

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

Venue:	Town Hall, Moorgate Street, Rotherham.	Date:	Monday, 7 March 2005
		Time:	8.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Report re: Opening of Offers. (copy attached) (Page 1)
 - to note the action of the Cabinet Member.
4. Minerals Guidance (report herewith) (Pages 2 - 9)
Minerals Officer to report.
 - to report changes to Central Government guidance.
5. Dinnington Incubation Centre - Site Acquisition (report herewith) (Pages 10 - 12)
Senior Economic Development Officer to report.
 - to acquire site for the Dinnington Incubation Centre.
6. Draft Planning Circular - Planning for Gypsy and Traveller Sites (report herewith) (Pages 13 - 22)
Nick Ward, Planner, to report.
 - to report requirement to allocate sites in the Local Development Framework.
7. Ravenfield Crossroads - Proposed Vehicle Activated Signs (report herewith) (Pages 23 - 26)
Schemes and Partnerships Manager to report.
 - to report on the proposal to install two vehicle activated signs on Moor Lane North and Moor Lane South.
8. Traffic Flow Assessment - Clifton 2004 (report herewith) (Pages 27 - 35)
Schemes and Partnerships Manager to report.
 - to consider traffic flows around Clifton following concerns from some residents.
9. Proposed pedestrian crossing point - B6066 Whitehill Lane, Brinsworth (report herewith) (Pages 36 - 38)
Schemes and Partnerships Manager to report.

- to report proposal to construct pedestrian crossing point and associated works.
10. Proposed Pedestrian Route - Reservoir Road, Ulley (report herewith) (Pages 39 - 41)
Schemes and Partnerships Manager to report.
 - to report on the provision of marked on carriageway route as part of wheelchair friendly trail.
 11. Grange Lane Improvements - Feasibility Study (report herewith) (Pages 42 - 46)
Transportation Unit Manager to report.
 - to receive and note the feasibility study.
 12. Response to the Coalfields Communities Campaign regarding the Finningley and Rossington Regeneration Route Scheme (report herewith) (Pages 47 - 51)
Transportation Unit Manager and Partnership Officer to report.
 - to offer qualified support for a new road scheme in Doncaster.
 13. Petition - Requesting Relocation of Salt Bin at West Bank Drive, South Anston (herewith) (Pages 52 - 56)
Streetpride Principal Network Engineer to report.
 - to consider bin relocation as requested by residents to reduce problems of nuisance behaviour.
 14. Union Street, Harthill - Proposed Relocation of Bus Stop (report herewith) (Pages 57 - 74)
Schemes and Partnerships Manager to report.
 - to report objections to the proposed relocation of a bus stop.
 15. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under the paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972:-
 16. CERB Funding for Project 1.12 Moorgate Crofts Redevelopment, Alma Road, Rotherham (report herewith) (Pages 75 - 77)
Project Officer and Programmes Officer to report.
 - to request that the CERB approval remains in place.
(Exempt under Paragraph 5 of the Act – information relates to financial assistance provided by the Council)
 17. REACT (report herewith) (Pages 78 - 84)
Economic Strategy Manager to report.
 - to consider Council's future role in the project.
(Exempt under Paragraph 9 of the Act – information relates to potential negotiations regarding the acquisition of assets)

18. Provision of Remote Monitoring System for New Traffic Signal Installations (report herewith) (Pages 85 - 87)
Schemes and Partnerships Manager to report.
 - to request suspension of Standing Order 35(2).(Exempt under Paragraph 8 of the Act – information relates to provision of goods of services)

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

**1. MEETING:- ECONOMIC AND DEVELOPMENT SERVICES ISSUES
(DELEGATED POWERS)**

2. DATE: 7th MARCH, 2005

3. OPENING OF OFFERS

I wish to report the opening of offers by the Cabinet Member, Economic and Development Services, as follows:-

on 14th February, 2005, for the following :-

- Kiveton Park Depot, Hard Lane, Kiveton Park.

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Delegated Powers Meeting
2.	Date:	7th March 2005
3.	Title:	Minerals Guidance
4.	Programme Area:	Economic and Development Service

5. Summary

Consultation by the Office of the Deputy Prime Minister (ODPM) on Minerals Policy Statement 1 and Planning Policy Statement 10.

6. Recommendations

That the report be noted

Page 1

7. Proposals and Details

Introduction

The Government's Green paper "Planning Delivering a fundamental Change" published in December 2001 set out wide ranging policies for reform of the planning system. Part of this proposed that all national planning policy should be revised and re-presented separating policy from ancillary advice.

