

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

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| Venue: | 3rd Floor conference room, Bailey House, Rawmarsh Road, Rotherham | Date: | Monday, 20 December 2004 |
| | | Time: | 9.00 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.
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. Minutes of a meeting of the Rotherham Local Development Framework Steering Group held on 29th November, 2004 (Pages 1 - 3)
4. Minutes of the meeting of the International Links and Town Twinning Committee held on 3rd December, 2004 (Pages 4 - 7)
5. Objection to Proposed Waiting Restrictions - Mendip Rise, Brinsworth (Pages 8 - 9)
Schemes and Partnerships Manager to report
- to recommend that waiting restrictions are not introduced.
6. A57 Worksop Road - Proposed Road Safety Scheme (Pages 10 - 11)
Schemes and Partnership Manager to report.
- to inform Members of the proposal to implement a road safety scheme on the A57 between Todwick Crossroads and the Worksop boundary.
7. Broom Lane Road Safety Scheme (Pages 12 - 13)
Schemes and Partnerships Manager to report.
- to report results survey and to recommend a traffic calming scheme.
8. Provision of Pedestrian Crossing Improvement Scheme - Barbers Avenue Rawmarsh (Pages 14 - 15)
Schemes and Partnerships Manager to report.
- to report on removal of existing footway buildouts and implementation of pedestrian refuges.
9. Scholes Lane, Scholes - Objections to Proposed Speed Limit Alteration (Pages 16 - 19)

Schemes and Partnership Manager to report.

- to report two objections received to proposal to increase speed limit.

10. Appointment of a Traffic Manager under the Traffic Management Act 2004 (Pages 20 - 23)

Transportation Unit Manager to report.

- to inform Members of the duty of the Council to appoint a Traffic Manager under the Traffic Management Act 2004.

Additional Items approved for consideration by the Chairman:-

11. Highways Works Hellaby A631/M18 Junction 1 (Pages 24 - 26)

12. Progress on the Regional Spatial Strategy (Page 27)

13. EXCLUSION OF THE PRESS AND PUBLIC

The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 9, of Part 1 of Schedule 12A to the Local Government Act 1972:-

14. Housing Market Renewal Pathfinder Design Coding Update (Pages 28 - 40)

J. Bloy and T. Bell to report.

- to inform Members of progress and future issues.

(Exempt under Paragraph 9 of the Act – contains contractual information)

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Monday, 29th November, 2004**

Present:- Councillor G. Smith (in the Chair); Councillors Hall, Pickering, Robinson, Walker, Wardle and Wyatt.

together with:-

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| Karl Battersby | Head of Planning and Transportation Service |
| Steve Holmes | Area Partnership Manager |
| Phil Turnidge | Senior Planner |
| Adrian Gabriel | Waste Strategy Manager |
| Ken MacDonald | Solicitor, General Law |
| Phil Reynders | Ordnance Survey & GIS Development Officer |

21. INTRODUCTIONS/APOLOGIES

Apologies were received from:-

Councillor Sue Ellis, Cabinet Member – Housing and Environmental Services
Alison Penn, External Funding Manager

22. MINUTES OF THE PREVIOUS MEETING HELD ON 22ND OCTOBER, 2004

Resolved:- That the minutes of the previous meeting held on 24th September, 2004 be approved as a correct record.

23. MATTERS ARISING

The following issues were raised:-

(a) The Northern Way Growth Strategy

Reference was made to a Regional Event taking place in Bradford on the 10th December, 2004 and invitations had been circulated.

(b) Local Strategic Partnership

The Local Strategic Partnership had been approached with regard to the setting up of a Task Group to look at the Local Development Framework and Local Transport Plan. Arrangements for the first meeting were in hand.

24. DRAFT LOCAL DEVELOPMENT SCHEME

Consideration was given to the draft report submitted relating to the Local Development Scheme, which explained the reasons for its production.

The report, still subject to minor adjustment, had been sent to Government Office, who had indicated that the general framework and progress were appropriate, but emphasised that the content was to be realistic. Waste matters were not currently included, but may need to be built into the document at a later stage.

Timescales had been suggested and were being worked to and although there was no requirement to carry out any public consultation on this document, the Council wished to give individuals, communities and stakeholders every opportunity to shape the content of the new policy and spatial framework which would guide future development in the Borough.

Deadline for comments was 7th January, 2005. A final report would be presented to this Steering Group prior to its submission to Cabinet on the 9th February, 2005.

Resolved:- That the draft of the Local Development Scheme, as submitted, be agreed.

25. DESIGN CODING

The Head of Planning and Transportation Service explained the introduction of a National Project Design Code and the two pilot schemes, of which Rotherham had been chosen for one. There would be further development of the profile and how this would relate to planning applications.

Consultants had been interviewed and Roger Evans Associates had been appointed to develop the framework and detailed design code documents in order to develop the framework parameters. The intention was to involve as many people in the process as possible.

Timescales for this process were being considered and a workshop was to be arranged with a number of partners. Any decision made would be reported to Members to keep them fully informed.

The plan was for the development framework to be adopted by February/March, 2005, and eventually included in the Local Development Framework a supplementary planning document.

Resolved:- That the information be noted.

