sharman, Swift, Whelbourn, Whysall and Wootton.

Apologies for absence were received from The Mayor (Councillor Dodson).

1. MINUTES OF THE PREVIOUS MEETING HELD ON 19TH MARCH 2014

Consideration was given to the minutes of the previous meeting of the Transport Liaison Group, held on 19th March, 2014.

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

2. UPDATES FROM THE TRANSPORT OPERATORS

(1) First Group - The Rotherham FirstDay ticket now offers customers better value for money with unlimited travel on First buses within the Rotherham district boundary and also to Meadowhall Centre. The price of the Rotherham FirstDay ticket reduced to £3.90 with effect from 22nd June, 2014.

(2) Stagecoach East Midlands – no report.

(3) Stagecoach Yorkshire – The Dearne Valley day ticket has also reduced in price and now costs £3.90.

(4) South Yorkshire Passenger Transport Executive (SYLTE)

The submitted report included details of the forthcoming launch of the Rotherham Bus Partnership on Monday 21st July, 2014. A list of bus timetable changes, to be implemented with effect from Saturday 19th July, 2014, was also included. Members discussed a range of issues relating to specific bus services throughout the Borough area, including:-

: the system of credit vouchers being issued to passengers who do not have the exact amount of a bus fare and who may require a large amount of change;

: the application process for a disabled person's travel pass – Members asked to be informed of this process;

: the involvement, or otherwise, of specific bus companies in the

Rotherham Voluntary Bus Partnership and whether there would be any effect upon particular bus services (eg: the No. 4 service, Rotherham to ravenfield Common);

: the validity of bus Travelmaster tickets across all bus operators' services;

: a specific case involving an elderly person, who also has a disability, in the North of the Borough; Members requested a briefing note about the eligibility rules for travel passes for elderly people and also for people with a disability;

: Members from the local area are pleased that there is now better alignment of services 22 and 22X (Rotherham-Manvers, including journeys to Meadowhall), instead of having services competing with each other at the same times;

: Members from the local area were grateful that services 108 and 109 (Rotherham-Parkgate-Rawmarsh) had now returned to their original routes;

: the possibility of there being a feasibility study of bus services for the Wentworth parks housing estate (Swinton).

(5) Rotherham Community Transport - Members received a copy of the press release describing the Leader of the Council's recent participation in a volunteer day with Rotherham Community Transport. Councillor Stone had volunteered as a Passenger Assistant, supporting elderly people on shopping trips, using the Community Transport Shopper Bus Service.

(6) Robin Hood Airport – consideration was given to the minutes of the most recent meeting of the Robin Hood Airport Consultative, held on 17th April, 2014. The contents of these minutes were noted.

(7) Northern Rail – Members again expressed disappointment that representatives of Northern Rail were unable to attend this Liaison Group's meetings. Included within the report submitted by the SYPTE were details of (i) the development of a Long Term Rail Strategy for the North of England and (ii) the Network Rail Delivery Plan Period 5 (covering the years 2014 to 2019). Members requested information about:-

(i) passenger safety on trains in the local area and at the Rotherham railway station, including the use of closed circuit television and the role of the Railway Police; and

(ii) the policy requiring passengers to purchase travel tickets before boarding the train.

3.

UPDATES FROM RMBC TRANSPORTATION UNIT

Members received details from the Transportation and Highways Projects Manager concerning the Local Highways Programme 2014/2015, highlighting the following schemes:-

(i) A57 (Worksop Road near Todwick) – this major highway improvement scheme, involving road widening and the construction of a roundabout, is now substantially complete; a recent road traffic accident, resulting in a fatality, had occurred in the section of highway to the east of the improvement works, on the single carriageway section;

(ii) Pool Green (Masbrough) roundabout – the contract for the £5 millions highway improvement scheme has been awarded to Ringway; work will begin on 1st September, 2014 and are scheduled to last until May, 2015; a communications plan will be utilised to keep local residents, businesses and local Councillors informed of progress; although there will inevitably be significant traffic disruption during the period of works on site, the scheme will be beneficial for the local economy in the longer term; it was acknowledged that congestion is also likely to occur on match days affecting the nearby New York football stadium and the football club will be kept informed of progress and asked to assist in communicating messages to supporters;

(iii) Ferham and Masbrough area, traffic calming scheme, including 20 mph zones – the public consultation process will begin soon;

(iv) B6089 highway through Nether Haugh – the Borough Council will undertake treatment of this highway, to install high friction road surfacing on the bends in the road and also to enhance the gateways which indicate the change of the speed limit, using additional lining features; these alterations will occur during July, 2014; there continues to be dialogue with the South Yorkshire Police and further discussions with residents and Ward Councillors about road safety in Nether Haugh;

(v) details of Schemes financed from the Local Sustainable Transport Fund:-

- a Toucan crossing, for pedestrians and cyclists, will be installed across the A630 Centenary Way, Rotherham, which will replace the subway linking Bailey House and the Transport Interchange;

- High Street, Rotherham – new paving and a cycle lane being constructed;

- West Bawtry Road, Rotherham (traffic delays from the Canklow to Rotherway roundabouts) – widening of the road entering the Rotherway roundabout, in order to reduce traffic congestion;

- A630 Centenary Way, Rotherham (near to the new Tesco store) – installation of the 'SCOOT' scheme, using 'intelligent' traffic signals for

traffic management in order to ease congestion.

Agreed:- That Members of the Rotherham Transport Liaison Group be provided with a copy of the Local Highways Programme 2014/2015 document.

4. DATE AND TIME OF THE NEXT MEETING

Agreed:- (1) That the next meeting of the RMBC Transport Liaison Group be held at the Town Hall, Rotherham on Wednesday, 24th September, 2014, commencing at 2.00 p.m.

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

- Wednesday 3rd December, 2014
- Wednesday 18th March, 2015
- Wednesday 24th June, 2015

ROTHERHAM METROPOLITAN BOROUGH COUNCIL

Environment and Climate Change Group

15th April 2014 @ 13:30 – 14:30
Conference Room 1, Town Hall

Present:

Cllr K Wyatt (**Chairperson**)
 Cllr E Wallis
 John Blanksby, University of Sheffield
 David Rhodes

		Action
1.	<p><u>Apologies for Absence</u></p> <p>Cllr Watson Cllr Roche Zafar Saleem Andy Newton (due to last minute change of time) Graham Kaye (due to last minute change of time) Peter Whitwam Francesca Croot Noel Bell</p>	All to note
2.	<p><u>Previous Minutes</u></p> <p>There were no issues raised with the previous minutes.</p>	All to note
3.	<p><u>Climate Local Conference (31st March 2014) - Delivering Growth and Supporting Resilient Communities</u></p> <p>The Local Government Association's Climate Local initiative held a conference bringing together representatives from the 81 Climate Local Councils, to hear the latest examples of council-led action, the real-world impact it is having locally as well as keynote speakers from partner organisations. A presentation was given by David Rhodes summarising the conference. A copy of the presentation can be accessed by double clicking the icon below:</p> <div data-bbox="550 1599 916 1872" data-label="Image"> </div> <p>Presentations given at the conference can be accessed through the link below:</p> <p><u>View the presentations</u></p>	All to note