In November and December 2004 two draft policy statements were issued by the ODPM, Minerals Policy Statement 1 (MPS1) "Planning and Minerals" and Associated Good Practice Guidance and Planning Policy Statement 10 (PPS10) "Planning for Sustainable Waste Management". This report provides a summary of the policy statements and highlights the implications for the Authority.

MPS1 – Planning and Minerals

It is proposed that the existing series of 14 Mineral Planning Guidance notes will be replaced by 3 Minerals Policy Statements - supplemented by annexes on specific topics.

The first of these policy statements was published in draft form in November 2004, MPS1 sets out the government's key policies and principles for minerals planning in England and provides a framework for more detailed policy on specific issues to be covered in future revisions to existing Mineral Planning Guidance.

The key policies of MPS1 stress:

- The need to maintain sufficient supply to meet the anticipated need for minerals consistent with environmental acceptability
- The need to protect designated areas of national and international importance
- The need to encourage efficient use of extracted minerals and the use of substitute or recycled materials in place of primary minerals wherever practicable
- The need to ensure that where extraction does take place, restoration and aftercare of sites are of a high quality

The good practice guidance gives advice on how the policies of MPS1 might be implemented.

Implications for the Mineral Planning Authority

Regional Planning Bodies have responsibility for preparing Regional Spatial Strategies (which replace Regional Planning Guidance) to set out sub regional objectives and policies which must be taken account of in the development of the Local Development Framework (LDF). The LDF should subsequently provide a clear guide to mineral operators and the public about locations where minerals development may take place with detailed development control policies to cover all aspects of environmental and resource protection.

- Identify areas for future working
 - facilitate a supply of minerals which can be worked economically to meet the anticipated need over the period of the plan
- Safeguard mineral resources by restricting development near sites which might constrain their future use
- Set out criteria for permitting applications outside allocated areas

- All LDF policies must comply with the SEA directive (strategic environmental assessment). Criteria, against which all minerals applications must be considered, should be set out to ensure any development would not have an unacceptably adverse impact on the environment.
- Protect heritage and countryside (from European Special Protection areas through to local sites of biodiversity interest)
- Ensure high standards of working and restoration
- Promote the use of waste materials as substitutes for primary minerals

The policy recognises the importance of an adequate supply of minerals but highlights the potential conflicts with impacts on environment. The policy outcome of this potential conflict is that the Mineral Planning Authority (MPA) must provide a framework for meeting the need for minerals whilst achieving the best balance with social, environmental and economic considerations. In order to achieve this it is necessary to carry out surveys and have regard to the best information on mineral resources. In addition to the provision of primary minerals, investigations into suitable alternative is now a major priority as there is a requirement for minerals to contribute to the achievement of sustainable development (s39 Planning and Compulsory Purchase Act 2004).

The new guidance therefore acts as a framework updating and bringing together policy and guidance relating to general minerals development and the obligations of the MPA.

PPS10 - Planning for sustainable waste management

The Governments national waste strategy emphasises reducing growth in waste and moving away from landfill to more environmentally acceptable ways of management which require new investment in waste plant, much of this investment has to pass through the planning system.

Revisions to the existing PPG 10 are considered necessary in order that new facilities for waste management are planned and delivered in the most sustainable way. The key objective of the new policy statement is to reduce the impact of waste. The “waste hierarchy” is a framework which sets out the best options for waste beginning with reduction of the generation of waste, the re-use of materials and value from waste (composting, energy recovery etc) with landfill as the final option. The main focus of this objective is to plan for the management of waste and the provision of various facilities through the regional planning body and local authority to ensure self sufficiency in terms of the waste generated.

This is to be achieved by:

- Regional planning bodies preparing Regional Spatial Strategies (RSS) which aim to provide sufficient opportunities to meet the identified needs of their area. The LDF should then reflect the Local Authority’s contribution to delivering that strategy (apportionment).
- Waste management considered alongside other spatial planning concerns (including municipal waste management strategy)
- Clear policy objectives based on accurate data and analysis
- Annual monitoring on the capacity of waste management facilities

Implications for the Waste Planning Authority:

Policy Development

- Policies and proposals of the LDF should ensure adequate provision of facilities in appropriate locations
- Suitable sites should be identified in development plan documents
- Sufficient sites to meet the capacity requirements of the authority (identified in the RSS) for at least five years
- Criteria to assess site which have not been identified in the plan

Determining Planning Applications

- Primary objective should be to implement the planning strategy in the development plan
- Effect of non waste related development on allocated sites
- Site waste management plans should accompany all applications
- Impact on environment and amenity
- Consult with the relevant health authority regarding health implications
- Ensure good design

Consultation of the draft document has been set out in the form of a sequence of questions. The questions and the consultation response to be provided is attached at Appendix A.