26. COMMUNITY STRATEGY

The External Funding Manager had intended to report on the Community Strategy, but had submitted a briefing note for Members' attention.

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29/11/04**

Members were probably aware that the Community Strategy was to be relaunched with five new themes, with a completion date by March/April, 2005.

The main points to note included:-

- Launch in the next four months.
- Consultation activities associated with the work.
- Close relationships between the Community Strategy and the Local Development Framework.
- Working with the Local Strategic Partnership.
- Use of extensive networks for consultation.

Activities within the Community Strategy cut across activities in the Local Development Framework. Both documents would need to drive in the same direction and show the linkages. In this respect it was suggested that the Community Strategy be included as a standard item on the agenda of this Steering Group.

Close liaison would also take place with the Local Strategic Partnership about taking issues forward and a meeting was to be arranged as soon as possible.

Resolved:- (1) That the information be noted.

(2) That the Community Strategy be included as a standard item on this meeting's agenda.

(3) That a meeting to discuss taking issues forwarded be arranged with the Local Strategic Partnership as soon as possible.

27. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Rotherham Local Development Framework Steering Group be held on Friday, 17th December, 2004 at 10.00 a.m. at the Town Hall.

ROTHERHAM METROPOLITAN BOROUGH COUNCIL
International Links & Town Twinning Committee

**Notes from the International Links & Town Twinning Committee Meeting
Held on Wednesday 3rd December 2004 in Council Chamber, Town Hall**

Present

Cllr Reg Littleboy Chair
Cllr Roger Stone Leader of the Council

In Attendance

Emily Knowles Town Twinning & International Links Officer
Waheed Akhtar Partnership Officer (Regeneration)
Christine Majer Economic & Development Services
Lindsey Peat Support Officer – Minutes

1. Apologies

Apologies were received from:

The Mayor, Cllr Fred Wright
Julie Roberts, Town Centre & Markets Manager
Rachel Siddall, Economic & Development Services

Cllr Reg. Littleboy welcomed the parties present

2. Minutes of the Last Meeting and Any Matters Arising

The minutes were agreed as a true record and there were no matters arising.

3. Rotherham – Riesa Partnership

Emily briefly went through the report on the Rotherham/Riesa Partnership. She stated that now the international link with Riesa has now been re-established both parties are extremely keen to ensure that the momentum continues, and therefore have put in place various projects.

Emily informed the group that the work experience placements have been arranged for six weeks at ALControl Laboratories for University Students Kristin Keller and Jorg Muller from 4th January to 13th February and students, Claudia Mitdank and Diana Pietruska from 14th February to 24th March.

Emily went on to update every one of future projects which are proposed for Riesa.

She stated that a meeting had been arranged with Jim Charters later today to discuss Mr Spies, the brewer from *Hammerbräu* brewery coming to Rotherham. He is intending to brew a special beer with Wentworth Brewery for the Oakwood Beer Festival taking place in

February next year. Mr Spies will be coming over to Rotherham in January to begin the brewing process, however it is still not confirmed that he will be attending the Festival in February. Emily informed the group that Mr Spies will be requiring accommodation for his January visit and may be accompanied by one other person. She stated that she will have more information on this by the end of today.

Emily felt that this would be a good economic link to support, which the group agreed. The group agreed that RMBC will pay for the hotel accommodation for Mr Spies.

Emily also stated that David Lever of the Schools Music Service had contacted her with regard to taking over a young people's music group to perform in Riesa in 2005/06. David is currently looking into funding for the trip. Emily asked the group to support this.

Due to the successful student placement from Riesa during the period June to August 2004 Emily reported that another student, Kerstin Schulze, would like to undertake a 20 week placement in Rotherham. She stated that her CV was currently with Richard Poundford. Emily suggested that a relevant placement be arranged for Kerstin within EDS and asked the group for support. The group agreed.

Emily brought to the group's attention the invitation received from Riesa with regard to its Festival of Sport taking place from 10th – 12th July 2005. Riesa has kindly invited Rotherham to be involved in the Dragon Boat competition. Riesa has stated that they will cover the costs of accommodation and food during the stay for 5 people. If Rotherham would like to bring more people Riesa are more than happy to help with organising further accommodation, but cannot pay for it.

Emily stated that they need to have a definite response by the end of January.

Councillor Stone informed Emily that he had received a letter from the Lord Mayor of Riesa inviting him over and suggested that he ties this in with the Festival. Councillor Stone also stated that he could help out identifying the participants for the dragon boat race.

4. International Links Position Paper – Presentation & Discussion

Emily and Waheed gave a joint presentation on International Links in Rotherham. This was a brief overview of the lengthy report which was circulated prior to the meeting. Handouts were given to members. Background to international links and twinning was given, and details of the mapping exercise that has recently been carried out. The results of the exercise have been very positive and it was recognised that a lot of excellent work is taking place. The report will be presented to CMT for discussion and work will continue to develop the research and guidance paper.

5. Thomas Rotherham College Students – Grant Request

Thomas Rotherham College have recently set up a link with Lycée Henri Martin in St Quentin via email exchanges. The College have their annual visit to Paris in February next year and would like to take a day to visit St Quentin so that the pupils can meet face to face. Emily stated that should this visit be a success, the College would like to organise a trip to St Quentin instead of Paris the following year.