		Action										
4.	<p><u>Report on Environment and Climate Change Strategy key area and objectives:</u></p> <p>3. Emergency Planning (and Recovery), Social Care & Health</p> <p><u>Objective 3.1</u> - <i>Ensure potential environmental damage is minimised in emergency situations and accidents through the development of emergency response plans at sites of significant environmental risk.</i></p> <ul style="list-style-type: none"> • A report was presented on behalf of the Emergency and Safety Team summarising plans relating to adaptation to Climate Change. A copy of the report is at Appendix A. <p><u>Objective 3.2</u> - <i>Ensure communities are prepared and able to adapt to future climate</i></p> <ul style="list-style-type: none"> • <u>Camino Project</u> - A presentation was given by John Blanksby, Pennine Water Group, University of Sheffield, outlining the aims and future direction of the EU funded Camino Project. A copy of the presentation is enclosed. • <u>Development Control</u> - A report was presented on behalf of Development Control and Planning summarising controls and plans relating to adaptation to Climate Change. A copy of the report is at Appendix B. • <u>Drainage and Highways</u> - A report was presented on behalf of Drainage and Highways summarising works and plans relating to adaptation to Climate Change. A copy of the report is at Appendix C. 	All to note										
4.	<p><u>Key Area Objectives to be reviewed at the next meeting:</u></p> <table border="1" data-bbox="312 1279 1158 1760" style="width: 100%; border-collapse: collapse;"> <tr><td>1. Strategic Planning and Policy</td></tr> <tr><td>2. Built and Natural Environment</td></tr> <tr><td>3. Emergency Planning and Recovery, Social Care and Health</td></tr> <tr><td>4. Energy and Water</td></tr> <tr><td>5. Engagement, Education And Awareness Raising</td></tr> <tr><td>6. Housing</td></tr> <tr><td>7. Procurement and Resources</td></tr> <tr><td>8. Regeneration and Business</td></tr> <tr><td>9. Transport</td></tr> <tr><td>10. Waste and Recycling</td></tr> </table>	1. Strategic Planning and Policy	2. Built and Natural Environment	3. Emergency Planning and Recovery, Social Care and Health	4. Energy and Water	5. Engagement, Education And Awareness Raising	6. Housing	7. Procurement and Resources	8. Regeneration and Business	9. Transport	10. Waste and Recycling	All to note
1. Strategic Planning and Policy												
2. Built and Natural Environment												
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8. Regeneration and Business												
9. Transport												
10. Waste and Recycling												
5.	<p><u>Any Other Business</u></p> <p>Nil</p>											

		Action
6.	<u>Date and Time of Next Meeting</u> Tuesday 15 th July 2014; 12:30pm – 1:30pm, Rotherham Town Hall.	All to note

Appendix A to ECGG Minutes dated 15th April 2014

key Area	Emergency Planning (and Recovery), Social Care & Health
Reporting Officer	Francesca Croot & Peter Whitwam
Date	15 April 2014

Objective 3.1 Ensure potential environmental damage is minimised in emergency situations and accidents through the development of emergency response plans at sites of significant environmental risk.

The Emergency planning Shared Service has a suite of local authority and South Yorkshire Local Resilience Forum emergency plans. These plans detail emergency responses to a wide range of emergencies, including those that have direct implications to climate change. The following climate change related major incident scenarios have been identified for South Yorkshire:

1. Flooding
2. Severe weather, scales and storms
3. Severe snowfall and icy conditions
4. Heat wave resulting in drought, water supply disruption, wildfires and excess deaths (as experienced in Europe 2003)
5. Human disease outbreak caused from mosquitoes, ticks and midges for example West Nile Virus
6. Animal disease outbreak caused from mosquitoes, ticks and biting midges for example bluetongue

Under the Civil Contingencies Act 2004 local authorities has a legal duty to risk assess the likelihood and impact of a range of scenarios. A Community Risk Register must be produced by each Local Resilience Forum based on this risk assessment.

The South Yorkshire Community Risk Register was produced in partnership with RMBC and other emergency responders. This risk register includes the following climate change related risks:

Risk	Risk rating
Storms and gales	Medium
Heavy snow	High
Flooding	Very high
Emerging infectious diseases	Medium
Non-zoonotic animal diseases	Medium
Exotic animal diseases	High
Heat wave	High
Drought	Medium
Forest or moorland fire	Very high

The likelihood of these risks and their associated impacts are anticipated to increase in correlation with climate change. These risks are reviewed on an annual basis, ensuring that the risk assessment is current and based upon the most recent information.

Emergency planning by the EPSS and the Local Resilience Forum is prioritised in accordance with the Community Risk Register. This means that both the EPSS and other responders within South Yorkshire have adequate plans in place, to respond effectively to the risks identified in the above table. These plans are reviewed and updated on a regular basis, in accordance to the Civil Contingencies Act. The EPSS and the Local Resilience Forum have the following emergency plans and arrangements in place, which addresses these risks:

1. RMBC Borough Emergency Plan
2. Rotherham Multi-Agency Flood Plan
3. RMBC Heatwave Protocol
4. RMBC Snow Warden Scheme
5. RMBC Generic Notifiable Animal Diseases Contingency Plan
6. RMBC Severe Weather Plan
7. RMBC Recovery & Restoration Plan

Planning for other climate change major incidents such as wildfires and drought are undertaken by other agencies such as the Fire and Rescue Service and Yorkshire Water. RMBC would activate its Borough Emergency Plan or other plans, where required to support these responses.

Public Health

Public Health is a new responsibility under the Health and Social Care Act 2012, for the Local Authorities, which commenced April 2013. RMBC Public Health is responsible for planning for the following risks:

1. Increased disease spread due to milder winters, fewer frosts and increased rainfall, causing an increase in population growth and spread of disease carrying midges, mosquitoes and ticks e.g. Lymes disease.
2. Emergence of new diseases to the UK as a result of warmer climates, which are more favourable to disease carrying ticks, mosquitoes and midges from Europe and Northern Africa etc. Examples include West Nile Virus and Dengue Fever.
3. Air pollution resulting in premature deaths and respiratory hospital admissions related to ozone exposure which may increase as a result of climate change. The warmer climate may mean that the UK pollen season will start earlier and last longer.
4. Increase in Public health responses to climate change related emergencies such as floods, heat waves and drought.

Animal Health

Under the Animal Health Act 1981 the local authority has a legal requirement to put into place plans to respond to notifiable animal diseases. There are some notifiable animal diseases, which are not present in the UK. Climate change could result in climates more favourable to disease carrying mosquitoes, midges and ticks from Europe and Northern Africa etc. The RMBC notifiable animal diseases plan identifies the roles and responsibilities of RMBC and how an emergency response will be undertaken.

Assurance

Although there are no specific emergency plans for climate change, there are a suite of plans, which can be used to address the impacts climate change may have on Rotherham. Arrangements are currently in place to review these risks, exercise plans and revise emergency plans as per the Civil Contingences Act 2004. Through these measures the Emergency Planning Shared Service, Public Health and Animal Health can respond effectively to climate change major incidents as required.

Objective 3.2 Ensure communities are prepared and able to adapt to future climate

RMBC EPSS under the Civil Contingencies Act 2004 has a requirement to warn and inform the community before, during and after a major incident. As part of this requirement the EPSS with other partners in the Local Resilience Forum, has arrangements in place to inform the community of the actions they should undertake in preparation of a major incident. This includes the need to make an emergency kit bag, to stay-in, tune in and shut all doors and

windows and await further advice from the emergency services during an emergency etc.

During an emergency the EPSS would assist the emergency services in communicating with the public and advising them of the actions they should undertake.

As part of community emergency preparedness the EPSS has a community plan template, which can be used by communities to develop their own plans. The purpose of a community plan is to increase community resilience to any emergency, including flooding and severe weather. The template has been circulated to all Parish Councils. In addition Community Flooding Booklets have been produced for a number of areas in the Borough.