8. Finance

The consultation process carried out by the ODPM has no financial implications for the Authority. The implications of compliance with future Government policy statements issued would only impact on the development of LDF policy.

9. Risks and Uncertainties

Amendments to the Minerals policy provides a more sustainable approach which ensures an adequate supply of minerals but balances this against protection of the environment.

Revisions to the existing PPG 10 are considered necessary in order that new facilities for waste management are planned and delivered in the most sustainable way to reduce the impact of waste.

The new Policy Statements would form better up to date policies, which the Local Planning Authority must take account of when developing LDF policies, and would ensure better co-ordination with other strategies guiding Minerals and Waste e.g. Regional Spatial Strategy and Waste Management Strategy.

10. Policy and Performance Agenda Implications

Policies to be developed for both the Minerals and Waste Documents within the Local Development Framework must be developed in line with National Policy and with the Regional Spatial Strategy.

11. Background Papers and Consultation

PPS10 – Office of the Deputy Prime Minister – December 2004
MPS 1 – Office of the Deputy Prime Minister – November 2004

Available at www.planning.odpm.gov.uk

Consultation with Environmental Health Services – Waste Strategy Manager

Contact Name : Bronwen Peace, Minerals and Waste Officer, 3823,
bronwen.peace@rotherham.gov.uk

Consultation Questions
PPS10

Q1. We consider positive planning has an important role in delivering sustainable waste management. We will provide practice guidance to help implement the planning policy for sustainable waste management set out in the draft PPS10. Read together, will the new policy and proposed practice guidance secure planning strategies that deliver sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time?

1. Yes – positive planning has an important role
Further clarification is needed in order to ensure effective planning strategies are developed particularly with regard to availability of data, apportionment and provision of facilities. The requirements of SEA should also be investigated further due to the problems previously encountered with BPEO.

Q2. The new PPS10 sets out a 'plan-led' approach to planning for sustainable waste management to deliver the objectives set out in paragraph 3. Planning strategies will be subject to sustainability appraisal and set within the expectation of community engagement set out in PPS1. This will replace the process previously subsumed in BPEO. Do you agree with this change?

2. Reservations
The plan led approach is supported in light of the public's involvement in the process. However the role of SEA at the planning strategy level needs to be carefully investigated for its value when dealing with individual planning applications. Provision of detailed advice will be required as sustainability appraisal seems equally as complicated as undertaking BPEO.

Q3. The new PPS10 expects regional planning bodies to prepare regional spatial strategies which provide sufficient opportunities to meet the identified needs of their area for waste management. In turn, waste planning authorities are expected to prepare local development documents that reflect their contribution to delivering the regional spatial strategy. This replaces the free-standing principle of regional self sufficiency set out in PPG10. Do you agree with this change?

3. Yes

Q4. It is proposed that regional and local planning strategies for sustainable waste management should be considered alongside other spatial planning concerns and integrate effectively with other strategies including municipal waste management strategies. Do you agree?

4. Yes
Better integration of waste into other plans and policies is essential

Q5. It is proposed that regional planning bodies should prepare a planning strategy for waste management that looks forward for a fifteen to twenty year period. This would be a key component of the regional spatial strategy, be formulated in conjunction with other spatial concerns and sit within the regional spatial strategy when issued in its final form by the Secretary of State.

Appendix A

Consultation Questions
PPS10

Q5a. Do you agree that this strategy should include a distribution of waste tonnage requiring management by waste planning authority area for the waste sectors identified?

5a. Yes
However it is not clear how this would be implemented and whether the waste tonnages would include all waste streams.

Q5b. Do you agree that this strategy should include, where necessary, a pattern of waste facilities of national, regional or sub-regional significance?

5b. Yes

Q6. We propose that waste planning authorities should identify in development plan documents suitable sites and locations for new waste management capacity.

Q6a. Do you agree that sufficient available and suitable sites should be shown on the proposals map to accommodate the additional facilities necessary to provide capacity for at least five years of the annual rate of waste to be managed required by the regional spatial strategy?

6.a Yes
Suitable site should be shown on the proposals map – criteria could be established in the practice guidance to ensure consistency between Authority's.