The group have been asked to consider a grant request from Thomas Rotherham to help with costs toward train tickets for the pupils. Emily stated that the amount for a day return ticket would be £20.00 and the College are anticipating taking 30 pupils on the trip.

It was noted from the last meeting that the amount of £50 per student was awarded to the sixth form students who were undertaking work experience in St Quentin. However for this trip the cost for the train tickets would amount to £600 which the budget unfortunately could not withstand and therefore it was suggested that a percentage or £100 be granted by the Committee. **The group agreed to £100.**

Emily suggested to the group that guidelines, setting out the exact criteria for grants, need to be drawn up to ensure that the consistent amounts are awarded for future requests.

Action: Emily to draw up guidelines for grant awards and bring to the next meeting for consideration. Emily to award Thomas Rotherham College £100 to help towards train tickets for the St Quentin trip.

6. Languages Strategy for Rotherham

Emily informed the group that a steering group has been set up to lead on production of a languages strategy for Rotherham. There are representatives from Education, the private sector, and the community on the steering group, and several working groups will also be formed. The strategy aims to define the importance of language learning and gaining accreditation in languages and to set out priorities for the Borough. It should be launched around December 2005.

7. John Hyslop – European Summer Camp

Emily distributed to the group a copy of a briefing note from John Hyslop of Swinton Community School. She stated that he has been granted a large amount of funding from the British Council to help him organise a summer camp in Rotherham from 4th – 11th August 2005 for young people from across Europe. From the briefing note Emily stated that 10 young people from each of the 25 EU member states will be invited which could be a total of 300 people.

Emily informed the group that John was currently looking into the accommodation possibilities. Due to the large number of people involved the group will probably have to be split between Doncaster College (High Melton site) and Borrowdale Valley in the Lake District. John has used both sites for summer camps in the past.

John Hyslop is very keen to have the RMBC's support and involvement for this event. Emily stated that she has a meeting arranged with John next week and will find out more details of the event and feedback to the group.

Emily felt that RMBC should support this event and that it will be excellent publicity for Rotherham.

Cllr Stone stated that he would be willing to organise trips to Magna and activities such as water-skiing and raft-building at Rother Valley Country Park for the young people. He also suggested that our Press Office get involved and to speak with Tracey Holmes, the new Head of Communications, once she is in post in the New Year.

8. Any Other Business

International Links Committee Board

Cllr Stone would like to form a General International Links Committee which he would Chair and could include the Lead on Twinning (Cllr Reg Littleboy), Lead on EDS (Cllr Gerald Smith), Lead on ECALS (Cllr Georgina Boyes), perhaps a member from Rotherham Chamber and a body from Rotherham Partnership. This committee will filter to steering groups. Each member of this Committee would look into their budget and contribute part to International Links so the current twinning budget of £12,000 can be used purely for the St Quentin link.

Cllr Stone stated that he would be willing to put this structure together with the help of Emily and Waheed and present to the Partners Group and CMT so that the process can begin for next years budget plans.

Action: Cllr Stone, Emily Knowles and Waheed Akhtar meet to discuss International Links Committee structure.

Hesley Wood Unpaid Invoices

Emily informed the group that she has recently received two invoices for payment from Hesley Wood Scout Camp. The first invoice was from a provisional booking made by Quentin Barré/Aston Hall J&I Schools for £425. Emily has written to Hesley Wood and informed them that this was only a provisional booking and that no confirmation was given to Hesley Wood by the school concerned and therefore Town Twinning & International Links will not be paying the fee. Emily stated to the group that this was actually provisionally booked by Geoff Eagle during his time with Town Twinning.

The second invoice was for the amount of £621 for accommodating the cyclists from St Quentin. Emily informed the group that she spoke with Hesley Wood Scout Camp stating that the cyclists had to be moved to alternative accommodation and would therefore not be paying the invoice.

Cllr Stone said that RMBC will not be paying the invoices and suggested that another letter be sent to Hesley Wood saying that the matter has been passed to a senior member of staff, to thank them for their past services but RMBC will not be using them for future visits.

Action: Emily to send a letter to Hesley Wood Scout Camp.

9. Date and Time of Next Meeting

It was agreed that the next meeting would be made at a time when the Mayor would be available to attend: 2nd February 2005 at 2.00pm

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

| | | |
|----|------------------------|---|
| 1. | Meeting: | Economic and Development Services Matters |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | Objection to proposed waiting restrictions – Mendip Rise, Brinsworth - Ward No. 5 |
| 4. | Programme Area: | Streetpride Service |

5. Summary

To report the receipt of two letters of objection to a proposed no waiting at any time restriction on Mendip Rise, Brinsworth.

6. Recommendations

It be resolved that:

(i) The proposals not be progressed and the reasons be noted.

7. Proposals and Details

On 13 September 2002 the Streetpride Service received a petition signed by all residents of Mendip Rise (meeting on the 11/11/02 minute No 245 refers), requesting that the Council gives consideration towards the introduction of waiting restricts. The petitioners allege that their driveways were being obstructed and asked that the Council introduce waiting restrictions opposite their driveways to make accessing their driveways a more straightforward process.