Through warning, informing and community plan template, the community can be encouraged to prepare for climate change major incidents, in addition to other types of emergencies.

a. Links to national / local performance indicators

Civil Contingencies Act 2004

Health and Social Care Act 2012

Appendix B to ECCG Minutes dated 15th April 2014

key Area	Emergency Planning (and Recovery), Social Care & Health – Development Control
Reporting Officer	Noel Bell
Date	15 April 2014
Objective 1: Ensure communities are prepared and able to adapt to future climate change	
<p>New development should be designed to avoid adding to the vulnerability of existing or other proposed development to impacts arising from changes in the climate. This could include using landform, layout, building orientation, tree planting, massing and landscaping to reduce likely energy consumption and resilience to increased temperatures.</p> <p>In designing new development and any associated drainage systems the Council will expect applicants to demonstrate their understanding of surface water flows and where water flows will occur in extreme flood events. It will be important for applicants to understand where capacity of drainage systems may be exceeded. Applicants should take this information into account when designing development proposals, incorporating suitable mitigation measures where appropriate. The Council will also encourage design which improves the flood resilience of properties, helping to minimise the damage from flood water and reduce the time required to recover damaged buildings. Such measures could include the provision of barriers (such as door guards), water resistant door and window frames and waterproofing of plaster or stone flooring.</p> <p>Provision of public or private greenspace is also advocated so that an accessible choice of shade and shelter is offered, recognising the opportunities for people, biodiversity, flood storage and carbon management provided by multi-functional green spaces and green infrastructure networks.</p> <p>Transport Assessments and Travel Plans are a valuable tool to mitigate traffic from developments. They should include mitigation measures against agreed trip generation levels, target setting (e.g. for cycling, walking and bus use), monitoring and enforcement. In addition to the trip levels agreed and transport and highways measures put forward through the planning process, the development will be monitored to ensure that the agreed trip levels are not exceeded.</p> <p>Support for renewable energy proposals will be provided unless they would have unacceptable adverse effects which are not outweighed by the local and wider environmental, economic and social benefits of the development. This includes wider benefits arising from a clean, secure energy supply, reductions in greenhouse gases and other polluting emissions.</p>	
a. Links to national / local performance indicators	
National Planning Policy Framework National Planning Policy Guidance Annual Monitoring Report as the main mechanism to assess the Local Plan's performance and effect	
b. Obstacles	
Viability of development Changes in Central government stance e.g. Housing Standards Review and the transition towards integration in Building Regulations	
c. Resources	

Staff & budgetary resources available from:
Development Management
Planning Policy
Building Regulations
Opportunities explored to utilise external knowledge base

Next Steps and Future Actions

In next 12 months:
Adoption of Rotherham's Core Strategy
Continued progression of the Sites & Policies document
Production of Annual Monitoring Report
Ongoing determination of Planning Applications as necessary

Appendix C to ECCG Minutes dated 15th April 2014

key Area	Emergency Planning (and Recovery), Social Care & Health - Drainage and Highways
Reporting Officer	Graham Kaye
Date	April 2014
Objective 3.2: Ensure communities are prepared and able to adapt to future climate changes	
<p>Actions and progress;</p> <ul style="list-style-type: none"> • RMBC is working closely with Communities, Businesses Flood Wardens, and Flood Action Groups Business • Continuity Plans have been produced to ensure that business continues to trade during and after exceptional storm events. • The Council through Planning and Land Drainage are now ensuring that developers and designers are designing, constructing and maintaining surface water drainage systems to allow for climate change plus an allowance for freeboard where necessary. • The Council is working closely with DEFRA in the implementation of Sustainable Drainage Systems (SuDS), for developments and drainage schemes. By autumn 2014 all Lead Local Flood Authorities (LLFA) will implement a Sustainable Drainage Approving Body (SAB). All SuDS applications will be submitted to the Council's SAB for approval where officers will check designs, supervise the construction and maintain SuDS systems submitted to the SAB for approval. • A Local Flood Risk Management Strategy has been produced by Rotherham Metropolitan Borough Council to set out how the local flood risk within the borough will be managed. The brief for the strategy was approved by Cabinet on 19 March 2012. It is proposed that the Strategy will be published on the Council's web site in July 2014 for public information after approval from Cabinet. The general principles of the Local Flood Risk Management Strategy are: <ul style="list-style-type: none"> o Community focus & partnership working o Sustainability o Risk Based Approach o Proportionality o Multiple benefits 	
a. Links to national / local performance indicators	
<ul style="list-style-type: none"> • Flood Risk Regulations 2009 • Flood and Water Management Act 2010 • Pitt Report 2008 • National Standards for SuDS 	
b. Obstacles	

Obstacles for the Council are as follows:-

- Additional roles and responsibilities for most Council Services identified under the Floods and Water Management Act 2010.
- Awaiting Defra confirmation for the implementation of SAB and publication of National Standards for SuDS.
- Additional assets and responsibilities for future maintenance.
- Shortage of resources and skills.
- Funding

c. Resources

The Council is proposing to utilise the existing in house resources. It is likely that after autumn 2014 the increase in work will require up to a further 4 FTE to deal with the additional work and to successfully carry out the duties of the Council.

The Council is exploring ways of generating income and funds to carry out its duties.

Next Steps and Future Actions

- Rotherham Local Flood Risk Management Strategy will be presented to Cabinet for approval.
- Publish Rotherham Local Flood Risk Management Strategy on the Council's web site for public information.
- To implement the Council's SAB after autumn 2014.
- To continue to update Rotherham Local Flood Risk Management Strategy as a 'living document' and to take into account any future changes climate changes.
- Work closely with Communities, Partners, Stakeholders and the public.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Planning, Highways and Street Scene Services
2.	Date:	Monday 7th July 2014
3.	Title:	Results of the consultation about the proposed Clifton Controlled Parking Zone
4.	Directorate:	Environment and Development Services

5. Summary

The report details the outcome of consultations on the proposed Clifton controlled parking zone and seek approval to promote the Traffic Regulation Orders associated with a package of parking restrictions.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) The proposal to introduce a controlled residents parking zone in Clifton as shown on drawing No 126/19/TT382v3 is not progressed due to the lack of support for such a scheme.**
 - (ii) Formal consultation be undertaken on a Traffic Regulation Order (TRO) to introduce short stay pay and display parking on Parkfield Road, and various no waiting at any time parking restrictions in the areas as shown on drawing No 126/18/TT604.**
 - (iii) That the Lead Petitioners and residents be informed accordingly.**
-

7. Proposals and Details

Following concerns received regarding parking issues around Clifton Park and Herringthorpe playing fields, a number of meetings were held with Rotherham South Area Assembly, Ward Councillors and residents in late 2011 to discuss the concerns raised and various initiatives that could be promoted to address them.

From these meetings certain improvements were introduced early, such as improved car park signing around Clifton Park to nearby car parks and additional seasonal parking for around 70 cars added to the Clifton Park's Doncaster Road car park, to alleviate parking stress experienced by residents on roads near the park. These have subsequently been shown to be beneficial although at certain peak times parking generated by visitors to the park still caused problems on the surrounding roads. It was therefore also decided that an initial consultation with residents and local businesses would be beneficial to get a better understanding of the problems people encounter in the area, so in September 2012 an area-wide consultation with and around 1,000 properties in the Clifton area was undertaken.

An additional area on Cambridge Street to the south of Gladys Street was consulted in May 2013 following feedback from the previous consultation, the aim was to consult with additional properties that were on the edge of the proposed zone where properties nearby had reported being affected by nuisance parking.

A further consultation in July 2013 was also carried out with some of the roads who had previously indicated that they did not want to be included in any proposed parking scheme, giving them new information so they could be better informed of their options (these were related to the planning permission for the rugby club to use Herringthorpe playing fields and a new traffic sign that can now be used in some locations without road markings being introduced, thus minimising the loss of on-street parking). None of the residents of streets who voted not to be part of the original scheme changed their opinion with regards to the new information.

The outcome of the consultations was analysed and some roads that did not support the scheme were removed, a final consultation was carried out in September 2013. The consultation focused on the roads where the majority of residents were in favour of the scheme or those that would be land locked by roads on which the majority of residents indicated support for the scheme (which would have made their removal from the scheme difficult). The proposals are shown on the attached drawing No. 128/19/TT382v3 a copy of which is attached as Appendix B.

A total of 249 responses were received to this consultation, giving a response rate of 63%; 53% of those who responded were in favour and 46% against.

In addition three petitions against the scheme were received with a combined number of 1,134 signatures; the petitions are attached as Appendix A. Only 108

of the signatures in all of the petitions were from residents within the consultation boundary. Of these 108 signatures 32 have been discounted to avoid 'double counting' as they had previously voted formally or had signed either one or in a couple of cases two petitions, therefore 76 signatures have been added to the response figures.

The combined total of responses from properties to our consultation and the petitions as outlined above within the consultation zone was 320 giving a response rate of 81%. Overall only 40% of these were supportive of the proposal to introduce a controlled parking zone, with 59% against.

There were a number of roads that had a greater than 50% response rate in favour of the scheme, but when these responses were further considered as a percentage of all properties on the street there was only Parkfield Road at 67% where there was a majority of households within the street in favour.