Q6b. Do you agree that overall, through a combination of identified sites and areas suitable for additional waste management facilities, waste planning authorities should be able to demonstrate how capacity for at least ten years of the annual rate set out in the regional spatial strategy would be provided?

6b. Yes
Although objections to waste management sites are commonplace and therefore apportionment should be based on data which is as accurate as possible to ensure the correct number of specific sites and suitable areas are allocated.

Q7. We propose that in identifying sites and locations for new waste management capacity in development plan documents, waste planning authorities should adopt the search sequence set out in paragraph 21.

7. Reservations
The search sequence is acceptable however how is the "capacity of urban and rural areas to accommodate waste management facilities" to be calculated? Are waste management facilities to be considered as special cases in Green Belts?

Do you agree with the approach described?

Q8. We propose an approach to health considerations in paragraph 27 that is intended to deliver the appropriate contribution from the planning system to the regulatory framework that protects human health. Do you agree with the suggested approach?

8. Yes
Health Authorities should be advised of the requirement for them to provide relevant guidance

Q9. We consider effective monitoring and review is essential to securing sustainable waste management. Do you agree that the expected annual monitoring should include the indicators set out in paragraph 33?

9. Reservations
Monitoring and review can only be effective if appropriate data can be easily collected/readily available. The indicators cover the main topics any monitoring report would need to consider.

Q10. Do you consider the proposed scope of the practice guide (at Section 3) covers all the topics it needs to? If not what is missing, and why?

10. Yes

Appendix A

Consultation Questions
PPS10

- | | |
|--|---------|
| Q11. Does the proposed scope of the practice guide include topics, which don't need to be covered?
If so which, and why? | 11. No |
| Q12. The Partial RIA sets out the likely benefits and costs of PPS10. Do you agree with the assumptions made? If not, it would be helpful to set out why not and any quantifiable evidence available to you on benefits and costs. | 12. Yes |
| Q13. Is the policy set out in PPS10 likely to disadvantage small businesses disproportionately? | 13. N/A |
| Q14. The development of PPS10 is supported by an Environmental Report. The non technical summary is included in this consultation document. Are the right impacts addressed? If not what is missing, and why? | 14. Yes |

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic and Development Services
2.	Date:	7th March 2005
3.	Title:	Dinnington Incubation Centre – site acquisition Dinnington, Anston & Woodsetts, Wales, Holderness, Rother Vale and Maltby wards
4.	Programme Area:	Economic and Development Services

5. Summary

This report is made in respect of a Council-initiated proposal to develop a business incubator at Dinnington to cater for business start ups and early stages of business growth. The specific subject of the report is an opportunity that has arisen to acquire a site for the development from Yorkshire Forward. A further report will be made shortly on development options, funding and taking the project forward.

6. Recommendations

- i That the funding and site disposal to the Council now reported is welcomed in principle and Yorkshire Forward notified accordingly;**
- ii That relevant officers negotiate details and terms with Yorkshire Forward and Renaissance South Yorkshire;**
- iii That, subject to recommendation ii, the site is acquired.**

7. Proposals and Details

The overall proposal is to provide a business incubator and office/workspace within the business park now being developed by Renaissance South Yorkshire at Dinnington. Following consideration at the Delegated Powers meeting of 1st March, 2004, Angle Technology Ltd. was appointed to carry out a detailed study into the feasibility of building and operating such a centre. (The undertaking of such a study had been recommended in the Business Support and Incubation Strategy, 2003.) Angle's work has shown that likely demand justifies the type and amount of development proposed. Delivery options and funding are now under investigation with a view to a report being submitted to members on taking the proposal forward.

In the meantime, Yorkshire Forward, which owns the site, has indicated that funding could be made available to the Council for the purpose of our acquiring it. This is current financial year money, so a quick decision is needed. The funds would be made available through Renaissance South Yorkshire.

8. Finance

The site would be acquired and the funding provided at a market value to be agreed by Yorkshire Forward and the Council. This valuation has yet to be made. The acquisition would in effect be at nil cost to the Council.

9. Risks and Uncertainties

This opportunity has low financial risk to the Council as the purchase would be entirely funded by Yorkshire Forward.

Yorkshire Forward requires a business case to be made for the incubation centre so that it can be confident that the proposal justifies its funding of the acquisition. This is being provided.