The Streetpride Service generally considers introducing waiting restrictions on heavily trafficked routes to aid the free and safe movement of traffic on those routes. Waiting restrictions in residential areas are often unpopular with local residents due to the inconvenience it causes those residents furthermore isolated lengths of waiting restriction become difficult for the Police to enforce. However, there was a demonstrated issue regarding access to private driveways and all residents were apparently supportive of the proposed introduction of waiting restrictions (the extents of which are shown on Drawing No. 126/18/TT351).

The proposals were advertised in the press and on street in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. It was during this period of advertisement that the Streetpride Service received the above mentioned objections. The objectors allege that the only problem experienced by the residents of Mendip Rise is caused by heavy goods vehicles associated with the Co-op mini-market on Whitehill Lane and that the introduction of waiting restrictions would not cure the problem. The objectors feel that waiting restrictions would only serve to prohibit residents who own more than one car from parking outside or close to their properties.

It was decided that the best way forward would be to write to all residents asking for their opinions. 11 residents responded 7 were in favour of the introduction of waiting restrictions and 4 were against. On the receipt of these responses, local Ward Members chose to write to all residents again, in this instance 9 were in favour with 2 against.

8. Finance

If no action is taken then there are no financial implications to consider.

9. Risks and Uncertainties

The Council may continue to receive requests for waiting restrictions from some residents of Mendip Rise.

10. Policy and Performance Agenda Implications

There are no strong reasons to introduce waiting restrictions at the above-mentioned location. If waiting restrictions were introduced on Mendip Rise it would affect resident's ability to park their vehicles outside or near to their properties therefore resulting in them being socially disadvantaged.

11. Background Papers and Consultation

- Originally reported to Cabinet - 11 November 2002 (minute number 245)
- Proposals advertised - 19/09/03
- 2 letters of objection received – September 2003
- Letters sent to all residents of Mendip Rise - June 2004
- Letter sent to all residents of Mendip Rise by Ward Members - August 2004

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| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
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|-----------|------------------------|---|
| 1. | Meeting: | Economic and Development Services |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | A57 Worksop Road – Proposed Road Safety Scheme; Wards 1 & 18 |
| 4. | Programme Area: | Economic & Development Services |

5. Summary

To inform members of the proposal to implement a road safety scheme on the A57 Worksop Road, between Todwick Crossroads and the Worksop Boundary.

6. Recommendations

- i) The necessary consultations be undertaken regarding the proposed scheme;**
- ii) Authority be given for the detailed design to be carried out and subject to no objections being received for the scheme be implemented;**
- iii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2005/06.**

7. Proposals and Details

It is proposed to implement a road safety scheme on the A57 between Todwick Crossroads and the Worksop Boundary to overcome the number of Personal Injury Accidents that have taken place. The scheme will involve improvements to the signing and lining, the introduction of more cats' eyes, a reduction in the speed limit on certain parts of the A57 and alterations to the signals at Anston Crossroads.

In addition, the scheme will also include additional street lighting near Lindrick Dale, additional pedestrian islands near the petrol filling station in Anston, and subject to approval from the Department for Transport, the introduction of a Vehicle Activated Sign near Lindrick Golf Course.

The Proposals are shown on Drawing Number 129/U97/3, which will be available in the Members room prior to the meeting.

8. Finance

The scheme is estimated to cost £135,000, with funding for the works identified being available from the Local Transport Plan Integrated Transport Programme for 2005/06.

9. Risks and Uncertainties

The estimated cost is dependant upon the need to divert Statutory Undertakers apparatus; this is expected to be minimal.

The estimated cost and programming of works is also dependant upon the need to implement suitable traffic management arrangements; this will need to be undertaken on a stage by stage basis.

10. Policy and Performance Agenda Implications

Any proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, and the Council's associated Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

During the last three years there have been 34 Personal Injury Accidents, resulting in 55 casualties, two of which were fatal, between Todwick Crossroads and the Nottinghamshire Boundary. As a result a scheme has been proposed to introduce a number of alterations along this stretch of road to improve the safety of road users.

The scheme will be designed to take account of the proposed improvement works between Junction 31 of the M1 and Todwick Crossroads.

Consultations will be carried out with the Police, Fire, Ambulance, Local Ward Members, Parish Council, Passenger Transport Executive, Chamber of Trade, Freight Transport Association, Scope and local residents, when approval is given to proceed with the scheme.

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| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
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|-----------|------------------------|---|
| 1. | Meeting: | Economic and Development Services |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | Broom Lane Local Safety Scheme Ward 2 – Boston Castle, Ward 15 – Sitwell, Ward 17 Valley |
| 4. | Programme Area: | Economic and Development Services |

5. Summary

To report the results of recent speed surveys on Broom Lane and to recommend that a traffic calming scheme be installed.

6. Recommendations

Detailed design be carried out and the scheme be implemented.

Ward Members and residents be informed of the proposed works.

The scheme be funded from the LTP Integrated Transport Programme for 2004/2005.