A table showing the analysis of the responses on a street by street basis is attached as Appendix C and on drawing No 126/17/TT306, a copy of which is attached as Appendix D.

In view of this it is considered, that there is insufficient support to justify implementing a controlled parking zone in the Clifton area.

However, due to the witnessed and reported number of non-residential vehicles parking for long periods of time on Parkfield Road, quite probably commuters to town, it is proposed to formally consult on implementing the short stay parking restrictions as previously proposed in the original controlled parking zone. There are also a number of locations where inappropriate parking is obstructing the safe and free flow of traffic on narrow roads and at junctions such as Parkfield Road and Lister Street. It is therefore proposed to implement, subject to consultation on the formal TRO, no waiting at any time parking restrictions as shown on drawing No 126/18/TT604 a copy of which is attached as Appendix E

8. Finance

The proposal will cost in the region of £20,000 and will be funded by the Local Transport Plan Integrated Transport Block grant for 2014/15.

9. Risks and Uncertainties

Some parking maybe displaced from inappropriate and dangerous locations such as narrow roads and junctions, to more appropriate locations on to adjacent streets but this may result in vehicles being parked outside peoples houses and further requests for a controlled parking zone in the area will not be considered until all other areas that have requested controlled parking have been investigated.

Should unresolvable objections to the TRO be received then these will be reported to a future delegated powers meeting.

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 - Petitions from Middle Lane Methodist Church, Davians Fish and Chip shop, Clifton Avenue residents.

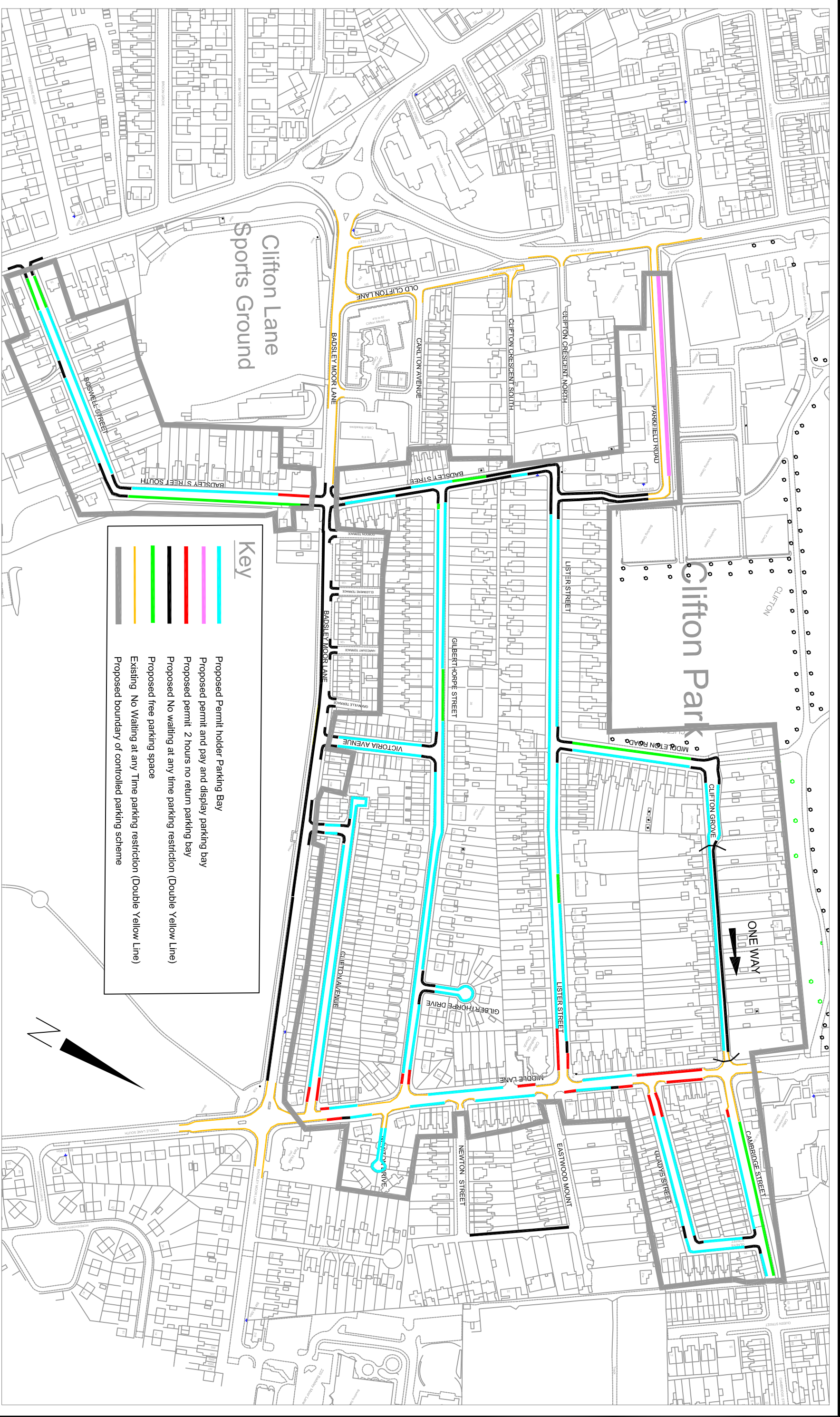
Appendix B – Final controlled zone consultation plan drawing No 126/19/TTV382.3

Appendix C – Analysis of responses

Appendix D – Analysis of responses plan drawing No 126/17/TT306

Appendix E – Proposed No Waiting At Anytime and short stay parking restrictions drawing No 126/18/ TT604

Contact Name: *Richard Pardy, Assistant Engineer, Ext 22959*



Key

- Proposed Permit holder Parking Bay
- Proposed permit and pay and display parking bay
- Proposed permit 2 hours no return parking bay
- Proposed No waiting at any time parking restriction (Double Yellow Line)
- Proposed free parking space
- Existing No Waiting at any Time parking restriction (Double Yellow Line)
- Proposed boundary of controlled parking scheme

Client:



Rotherham Metropolitan Borough Council
 Environment & Development Services

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

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

Rev.	Description

Title	
Clifton Controlled Parking Zone Proposed extent of Controlled Zone	
Dwg. No.	128/19/TT382.v.4
Rev.	
Drawn	RP
Date	Sept 2013
Chd. by	AB
Scale	N.T.S (if A3)

Clifton C Parking zone summary.xls

	Total Returns	Yes	No	Not Sure		% in favour	% against	Number of properties	% In Favour as a total of number of properties
PARKFIELD ROAD	6	6	0	0		100%	0%	9	67%
NEWTON DRIVE	2	2	0	0		100%	0%	8	25%
CAMBRIDGE STREET	9	7	2	0		78%	22%	23	30%
BADSLEY STREET SOUTH	4	3	1	0		75%	25%	13	23%
BOSWELL STREET	10	7	3	0		70%	30%	25	28%
MIDDLETON ROAD	6	4	1	1		67%	17%	13	31%
GLADYS STREET	15	10	5	0		67%	33%	48	21%
VICTORIA AVENUE	6	4	2	0		67%	33%	22	18%
CLIFRON GROVE	27	16	11	0		59%	41%	67	24%
LISTER STREET	53	30	23	0		57%	43%	118	25%
BADSLEY STREET	6	3	3	0		50%	50%	37	8%
BADSLEY COURT	4	2	2	0		50%	50%	10	20%
CLIFTON AVENUE	24	9	15	0		38%	63%	97	9%
GILBERTHORPE STREET	52	19	31	2		37%	60%	140	14%
MIDDLE LANE	17	6	11	0		35%	65%	71	8%
GILBERTHORPE DRIVE	2	0	2	0		0%	100%	10	0%
No Adress given	6	3	3	0		50%	50%	-	-
Clifton Totals	249	131	115	3		53%	46%	393	33%