The development of an incubator at Dinnington is included within the South Yorkshire Investment Plan for Single Pot funding and as a reserve project under Objective 1¹. However, there is no certainty that any or sufficient external funding will be available to permit the Council to proceed to development. Should the development not proceed and the Council subsequently seek to dispose of the site, the proceeds of any sale would be subject to claw back, for which financial provision would have to be made. Should the Council decide to sell the site to another party to develop the incubation centre - one delivery option under consideration - this would similarly be subject to claw back. In most instances, this would not commit the Council to paying more than it originally received from Yorkshire Forward.

¹ A decision on whether the Dinnington Incubator Centre has been accepted as a reserve project is expected between the date of writing of this report and the date of the meeting. This decision, and the implications for the suggested acquisition, will be reported verbally.

10. Policy and Performance Agenda Implications

The Dinnington Incubator proposal is part of the key action in the Regeneration Plan to stimulate the emergence of new and small businesses in the Borough, itself part of the Council's priority to 'provide an excellent and sustainable environment for businesses' and the wealth priority of the Community Strategy. It will contribute to the Council's sustainability aims by helping local and community-based businesses to set up and grow and by increasing employment opportunities for local people.

11. Background Papers and Consultation

RMBC Business Support and Incubation Strategy (Zernike UK Ltd., 2003)
Dinnington Incubator Feasibility Study (Angle Technology Ltd., 2004)
Objective 1 Reserve Project Review 2005 – Dinnington Incubator submission

Contact Name : David Edmondson, Senior Economic Strategy Officer
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Delegated Powers Meeting
2.	Date:	7th March 2005
3.	Title:	Draft Planning Circular on Planning For Gypsy and Traveller Sites
4.	Programme Area:	Forward Planning

5. Summary

The Office of the Deputy Prime Minister has published a draft planning circular on planning for Gypsy and Traveller sites. The ODPM seeks comments by 25th January.

6. Recommendations

That the contents of the report are noted and

The proposed response to the Consultation Paper is endorsed.

7. Proposals and Details

The Office of the Deputy Prime Minister has published a draft planning circular on planning for Gypsy and Traveller sites. It will require local planning authorities to make provision for sites following a need assessment conducted through the Regional Spatial Strategy and their own Local Housing Needs Assessment. The draft circular can be found on the Internet at: www.odpm.gov.uk.

Background

There is significant evidence of under provision of sites for Gypsies and Travellers. A report by the ODPM Select Committee last month recommended that all local authorities be compelled to provide sites for Gypsies and Travellers. The Committee saw this as the best way to overcome local political resistance to provision for Gypsies and Travellers.

The new circular will replace Planning Circular 1/94 Gypsy Sites and Planning and is, therefore, a response to mounting pressure to improve provision for the Gypsy and Traveller community. The chronic shortfall in the number of officially sanctioned sites is leading to numerous instances of illegal encampments on public land and to unauthorized camps on private land, sometime Gypsy-owned but without planning permission.

Provisions in the Draft Circular

The key changes to the Circular compared to Circular 1/94 are:

- A change to the definition of Gypsy. The new definition recognises that Gypsies may stop travelling, either permanently or temporarily, for health or educational reasons or because of caring responsibilities.
- A requirement that local authorities identify suitable sites for Gypsies and Travellers in their development plan documents. Only exceptionally will it be acceptable to meet needs by specifying criteria for the identification of sites without identifying any specific sites.
- Improved guidance on drafting the criteria in development plans against which applications for sites not allocated in the plan will be judged. The existing Circular said that criteria should be clear and realistic. The new guidance strengthens this advice saying they should be fair reasonable, realistic and effective in delivering sites.
- an explanation of how local housing assessments will assist local authorities to quantify the level of need and how the new planning system and the involvement of Regional Housing Boards will translate that need into allocations in the planning process.

- A section on local authorities' responsibilities under the Race Relations Act.
- The inclusion of advice on how local authorities should seek to engage with Gypsies and Travellers and build trust.

The circular reflects the Planning and Compulsory Purchase Act 2004 and the requirement in the Housing Act 2004 for local authorities to prepare local housing needs assessments (LHA). The housing act requires that the needs of Gypsies and Travellers are assessed as part of local housing needs assessments

The circular lays down key principles of equal treatment in providing for the Gypsy and Traveller community. It alters the definition of Gypsies and Travellers, shifting from being lifestyle based to one that is consistent with the definition of Romany and Gypsies and Irish Travellers as ethnic minority communities under the Race Relations Act.

The circular aims to increase substantially the number of Gypsy and Traveller sites with planning permission and to "recognise protect and facilitate the traditional lifestyle of Gypsies and Travellers". It advocates an approach based on creating opportunities for private sector provision of sites, while not ruling out public provision as well.