7. Proposals and Details

The Broom Lane Local Safety Scheme has been the subject of two previous reports on 20 January 2003, minute 318 refers and on 9 June 2004, minute 397 refers. Ward Members were consulted on a traffic calming scheme for the whole of Broom Lane and objections were not acceded to at the 9 June 2004 meeting.

The speed limit on Broom Lane was reduced to 30mph in August 2004. One automated speed survey and four spot speed surveys were undertaken in November 2004 to see what effect this reduction in speed limit had on speed.

The results of the automated speed survey, which was taken to the east of Grange Road, shows that speed hadn't reduced to a level appropriate for a 30mph limit in this location. Spot speed surveys were done close to Ledsham Road, Barrowby Road and two at Grange Road to see if this was true for the whole of Broom Lane. The spot surveys at Grange Road agreed with the result of the automated speed survey. The spot surveys near to Ledsham Road and Barrowby Road show that speed is appropriate for a 30mph speed limit in these locations.

Given the results of the speed surveys we can assume that traffic calming to reduce vehicle speed is only required in the area adjacent to the proposed zebra crossing. Therefore it is proposed to construct a zebra crossing on a flat top road hump and to provide one set of cushions on each approach to this crossing as shown on the drawing attached as Appendix A.

This scheme has the advantage of only traffic calming the stretch of Broom Lane where speeds are inappropriate to a 30mph speed limit

8. Finance

The scheme is expected to cost £20,000. Funding is available from the South Yorkshire Local Transport Plan for 2004/05.

9. Risks and Uncertainties

The estimated cost is subject to the need to divert Statutory Undertakers apparatus; this is expected to be minimal.

10. Policy and Performance Agenda Implications

The proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

A copy of drawing number 129/B6410.1/TC/B/01 is attached as Appendix A.

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| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
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| 1. | Meeting: | Economic and Development Services |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | Provision of Pedestrian Crossing Improvement Scheme, Barbers Avenue Rawmarsh; Ward 10 |
| 4. | Programme Area: | Economic and Development Services |

5. Summary

Over the last three years there have been a number of requests for pedestrian crossing facilities on Barbers Avenue. Investigation of the injury accident database shows that there also have been 6 injury accidents on Barbers Avenue within the last three years 5 of which have involved pedestrians. This report makes recommendations to improve pedestrian safety.

6. Recommendations

Approval be given for a scheme to improve pedestrian safety on Barbers Avenue and subject to a satisfactory outcome to further investigation and consultation the scheme be implemented.

7. Proposals and Details

Barbers Avenue is a residential area incorporating a number of OAP Bungalows. There is also a childrens play area and Rawmarsh Sports Centre is located on the road. Both the play area and the sports centre result in significant pedestrian movement in this area. Currently there are a number of traffic calming features on Barbers Avenue (consisting of small buildout deflections on each side of the road) which have proved successful in reducing vehicle speeds to around 31mph. These traffic calming measures were installed approximately 9 years ago. However the scheme does not offer any suitable crossing facilities for pedestrians on the length of road adjacent to the play area/leisure centre.

An assessment of the number of pedestrians crossing Barbers Avenue near to Netherfield Lane revealed that the PV2 assessment criteria was not met with regard to providing a formal crossing facility. However, the figure was such that consideration could be given to providing central refuges to assist pedestrians to cross Barbers Avenue. The proposed scheme aims to provide a series of refuges located where the existing buildouts are located. This should provide sufficient crossing locations along Barbers Avenue, whilst ensuring that speeds are commensurate with the posted speed limit.

8. Finance

It is estimated that the works will cost approximately £20,000. Funding is available from the LTP Integrated Transport Plan for next financial year (2005/06).

9. Risks and Uncertainties

Should the proposed improvements not be implemented then pedestrians will continue to have difficulty in crossing Barbers Avenue.

10. Policy and Performance Agenda Implications

Any proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

It is proposed to consult with: South Yorkshire Fire and Rescue Service, South Yorkshire Police, South Yorkshire Passenger Transport Executive, South Yorkshire Ambulance and Paramedic Services, Local Ward Members and local residents, should approval be given to proceed.

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| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
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| 1. | Meeting: | Economic and Development Services |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | Scholes Lane, Scholes Objections to Proposed Speed Limit Alteration; Ward 8 |
| 4. | Programme Area: | Economic and Development Services |

5. Summary

Two letters of objection have been received from residents on Scholes Lane, relating to the proposal to increase the speed limit from 30mph to 40mph see Appendix A. Both objections are based on the assumption that increasing the speed limit will lead to an increase in the actual speeds of vehicles on Scholes Lane, which will consequently increase the potential for a collision. The objectors also feel that as a number of cats have been killed on this section of road the speed limit should not be raised.

6. Recommendations

The objections be not acceded to and the objectors be informed of the decision and that the Traffic regulation Order be made and the scheme implemented.

7. Proposals and Details

Scholes Lane from the A629 through Scholes village is currently subject to a 30mph speed limit. A request was made by the residents of Scholes village to highlight the 30mph speed limit at the entry point into the village. This request was included on the Thorpe Hesley and Scholes Road Safety Concept Plan which received Cabinet Member approval on the 19 January 2004. Minute No 237 refers.