Appendix C.1

Clifton C Parking zone summary.xls

	Total Returns	Yes	No	Not Sure		% in favour	% against	Number of properties	% In Favour as a total of number of properties
PARKFIELD ROAD	6	6	0	0		100%	0%	9	67%
NEWTON DRIVE	2	2	0	0		100%	0%	8	25%
CAMBRIDGE STREET	9	7	2	0		78%	22%	23	30%
BADSLEY STREET SOUTH	4	3	1	0		75%	25%	13	23%
BOSWELL STREET	12	7	5	0		58%	42%	25	28%
MIDDLETON ROAD	7	4	2	1		57%	29%	13	31%
GLADYS STREET	17	10	7	0		59%	41%	48	21%
VICTORIA AVENUE	8	4	4	0		50%	50%	22	18%
CLIFRON GROVE	31	16	15	0		52%	48%	67	24%
LISTER STREET	58	30	28	0		52%	48%	118	25%
BADSLEY STREET	7	3	4	0		43%	57%	37	8%
BADSLEY COURT	9	2	7	0		22%	78%	10	20%
CLIFTON AVENUE	60	9	51	0		15%	85%	97	9%
GILBERTHORPE STREET	61	19	40	2		31%	66%	140	14%
MIDDLE LANE	22	6	16	0		27%	73%	71	8%
GILBERTHORPE DRIVE	3	0	3	0		0%	100%	10	0%
No Adress given	6	3	3	0		50%	50%	-	-
including petitions	325	131	191	3		40%	59%	393	33%

Appendix C.2

Appendix C.3

Responses from November consultation		
393 Properties		
249 Returns		
63% Response rate	53% in favour	46% against

3 petitions against the scheme where received with a combined number of 1134 signatures of which 108 where from residents within the consultation boundary.	Of the 108, 6 have signed petitions with 1 signing 2 petitions when they had previously voted in favour of the scheme.	Of the 108, 19 have signed petitions with 1 signing 2 petitions when they had previously voted against the scheme.	So of the 108, 27 signatures are discounted due to previously voting.	Of the remaining 81 signature 5 have voted on 2 petitions, therefore 76 signatures have been added to the figures.
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Responses from November including petitions		
393 Properties		
325 Returns		
81% Response rate	40% in favour	59% against

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Planning, Highways and Street Scene Services
2.	Date:	Monday 7th July 2014
3.	Title:	The proposed Rotherham Hospital Residents Parking Zone
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of statutory consultations and comments from residents on the proposed hospital parking zone

6. Recommendations

Cabinet Member is asked to resolve that

- (i) **The objections received should not be acceded to and that residents only parking Monday – Friday 9am to 4pm be introduced on Queensway, Norfolk Way, part of Hallam Road and Sitwell Drive as shown on drawing No 126/18/TT589**
 - (ii) **No waiting at any time parking restrictions be introduced on Sitwell Grove as shown drawing no 126/18/TT589**
 - (iii) **No waiting at any time parking restrictions be introduced on Beaconsfield Road as shown on drawing No 126/18/TT589**
 - (iv) **The concerns about vehicles migrating to adjacent roads be noted**
 - (v) **That the petitioners and residents be informed accordingly.**
-

7. Proposals and Details

Cabinet Member may recall considering the outcome of consultations on the proposed hospital parking zones and a previous resolution to:-

- introduce residents only parking Monday – Friday 9am to 4pm be introduced on Queensway, Norfolk Way, part of Hallam Road and Sitwell Drive as shown on drawing No 126/18/TT589
- Implement No waiting at any time parking restrictions be introduced on Sitwell Grove as shown drawing no 126/18/TT589
- Introduce No waiting at any time parking restrictions be introduced on Beaconsfield Road as shown on drawing No 126/18/TT590

Minute No 93 of 14/02/ 2014 refers.

Subsequently, all residents were informed of this resolution and statutory notices were placed both on street and in the local newspaper.

A number of comments were received as a result and these have been summarised in Appendix A.

The main concern expressed was the risk of vehicles migrating from Queensway onto adjacent roads, in particular Mortain Road and Lymister Avenue. Migrating traffic is always a risk for when restrictions to parking are implemented. To reduce this risk, it was initially proposed to restrict parking on the whole of the estate. However even though residents were made aware of this risk in the original consultation, there was insufficient support for an area wide scheme, so a reduced proposal covering Sitwell Drive, Queensway part of Hallam Road and Norfolk way has been promoted.

The concerns about migrating traffic should be noted, but it is recommended that the reduced scheme as shown on drawing No 126/18/TT589 should be implemented. Once this scheme is operational, the parking levels on adjacent roads will be monitored and if necessary further parking restrictions such as “no waiting” or “residents only” will be considered subject to sufficient support from residents.

8. Finance

Rotherham Hospital Trust previously entered into an agreement to fund the establishment and initial setup costs of a residents’ parking zone as part of planning application which was later withdrawn The proposal will cost in the region of £30,000 and will now be funded by the Local Transport Plan Integrated Transport Block grant for 2014/15.

9. Risks and Uncertainties

Non residential parking maybe displaced on to adjacent streets.

There is a high level of off street car parking available in the area. If there is low demand from residents to purchase parking permits, this may affect the ability to administer and enforce the proposed parking zone on a long term basis, and could put pressure on other Council budgets.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

Appendix A – Summary of comments and objections

Appendix B - Petition from 50 Lymister Avenue

The original proposals have been discussed with the Boston Castle and Sitwell Ward Members.

Contact Name: *Simon Quarta, Assistant Engineer, Ext 54491*

Cabinet Member for Cabinet Member for Planning, Highways and Street Scene Services 7th July 2014

The proposed Rotherham Hospital Residents Parking Zone

Objections received from residents

- 2 objections to the limited scheme on Hallam Road and Norfolk Way.
 - In the original consultation 8 residents supported the residents' only parking with 3 against on this part of Hallam Road and Norfolk Way.
- 1 objection to the proposal on Sitwell Drive and suggested that the residents only proposal should not extend to the far end of Sitwell Drive.
 - Sitwell Drive is the closest road to the hospital with a high incidence of non-residential parking. The whole of Sitwell Drive should be included within the zone.
- 1 objection that the whole estate should be re consulted because some residents may have changed their views.
 - There was insufficient feedback to justify consulting the whole estate again.
- 1 resident from Broom Valley objected to the Duke of Norfolk estate have residents only parking.
 - There was insufficient support for the original proposal in the Broom Valley area, but good support on some roads within the Duke of Norfolk estate.

Requests to extend the parking zone

- 13 residents requested that Mortain Road should be included in scheme. Principal concerns were about possible migration of traffic and some existing inconsiderate parking and verge parking at junction with Hallam Road
- An 8 signature petition requesting that the scheme should include the top part of Lymister Avenue as far as Stafford Crescent. All residents of this part of Lymister Avenue now supported this.
- A Lymister Avenue resident also felt that the whole of Lymister Avenue should be included in the proposal on the grounds that there was extensive support in the last consultation.
 - It is acknowledged that Mortain Road and Lymister Avenue are the roads most likely to suffer from migrating non-residential parking if the proposed parking zone is to be implemented. However as a percentage of all properties there was insufficient support to include these streets in the original proposal. The numbers of comments received do not show substantially increased support from the original proposal. In view of this it is proposed to monitor parking here once the proposed scheme is implemented and then investigate further parking restrictions or residents' only parking if justified.
- One request to extend the timing of the restriction to at any time seven days a week in view of the relocation of the NHS walk in centre to Moorgate.
- One request to extend the time limit from 4.00pm to 7.00pm

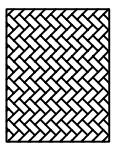
- The original timing of the restrictions was chosen with a view to deter all day parking but minimise the impact of the restrictions on residents. These times were widely supported by residents. Altering the timings would require a further consultation of residents, which may ultimately affect support for the proposals and delay implementation. The scheme should be monitored once implemented to determine if the proposed timings of Monday to Friday 9am to 4pm are meet the needs of residents.
- One resident was concerned was concerned about migrating traffic but felt further no waiting restrictions would solve the problem
- A representative of Queensway residents asked if the scheme could be reviewed 6 months after implementation to check that the operational times are effective and to assess the impact on adjacent roads.
 - The scheme will be monitored post implementation
- A representative of Sitwell Grove residents asked for a slight increase in the proposed no waiting at any time restrictions.
 - This can be accommodated within the drafting of the traffic regulation order.