The local planning authorities must then make provision for sites in their Local Development Framework (LDF) to ensure that needs identified in the Regional Spatial Strategy (RSS) are met. In assessing need Regional Planning Bodies must take into account local housing needs assessments, as well as the views of Gypsy and Traveller representatives.

Criteria based policies are also required to deal with any need that cannot be foreseen through this process. These must be "fair, reasonable, realistic and effective criteria for suitable locations". Annex C to the circular gives examples of fair and reasonable criteria and of criteria that are unacceptable, this annex can be found in Appendix 1.

Criteria-based policies in LDFs for location of Gypsy and Traveller sites should not impose a blanket ban on establishing sites in green belts. In very exceptional circumstances such inappropriate development may be permitted. The circular is emphatic that these openings are there for exceptional circumstances only.

Otherwise, regular restrictions will apply. However, it also emphasises that sites on outskirts of built areas may be appropriate, and so might rural sites without specific planning restrictions.

Sustainability is still a key consideration in deciding where to provide for Gypsy and Traveller sites; local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors and schools. The promotion of peaceful and integrated co-existence between the site and the local community is also an important consideration.

The circular also states that existing Government advice in PPG3 relating to rural exceptions policies applies to Gypsy and Traveller sites, where there is a need for affordable provision in rural areas.

Local planning authorities are required to handle planning applications fairly, and to be sensitive to the particular needs of Gypsy and Traveller communities, and restrictions they may face in engaging with the conventions of the planning system due to inexperience. To help local authorities engage with Gypsy and Traveller populations, an engagement that is also a requirement for preparing Statements of Community Involvement

Conclusions

This draft circular attempt to address what is undoubtedly a failure of current planning policies to deliver a sufficient number of authorised sites for Gypsies across the Country. The requirement to allocate sites in accordance with identified need addresses the low success rate that applications for sites have experienced where provision has relied on criteria based policies.

In deciding where to provide sites the guidance is clear that areas within or adjacent to existing settlements should be considered first. The Circular does however make it clear that countryside locations, even those not on the urban fringe, may be appropriate. This represents a substantial change to the circular 1/94, which states that sites should not encroach into open countryside.

The Circular's approach to proposals Green Belt, in effect, re-states existing Green Belt Policy in that, as a use inappropriate in the Green Belt, very special circumstances must be demonstrated.

It is in the interests of local authorities to allocate sites through the LDF process in places that are mutually acceptable to all concerned, rather than to deal with proposals on an ad hoc basis. The absence of allocated sites would make it more likely that sites in rural locations, generally regarded as less suitable in planning terms, would have to be granted. The allocation of sites should take place as part of the allocation of housing land in the LDF process.

The consideration of the needs of Gypsies and Travellers in local Housing Needs Assessments is central to the approach, as this feeds into the level of need expressed for each local authority in the RSS.

The need for inclusion of Gypsies and Travellers in Statements of Community Involvement is also key to integrating this guidance into the new system.

Proposed Response

The draft guidance is welcomed as a response to the national under provision, while concern is expressed over possible difficulties in identifying genuine Gypsies and Travellers and the balance between the emphasis on the need to look for sites in urban areas first, with rural areas as a last resort.

The council's proposed full response is attached (Appendix 2).

8. Finance

The advice in the draft revised circular relates to work that is already integral to Development Control and Forward Planning functions and as such should result in no significant financial burden.

9. Risks and Uncertainties

Failure to allocate sites would increase the chance of the relevant Development Plan Document being declared unsound, resulting in the Council being unable to adopt it.

A recent mystery shopping exercise conducted by Sheffield REC indicated hostility towards G&T and lack of adequate service provision by RMBC and other partners. As a consequence the Council may be open to legal challenge by individual and groups of G&T, and/or the CRE.

10. Policy and Performance Agenda Implications

The draft circular has potential implications relating to a number of themes including Equalities and Diversity, Regeneration, Protecting vulnerable people and Health. There are also Human rights implications. The final version of the Circular will have to be taken into account when producing the Local Development Framework and determining planning applications. The LDF process itself will have to conform with article 6 – the right to a fair trial. Individual development control policy will have to ensure that Article 1 of the first protocol and Article 8 rights are not prejudiced.