However current legislation does not allow for repeat 30mph signing at the entry point into the village. Scholes Lane from A629 to Scholes village has only a small number of properties adjacent and is semi rural in nature. A speed reading was taken to establish current speeds along this section of road. The result showed an 85%ile speed of 41mph. It was therefore proposed to increase the speed limit along the semi rural section of road from 30mph to 40mph. This would then give an opportunity to create a village gateway at the entry point into Scholes Village using 30mph signage.

The proposed speed limit amendments are in line with the Councils Speed Management Strategy.

The first objector has based their objection on the grounds of :-

- **The footpath switches from the left to the right side of the lane outside their house which is considered dangerous.**
The proposed increase in the speed limit would not affect the speed of vehicles in the vicinity of the objector's home.
- **During our time here four cars have failed to negotiate the bend.**
As part of the scheme it is proposed to provide improved signing and lining for the bend. However, our records show no injury accidents at this location.
- **The lamppost outside our house has been knocked down twice, once narrowly avoiding structural damage.**
We are aiming to improve the signing of the bend.
- **During our time seven cats have been killed on a 2metre stretch of the lane outside our house.**
Unfortunately animals are knocked down on all roads as they are easily startled.
- **The footpath along Scholes Lane is too narrow.**
Semi rural roads of this nature often do not have any footways at all and may have also be subject to a derestricted speed limit. This does not necessarily result in accident problems arising.
- **When the hedge is uncut, the footpath is unusable.**
Whilst this does not specifically relate to the speed limit amendment, the cutting back of the hedge is maintained on a regular basis.

The second objector has based their objection on the grounds of

- **Scholes Lane is a country lane and is most unsuitable for a 40mph speed limit.**

The proposal is in line with the Council's Speed Management Strategy. Current speed measurements have been taken which show 85%ile speed of 41mph. Therefore actual driving speeds are in line with the proposed 40mph limit.

- **Scholes Lane is extensively used by walkers, horse riders and cyclists who would be endangered by an increase in the speed limit.**

An increase in the speed limit does not mean an increase in the actual speeds of vehicles on the road. It is not envisaged that speeds will increase as part of the amendment.

- **We have suffered the death of 2 pet cats who have been runover on a blind bend, I fear an increase in the speed limit would make an accident with a pedestrian or horse rider much more likely**

The bend signing and lining are to be improved as part of the proposal. The speed of vehicles around this bend is not expected to increase as a result of the speed limit amendment.

- **The drive from our house exits onto Scholes Lane just after the blind bend and it is often difficult to get onto Scholes Lane with the current speed limit. Increasing the speed limit will make the likelihood of an accident much greater for cars turning onto Scholes Lane.**

Whilst it is the responsibility of drivers exiting a driveway themselves to ensure they do so safely and not in a manner as to endanger other road users, it is felt that the speed of vehicles on Scholes Lane will not increase as a result of the proposed amendment.

8. Finance

It is estimated that the works will cost approximately £3,000 and funding is available from the LTP Integrated Transport Plan for this financial year (2004/05).

9. Risks and Uncertainties

Implementation of the scheme is subject to securing the required Traffic Regulation Order. Failure to secure the T.R.O will mean that the 40mph speed limit will not be implemented and consequently the entry features proposed for Scholes Village can not be implemented.

10. Policy and Performance Agenda Implications

Any proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan and the Council's associated Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

Minute No 237 of the meeting of the Cabinet Member held on 19 January 2004.
No objections have been received from the Emergency Services.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

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|----|------------------------|---|
| 1. | Meeting: | Economic and Development Services - Delegated Powers |
| 2. | Date: | 8th December 2004 |
| 3. | Title: | Appointment of Traffic Manager under the Traffic Management Act 2004 |
| 4. | Programme Area: | Economic and Development Services |

5. Summary

It is a duty under the Traffic Management Act 2004 for the Council as a Local Traffic Authority to nominate a Traffic Manager. For a number of reasons it is considered that the responsibilities should rest with the Head of Streetpride.

6. Recommendations

Cabinet Member is asked to:

(a) note the report, and

(b) authorise the Head of Streetpride to act as Traffic Manager for the Council under the requirements of the Traffic Management Act 2004.

7. Proposals and Details

The Traffic Management Act received Royal Assent on 22 July 2004. Members may recall the report to 20 September 2004 meeting which dealt amongst other things with the six key provisions in the Act:

- The introduction of Highways Agency Traffic Officers to help traffic management and management of incidents on motorways.
- Local road network management - the placing of a duty on local authorities, as far as may be reasonably practicable, to secure the expeditious movement of traffic on its road network and the networks of others and to appoint a Traffic Manager.
- Introducing permit schemes for highway street works and other activities.
- Greater control of street works.
- Extensions to provisions for the civil enforcement of traffic offences - additional moving and other traffic offences are now included in the decriminalised parking enforcement regime.
- The designation of strategic roads in London.

Much of the Act has no immediate impact on the Council. However, the Secretary of State has now issued guidance on the Network Management Duty (NMD) in section 2 of the Act. A part of this guidance now requires prompt action.

The duty and guidance requires all local authorities to appoint a Traffic Manager as soon as possible to help:

- (a) Secure the expeditious movement of traffic on the authority's road network, and
- (b) Facilitate the expeditious movement of traffic on road networks for which another authority is traffic authority.