Key

Proposed residents only parking zones Monday-Friday 9am-4pm

Proposed no waiting at any time parking restriction

Existing no waiting at any time parking restriction



Client:

1 Broom Valley proposals incorporated 25/2/2014

Title
Proposed Resident's Parking Zone - Broom Valley and Duke of Norfolk Estate




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


Drawn	S. Q.	Date	Feb 14
Dwg. No.	126/18/TT589	Rev.	
Chd. by	A.S.B.	Scales (if A3)	N.T.S.

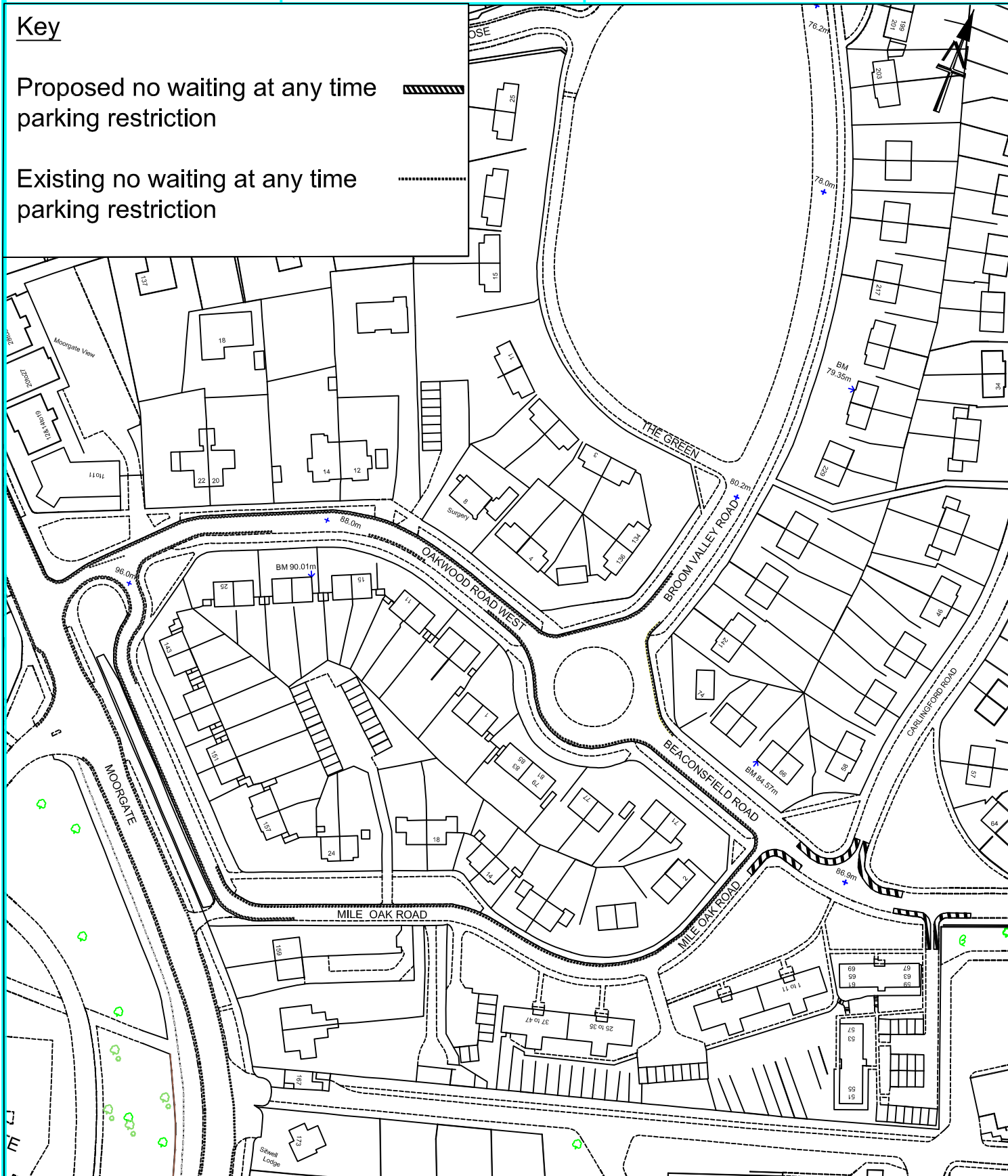
Rev.	Description
1	Broom Valley proposals incorporated 25/2/2014

Strategic Director:
Karl Battersby Bsc (Hons) MTR, MRTP

Key

Proposed no waiting at any time parking restriction 

Existing no waiting at any time parking restriction 



Title Proposed no waiting at any time parking restriction - Beaconsfield Road, Rotherham

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member and Advisers for Planning, Highways and Street Scene Services
2.	Date:	Monday 7 July 2014
3.	Title:	Rotherway roundabout.
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of an investigation into the causes of evening peak queues on the A630 West Bawtry Road entry to the Rotherway roundabout and to seek permission to implement a scheme to reduce these.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) **Detailed design be undertaken on a scheme to widen the A630 West Bawtry Road entry to the Rotherway roundabout from two to three lanes and subject to the outcome of consultation the scheme be implemented in the 2014/15 financial year.**

7. Proposals and Details

A significant queue frequently forms on the A630 West Bawtry Road approach to the Rotherway roundabout in the evening peak period and at times this queue can be 600m long. This queue causes delay to traffic using the A630 and also causes issues with some drivers using an adjacent service road at inappropriate speed to cut out some of the queue.

An investigation has been undertaken into the causes of this queue. This found that the queue is caused by a lack of entry capacity. Three possible solutions to improve entry capacity have been considered and these are

- Widening the entry from A630 West Bawtry Road approach from two to three lanes
 - Creating a free flow lane from A630 West Bawtry Road to the A631 West Bawtry Road exit to Whiston
 - Installing flow metering traffic signals on the A630 Rotherway entry to the roundabout
-

Traffic modelling has been undertaken to see what effect on queue lengths these possible solutions are predicted to have. This modelling shows that flow metering has little effect on queue length but that the widening and free flow lane both lead to similar reductions in queue length.

Consideration of the practicalities of the free flow and widening options shows that the preferred scheme is to widen the A631 West Bawtry Road approach from Canklow entry to the Rotherway roundabout and it is recommended that this scheme is progressed to detailed design and implementation.

Details of the proposed scheme are shown on drawing number 126/18/TT591 a copy of which is attached as Appendix A.

It is expected that by reducing the length of queues on the A630 West Bawtry Road entry to the Rotherway roundabout that traffic queues and delay would be reduced and that, together with the recently introduced traffic calming, would mean that drivers would no longer use the service road.

8. Finance

The proposed scheme is expected is estimated to cost £225,000 and funding is available from the Local Transport Plan Integrated Transport budget for 2014/2015.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

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

- Improving the environment
- Helping to create safe and healthy communities

11. Background Papers and Consultation

Consultation will be undertaken with Boston Castle Ward Members and South Yorkshire Police regarding the proposed scheme.

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

Hotel



**Circulatory
carriageway widened
to three lanes.**

**Entry to roundabout
widened from two
lanes to three.**

**A630 West
Bawtry, from
Canklow**

**A631
West Bawtry Road
from Whiston**

**Rotherway
roundabout**

**A630
Rotherway**

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Planning, Highways and Street Scene Services
2.	Date:	Monday 7th July 2014
3.	Title:	Manvers Way, Manvers – Proposed Toucan crossings Ward 19 Wath Ward
4.	Directorate:	Environment and Development Services

5. Summary

To report a proposal to introduce two toucan crossings on Manvers Way, Manvers near to Roebuck Chase and outside Capita near to Station Road.

6. Recommendations

It is recommended Cabinet Member resolves that:

- i) The outline scheme proposals be noted and**
- ii) the detailed design for the proposal is undertaken and subject to no objections being received the scheme be implemented.**

7. Proposals and Details

Following a number of requests from local residents for controlled crossings on Manvers Way, a pedestrian / vehicle survey of the area established that the locations identified near to Roebuck Chase and outside the Capita premises near to Station Road meet the Council's criteria for implementing a controlled crossing.