11. Background Papers and Consultation

Draft Planning Circular on Planning For Gypsy and Traveller Sites – ODPM
December 2004

Contact Name : *Nick Ward, Planner, Forward Planning. Telephone: 01709 823831
e-mail address: nick.ward@ratherham.gov.uk*

Appendix 1

ANNEX C

Good Practice – Criteria

1. The government believes that plan policies and criteria for the establishment of Gypsy and Traveller caravan sites should be fair, reasonable, realistic and effective, and written in a positive manner that offer some certainty that where the criteria (not necessarily all of them) are met planning permission will be granted.

2. Research has shown that the majority of plan policies state that permission 'may be granted' or that the authority 'will take account of' factors. Ambiguous statements of this nature should be avoided as they do not offer certainty. More positive wording might include 'planning permission will be granted.'

3. The list of criteria adopted by a local planning authority should not be over-long as the more criteria there are, and the more restrictive they are, the more opportunities there are for authorities to refuse planning permission. The government wishes to see amore positive approach being taken to making adequate provision for Gypsies and Travellers – particularly by those local planning authorities whose present policies have failed to meet current needs. The process by which criteria are adopted in LDDs will therefore be subject to close scrutiny by Planning Inspectors. The Court of Appeal decision in the Clearwater case (Chichester DC vs FSS and Others(2004) EWCA Civ 1284) demonstrates the significance of not complying with Circular guidance.

4. For all kinds of site, consideration must be given to vehicular access from the public highway, as well as provision for parking, turning and servicing on site, and road safety for occupants and visitors. Landscaping and planting with appropriate trees and shrubs will help sites blend into their surroundings, give structure and privacy, and maintain visual amenity. Enclosing a site with too much hard landscaping or high walls or fences, can give the impression of deliberately isolating the site and its occupants from the rest of the community, and should be avoided.

5. There follows a selection of criteria that are considered fair and reasonable and those which are considered to be unacceptable.

Fair and reasonable criteria

6. In general Gypsy and Traveller sites should not be located on significantly contaminated land, but this does not necessarily rule out all locations near or adjoining motorways, power lines, landfill sites or railways, any more than it does

conventional housing. The site needs to have safe and convenient access to the road network.

7. The government does not consider it appropriate to set a national maximum size for a site, but would suggest that cases should be considered on their merits in context and in relation to the local infrastructure and population size and density.

8. The following list gives examples of criteria that may be seen as positive, fair and reasonable.

‘Private sector provision of sites will be encouraged’

‘Where the application would represent a way of meeting the established need (as identified in the local housing assessment)’

‘They would not be located distant from existing services and community facilities’ or ‘they should be located within reasonable distance of services and community facilities’

‘Residents would have access on the same basis as other local residents to shops, social, educational and health facilities’

‘Within or close to a settlement’

‘Avoids demonstrable harm to the archaeological and historic environment, including wildlife sites and any trees and woodland in the area’

‘Is not at significant risk from flooding, and avoids any material increase in the risk of flooding other properties’

‘Does not have an access point where vehicle movements would cause a significant hazard to other users, eg, onto a bridleway or footpath’

‘The size of the site should be sufficient to allow for the planned number of caravans, separate space for commercial vehicles, play area for children, access roads and space for the safe circulation of vehicles and construction of amenity blocks’

‘Be of a size to allow integration into the local community’

‘There is potential for future improvements in accordance with the needs of Gypsies and Travellers’

‘The proposal provides an acceptable living environment’

'Has provision for parking, turning, service and emergency vehicles and servicing of vehicles'

'Site is capable of accommodating the number of caravans/mobile homes proposed together with any equipment for business activities, and that residential and business uses are separated'

Criteria which are Unacceptable

9. It is not uncommon currently for criteria to be so restrictive and extensive that in practice it is impossible or virtually impossible for an application to comply with them all. The following criteria have been taken from local authority plans and represent the sorts of criteria that are considered generally unacceptable.

'Each unit of accommodation on the site shall have been brought onto the site by the occupier(s) for the time being who shall remove the accommodation from the site when ceasing to use it for residential purposes'

This criterion does not accommodate the nomadic and traditional lifestyle whereby many Gypsies and Travellers have one caravan to live in, and one that is more mobile that they use when travelling.

A requirement that the accommodation is brought onto site by the occupier does not allow provision to be made for other family members who may not themselves, perhaps for reasons of ill-health, physically move their own accommodation onto the site.

'There shall be no more than [x] caravans'

Setting a maximum number as a blanket policy is arbitrary, any maximum should be reached through planning conditions but should be related to circumstances of the specific size and location of the site and the surrounding population size and density.

'The site, either on its own or in conjunction with other sites in the area does not result in over-concentration'

Again this is arbitrary and is not set by reference to local circumstances.