The main duties include:

- Identifying current and future causes of congestion and disruption
- Determining specific policies and objectives for roads in their area to manage congestion and embed these within the Local Transport Plan process.
- Monitoring the effectiveness of their arrangements.

If local authorities fail to meet their NMD, the Act gives the Secretary of State powers to intervene and impose improvement plans and, as a last resort, appoint a Traffic Director to take over the NMD from the local authority.

The DfT have indicated that Traffic Managers should be appointed before 2005. The manager should have influence over the Council's LTP policies to enable requirements of the NMD to be fulfilled.

It is for the Council, as a Local Traffic Authority, to decide the level of seniority of the post, whether it is 'stand alone' or is combined with other duties, whether or not it could be fulfilled by an existing employee and what resources the Traffic Manager will require. Network management should complement other policies and actions

and therefore it is vital to embed desired outcomes and appropriate policies and plans under the network management duty within Local Transport plans in order to achieve a coherent approach.

The existing duties as Highway Authority, Street Authority and Traffic Authority are all carried out within Streetpride. Policy issues relating to LTP are currently dealt with by the Transportation Unit within Planning and Transportation, who also plan, manage and monitor the LTP. Actual implementation of the schemes relating to the LTP is currently carried out in Streetpride.

Part 2 of the act recognises the important roles played by all modes of travel, and their differing but significant impacts on delays. One of the key roles of the authority through the Traffic Manager, will be to "*Secure the expeditious movement of traffic on the authority's road network*". The movement of "traffic" would include pedestrians, cycles, freight, bus, light rail and so on. There is clearly a role for the Transportation Unit to play in formulating highway specific strategies etc. However Streetpride currently has the "cornerstone" roles the Act requires and currently carries out the role of co-ordinator (in terms of roads and streetworks).

Part 3 of the Act outlines "permit schemes" which will require a formal permit to be issued for any operation carried out on the highway which can or could have an effect on the aims to the traffic management bill, to "*secure the expeditious.....*". In Streetpride we already issue permits for skips/scaffolds/private apparatus/planting etc under current legislation (powers enhanced under part 5 – see below). The permit system, if adopted, would be seen as a natural progression of the existing system, taken to the next level.

Part 4 of the Act seeks to tighten "loopholes" in the existing New Roads and Street works Act 1991, a role already undertaken by Streetpride. The powers include the issue of fixed penalty notices for certain offences which are seen as significant, in terms of delays (i.e. carrying out works without prior formal notice).

Part 5 gives additional powers to issue fixed penalty notices for certain offences under the Highways Act 1980. These include FPN's where the regulations relating to skips/scaffolds/depositing materials etc have been compromised. This would be an additional duty attached to an existing role, but it would strengthen the role, regularise the use of highway space and provide key data in the co-ordination role.

Part 6 deals with Decriminalised Parking. The Council is well advanced with the implementation of DPE (expected July 2005). The new parking attendants, who will deal with traffic offences including yellow lines, will be part of Streetpride.

Because of the clear synergy between the existing duties being carried out in Streetpride and the operational areas potentially by the Network Management Duties, it is felt that the post of Traffic Manager should lie with the Head of Streetpride. However there should regular liaison with regard to the policies and likely future changes managed by the Planning and Transportation Service.

8. Finance

There are no immediate financial implications as a consequence of appointing a Traffic Manager. The duties and requirements of the post and the Act may present funding and budgetary issues as matters progress.

9. Risks and Uncertainties

None directly, although it remains to be seen how the effectiveness of the appointment will be measured bearing in mind the countywide nature of the LTP and the "*so far as may be reasonably practical having regard to their other policies and objectives*" caveat attached to the Network Management duties.

10. Policy and Performance Agenda Implications

The Council's and South Yorkshire's transport policies will need to be reviewed and updated. The appointment, and demonstrating effectiveness and added value, will be a crucial element of the CPA/RPA processes.

11. Background Papers and Consultation

Traffic Management Act 2004

Report to Cabinet Member for E&DS 2 February 2004: Traffic Management Bill 2003

Report to Cabinet Member for E&DS 20 September 2004: Traffic Management Act 2004: Network Management Duty

This report has been prepared in conjunction with colleagues in Streetpride.

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| ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS |
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|-----------|------------------------|--|
| 1. | Meeting: | Economic and Development Services Matters |
| 2. | Date: | 20 December 2004 |
| 3. | Title: | Highway works Hellaby A631/ M18 Junction 1 – Ward Nos. 5 and 20. |
| 4. | Programme Area: | Economic and Development Services |

5. Summary

To report the amendments to the highway improvement scheme being implemented by the Highways Agency and seek authorisation to convert the footway adjacent to the westbound carriageway to a shared use cycle/footway.

6. Recommendations

It be resolved that:

- (i) **The amendments to the scheme be noted.**
- (ii) **Authorisation be given to the Head of Streetpride to exercise his delegated powers for the footway conversions, subject to the implementation of a raised bridge parapet in accordance with the recommendations of the JMP Consulting interim safety audit.**

7. Proposals and Details

In accordance with the requirements of the Planning Permission ref. R97/1523P in respect of off site highway works required at junction 1 of the M18, Rotherham Borough Council has entered into an agreement under Section 4 of the Highways Act 1980 to permit the Highways Agency to act as Highway Authority for the Council to undertake the required highway improvement works on both the northbound exit slip road and the circulatory carriageway of the roundabout.