The speed limit and the volume of vehicles travelling along Manvers Way in conjunction with the adjacent shared and segregated cycle route facilities means that a toucan crossing is the most appropriate form of crossing to implement.

In addition, the provision of the toucan crossing near to Roebuck Chase will result in an existing bus layby having to be re-sited to accommodate the toucan crossing in the most appropriate location.

The locations are shown on appendix A and B.

8. Finance

The recommended scheme is expected to cost £350,000 and funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2014/2015.

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

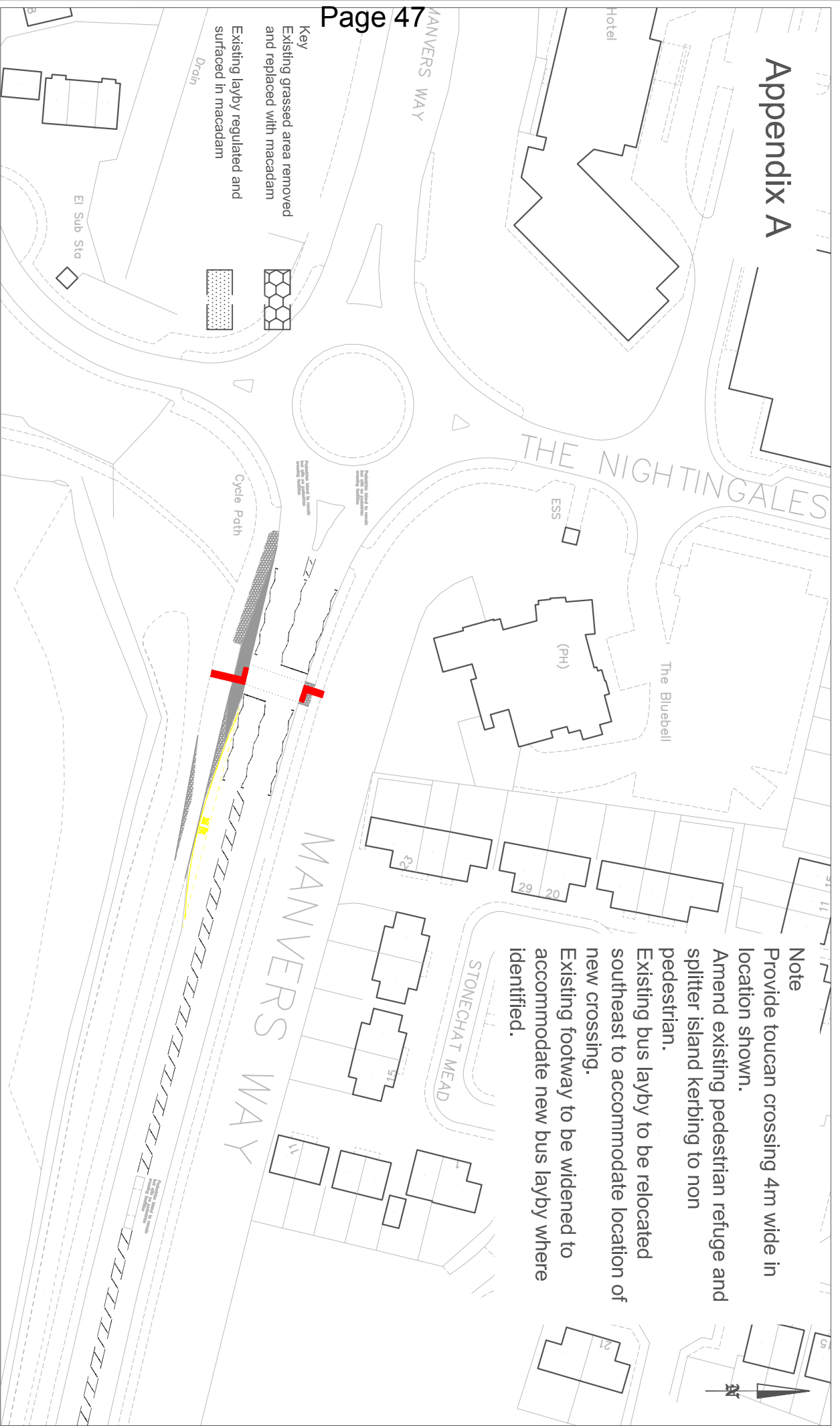
The proposed scheme is in line with objectives set out in the Sheffield City Region Transport Strategy, and the associated Safer Roads and Casualty Reduction strategy for improving road safety.

11. Background Papers and Consultation

Statutory consultation with the emergency services has been undertaken. No objections have been received.

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

Appendix A



Rotherham Metropolitan Borough Council
 Environment & Development Services

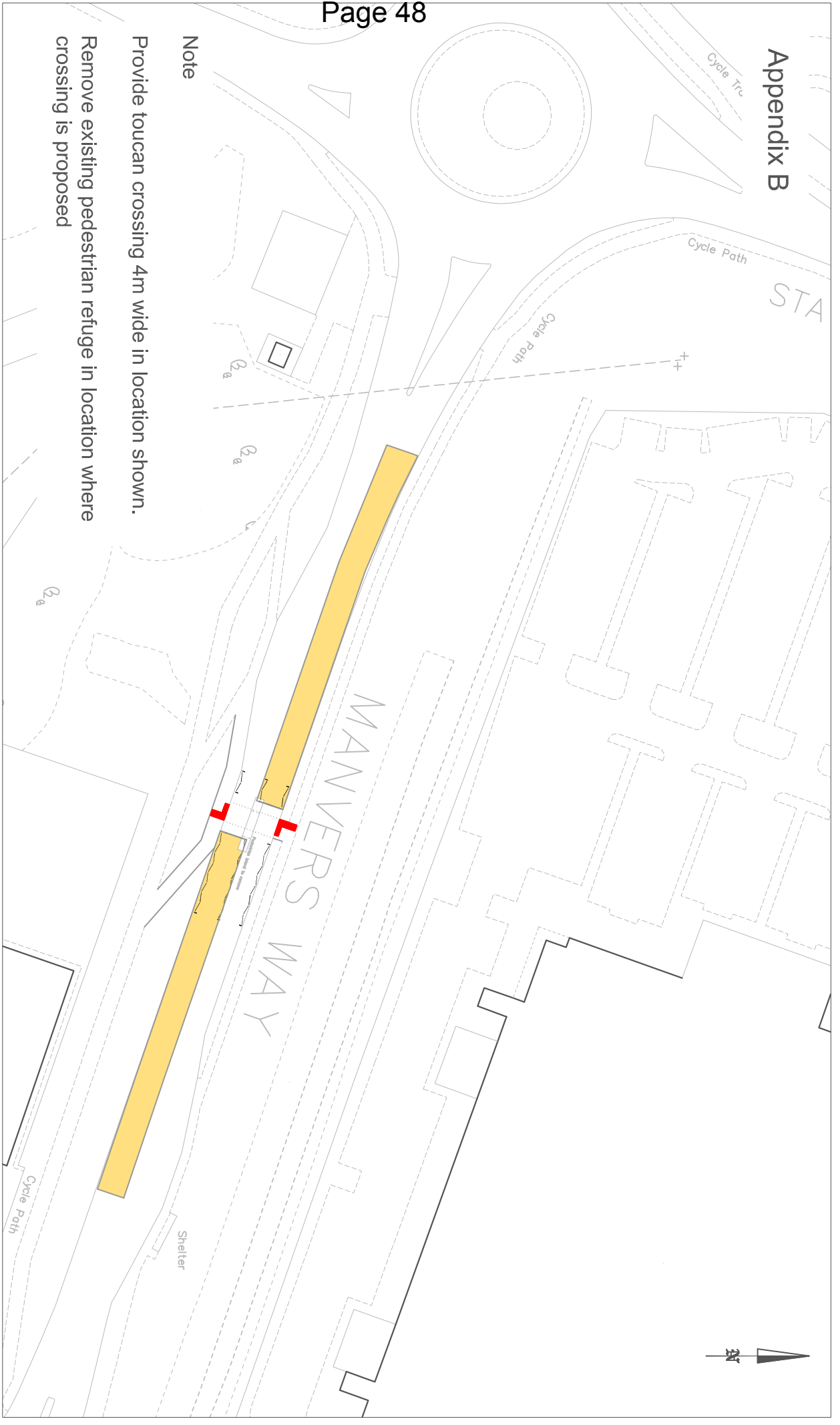
Strategic Director:
 Karl Battersby Bsc (Hons) MPhil MPTM