There have been several amendments to the proposed scheme that have evolved during the design process which should be brought to the attention of Members.

- a) The northbound motorway off-slip has been widened to three lanes in order to achieve additional capacity. It was intended that the existing traffic signals which operate at peak periods only and operate when the traffic queues on the motorway off-slip could reach back to the motorway itself, remain part time. This would mean that traffic on the Rotherham to Maltby QBC suffers the minimum of delay. However, the designers deemed that because of the additional crossing width for pedestrians it would be beneficial to control the signals for pedestrians by means of a "green man" facility. This now requires the signals to be operational full time. Consequently, there will be induced delays for buses travelling on the QBC in the westbound direction. The Highways Agency has advised the Council that the delays in the off-peak could add between 0 and 25 seconds to bus journey times, and delays will be similar to those existing during the peak periods. Any delays will be somewhat off set by the increase in capacity of the circulatory carriageway from two lanes to three narrow lanes over the southern motorway overbridge.
- b) The three narrow lanes have however raised issues in an independent Interim Safety Audit carried out by JMP Consulting. The ability of vehicles to remain in lane whilst travelling at speed had been questioned by First Group and the Council. Modelling has been undertaken by the designers and the Council with differing results depending on the features utilised within the modelling packages. It has therefore been agreed to open up the junction and monitor the situation bearing in mind a Stage 3 safety Audit will need to be undertaken once the scheme is completed. Concern has also been raised in the interim safety audit in respect of the facilities provided for the safety of cyclists travelling westbound across the junction. The agreed approach to resolve this issue is to convert the footway adjacent to the westbound carriageway of the A631 to shared cycle/pedestrian use, from Cumwell Lane across the roundabout to a point on Bawtry Road adjacent to the Sir Jack Public House where the cyclists would rejoin the carriageway. However, the bridge parapet will need to be raised to 1.4m to safely accommodate the cyclists sharing the footway. The Highways Agency is currently programming this work and it is anticipated this will be completed in January 2005.

8. Finance

The works are being undertaken by the Highways Agency and therefore there are no financial implications to consider.

9. Risks and Uncertainties

Until the bridge parapet is raised and the footway converted to shared use, cyclists will be required to travel westbound across the junction utilising the narrow circulatory lanes on the roundabout.

10. Policy and Performance Agenda Implications

There are good reasons in this instance to provide off carriageway cycling facilities due to the limited width of carriageway available on the motorway overbridge.

11. Background Papers and Consultation

- Agreement under Section 4, Highways Act 1980 between the Highways Agency and Rotherham Borough Council
- Planning Permission ref. R97/1523P
- JMP Consulting Interim Safety Audit October 04

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Progress of the Regional Spatial Strategy [RSS].
Note for the information of the Economic and Development
Services Cabinet Member Meeting.

- The meeting of the Yorks and Humber Regional Planning and Infrastructure Commission Executive on 13/12/04 was attended by the E & DS Cabinet Member on behalf of the S Yorks authorities.
- The Officers of the Regional Assembly [RA] are currently preparing material for a “pre-draft” consultation on the new Regional Spatial Strategy [RSS]. The meeting on 13/12/04 was presented with work undertaken to date and asked for guidance on the how the material should be further developed for consultation. Following the consultation on the RSS Project Plan between July and September 2004, there is to be “pre-draft” consultation between December 2004 and February 2005 prior to the preparation of a draft RSS by the April 2005 target date for consultation and submission to Government.
- The material being prepared for the imminent consultation will include options for a regional spatial strategy, use sub-areas, including S Yorkshire, and include housing and employment land figures for local authorities that will be important influences on Rotherham’s future Local Development Documents. Scenarios have been used [*“Responding to market forces”, “Matching need with opportunity”, and “Managing the environment as a key resource”*] to help make explicit how different spatial patterns of development could be encouraged. The draft RSS will be informed by and will be an important means of testing the growth strategy contained in the Northern Way. It is the intention of the RA to ensure that the RSS is policy led not simply an extrapolation of past trends.
- The detailed illustrative material made available to date has generated many questions from around the region and further officer meetings have been held to allow RA officials to explain their methodology and answer questions. Having regard to the growing influence of the regional level of planning, and the nature of the material under discussion, there is little doubt that the emerging RSS will strongly influence local issues such as the amount and distribution of development and growth to be promoted in this area.
- It is the intention of the RA officials to distribute a core document before Christmas 2004 and topic papers and housing and employment land figures in January 2005. There will be a period, up to 18th February or shortly thereafter, for comment. The consultation material will need to be circulated widely within the authority as soon as it is available with a request for views to be returned as soon as possible.

The Cabinet Member Meeting is asked to note the above, and in view of the relatively short period available for this important consultation, advise on arrangements for ensuring appropriate Member participation in the response.

A L Mitchell. Forward Planning Manager. 16/12/04.

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