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

Client:

Title	Manvers Way Outline Toucan Crossing	
Dwg. No.	126/99/34/3	Scales (If A4) 1:1000
Drawn	N Davey	Date Feb 14
		Chd. by

Appendix B



Note

Provide toucan crossing 4m wide in location shown.
 Remove existing pedestrian refuge in location where crossing is proposed

Rotherham Metropolitan Borough Council
 Environment & Development Services

Strategic Director:
 Karl Battersby Bsc (Hons) MPl, MRPI

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

Client:

Title	Manvers Way - Capita Outline Toucan Crossing		
Dwg. No.	126/99/34/2	Scales (if A4)	1:1000
Drawn	N Davey	Date	Feb 14
		Chd. by	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Planning, Highways and Street Scene Services
2.	Date:	Monday 7th July, 2014
3.	Title:	OPENING OF TENDERS
4.	Directorate:	Chief Executive's

5. Summary

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

on Wednesday 25th June, 2014 for:- Christmas Illuminations
on Tuesday 1st July 2014 for :- Vehicle Spot Hire (Corporate Transport Unit)

6. Recommendation:-

That the action of the Cabinet Member in opening the offers be recorded.

7. Proposals and Details

Offers in respect of the following were opened by the Cabinet Member for Regeneration and Development

On Wednesday 25th June, 2014 for:-	On Tuesday 1st July, 2014 for:-
- Christmas Illuminations	- Vehicle Spot Hire (Corporate Transport Unit)

8. Finance

To secure value for money.

9. Risks and Uncertainties

Service implications and public perception issues.

10. Policy and Performance Agenda Implications

In accordance with financial and contractual requirements.

11. Background Papers and Consultation

Emails:

Richard Speight, Procurement Category Manager; ext 55303

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

**REPRESENTATIVES OF THE COUNCIL ON OUTSIDE BODIES – MUNICIPAL YEAR
2014-2015**

For determination by the Cabinet Member for Planning, Highways and Street Scene Services - Councillor G. Smith

ASSOCIATION OF PUBLIC SERVICE EXCELLENCE (APSE)

Cabinet Member for Planning, Highways and Street Scene Services, Councillor G. Smith

CHESTERFIELD CANAL PARTNERSHIP

Chair of Improving Places Select Commission, Councillor J. Falvey

DEARNE AND DOVE INTERNAL DRAINAGE BOARD

Councillor A. Atkin

DON CATCHMENT WORKING GROUP

Councillor G. Smith

PLANNING AID COMMUNITY CHAMPION

Vice-Chair of the Planning Board, Councillor B. Dodson

ROBIN HOOD AIRPORT CONSULTATIVE COMMITTEE

Councillor A. Gosling (substitute Councillor A. Atkin)

SHEFFIELD CITY REGION CARBON REDUCTION FORUM

Councillor R. McNeely

SOUTH YORKSHIRE JOINT WASTE PROCUREMENT BOARD

Cabinet Member for Waste and Emergency Planning - Councillor *R. S. Russell*

Yorkshire Regional Flood and Coastal Committee

Councillor J. Burton

Trent Regional Flood and Coastal Committee

To confirm Councillor Christine Mills from Doncaster MBC as the appointed representative, and Councillor Smith as the deputy/substitute.

MEMBERSHIP OF PANELS/SUB-GROUPS ETC – 2014-2015 MUNICIPAL YEAR

HEALTH, WELFARE AND SAFETY PANEL

Deputy Leader:- Councillor Lakin

Cabinet Member for Planning, Highways and Street Scene Services:- Councillor G. Smith

Senior Adviser, Planning, Highways and Street Scene Services, Councillor M. Clark

Adviser, Planning, Highways and Street Scene Services, Councillor J. Swift

together with one Member (and a substitute) from each of the Select Commissions:-

Improving Places Select Commission:- Councillor J. Foden

Improving Lives Select Commission:- Councillor G. A. Russell (Councillor S. Ali)

Health Select Commission:- Councillor P. A. Wootton (Councillor J. Dalton)

Self-Regulation Select Commission:- Councillor T. R. Sharman (Councillor J. Hamilton)

Chair, Overview and Scrutiny Management Board:- Councillor Whelbourn (Councillor Steele)

(9 Elected Members)

together with:-

Mrs. J. Adams, NUT

Mr. A. Turner, UNISON

Mrs. K. Hall-Garritt, UNISON

Mrs. J. Jenkinson, UNISON

Mrs. S. D. Brook, NASUWT

Mr. P. Harris, GMB

Mr. D. Stockdale, UNITE

vacant, ATL

(8 Trades Union representatives)

RECYCLING GROUP – for consideration:-

Councillor G. Smith, Cabinet Member for Planning, Highways and Street Scene Services – Chair

Senior Adviser, Planning, Highways and Street Scene Services, Councillor M. Clark

Adviser, Planning, Highways and Street Scene Services, Councillor J. Swift

Councillor R. McNeely, Cabinet Member for Safe and Attractive Neighbourhoods

Members' Training and Development Panel: - Councillor B. Steele

Representatives of the Select Commissions:

Improving Places Select Commission:- to be confirmed

Improving Lives Select Commission:- to be confirmed

Health Select Commission:- Councillor J. Havenhand

Self-Regulation Select Commission:- Councillor S. Ellis

Overview and Scrutiny Management Board:- to be confirmed

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORTH MEMBERS' STEERING GROUP

Cabinet Member for Planning, Highways and Street Scene Services (Chair), Councillor G. Smith

All other Cabinet Members

Senior Adviser, Planning, Highways and Street Scene Services, Councillor M. Clark

Adviser, Planning, Highways and Street Scene Services, Councillor J. Swift

Chair, Planning Board, Councillor A. Atkin

Vice-Chair, Planning Board, Councillor B. Dodson

Chair, Overview and Scrutiny Management Board, Councillor G. Whelbourn

Chairs of the four Select Commissions

Ward Councillors (when required)

PARISH LIAISON COMMITTEE:- (General and Ad Hoc Meetings):-

Cabinet Member for Planning, Highways and Street Scene Services (Chair), Councillor G. Smith

Senior Adviser, Planning, Highways and Street Scene Services, Councillor M. Clark

Adviser, Planning, Highways and Street Scene Services, Councillor J. Swift

Chair, Planning Board, Councillor A. Atkin

Vice-Chair, Planning Board, Councillor B. Dodson

Ward Councillors for the Parish(es)
Other Cabinet Members as required

TRANSPORT LIAISON PANEL:-

The Leader, Councillor Stone

Deputy Leader, Councillor Lakin

Cabinet Member for Planning, Highways and Street Scene Services & Combined Authority

Transport Committee Representative - Councillor Smith (Chair),

Combined Authority Transport Committee Representative, Councillor J. Foden

One member from each Ward as follows:-

Ward 1 – Burton

Ward 2 – Wootton

Ward 3 – Ahmed

Ward 4 – Finnie

Ward 5 – Astbury

Ward 6 – Pitchley

Ward 7 – J. Hamilton

Ward 8 – Cutts

Ward 9 – Beaumont

Ward 10 – Whelbourn

Ward 11 – Swift

Ward 12 – Dodson

Ward 13 – M. Vines

Ward 14 – Russell

Ward 15 – Cowles

Ward 16 – Sansome

Ward 17 – Currie

Ward 18 – Whysall

Ward 19 – Atkin

Ward 20 – Hoddinott

Ward 21 – Sharman