'Applications from Gypsies and Travellers with no local connection will not normally be allowed'

Gypsies and Travellers are by their very nature nomadic and so will not always have local connections. Planning authorities have to determine applications for development from anyone who submits them. This criterion also conflicts with paragraphs 17 and 44/45 of this Circular. As the businesses which Gypsies and Travellers have traditionally engaged decline, the new trades and businesses they take up often necessitate new locations.

'The site does not impact on any area with natural/wildlife interest'

All development by its very nature will have some impact on wildlife. The criteria should be more tightly, but reasonably, defined.

'The site shall not encroach into the countryside'

This is unrealistic. Such policies have been used to thwart site provision.

Appendix 2

Draft Response to the Draft Circular – Planning for Gypsies and Travellers

The draft circular is welcomed as an important step in addressing the under provision of authorised sites.

It is accepted that Gypsies and Travellers should be defined by their ethnicity rather than activity. However this presents practitioners on the ground a difficult task in addressing the sensitive issue of establishing whether the claimed ethnicity of people is genuine. While this issue will usually not be a point of contention, it is foreseeable that on some occasions, it will be. Further advice on this matter would, therefore, be welcome.

RMBC would like to express reservations over the statement in paragraph 38 relating to rural settings, where not subject to special planning constraints apply, being acceptable on principle. Although the draft circular states that sites should be sought in and on the edge of urban areas first, it could be more emphatic in stating that rural locations should be a last resort. In many authorities, particularly those with larger urban areas, allowing sites in rural areas should not be necessary, as land will be available in or adjacent to the built up areas. To grant large numbers of sites in rural areas would seem contrary to the Governments drive for sustainability and would make improving access to services and facilities for Gypsies and Travellers more difficult.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services
2.	Date:	7 March 2005
3.	Title:	Ravenfield – Proposed Vehicle Activated Signs; Ward 14
4.	Programme Area:	EDS

5. Summary

To inform Members of the proposal to install two Vehicle Activated Signs, one on Moor Lane North and the other on Moor Lane South, approaching Ravenfield Crossroads.

6. Recommendations

- i) **it be resolved that the necessary consultations be undertaken regarding the proposals;**
- ii) **authority be given for the detailed design to be carried out and subject to no objections being received for the scheme to be implemented.**

7. Proposals and Details

The scheme will involve the installation of two Vehicle Activated Signs, displaying a 'crossroads ahead' warning triangle with the words 'SLOW DOWN' illuminated below, when a vehicle is detected exceeding the speed limit. In addition to the warning triangle and wording four amber lights will flash in each corner of the sign face to highlight to drivers that they are approaching a hazard and need to slow down.

8. Finance

The scheme is estimated to cost approximately £9,000. Funding is available from the LTP 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.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety and Traffic Management strategies, for improving road safety and managing traffic speeds.

11. Background Papers and Consultation

Members will be aware that a junction alteration scheme was undertaken at Ravenfield Crossroads approximately 3 years ago. This scheme was designed to reduce the number of Personal Injury Accidents that were occurring at the junction, together with improving facilities for pedestrians and cyclists.

Unfortunately, the scheme has not had the desired effect in terms of reducing the number of Personal Injury Accidents taking place at the junction.

To try and reduce vehicle speeds through Ravenfield Crossroads it is proposed to introduce Vehicle Activated Signs on Moor Lane North and South, which it is expected will reduce the number and severity of accidents taking place.

Following a recent speed survey on Moor Lane South it has been recorded that drivers are travelling in excess of the speed limit and it is believed this is a contributory factor in the accidents which have taken place. The speed of vehicles recorded is such that we would be unable to reduce the speed limit of the road to 30mph, at the moment, as requested via the Parish Council, without the need to install significant traffic calming measures.

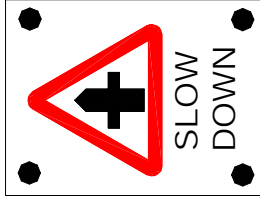
The number of drivers exceeding the speed limit is such that Police Officers are currently undertaking additional speed enforcement in the area.

A petition was submitted by the Parish Council in July last year expressing concern at the number of accidents taking place at the junction and requesting various measures to be introduced to overcome the problem. Minute Number 122 of 19 November 2004, refers.

Consultations will be carried out with the Police, Local Ward Members and the Parish Council when approval is given to proceed with the scheme.

A copy of Drawing Number 129/B6093, is attached showing the proposed location of the signs

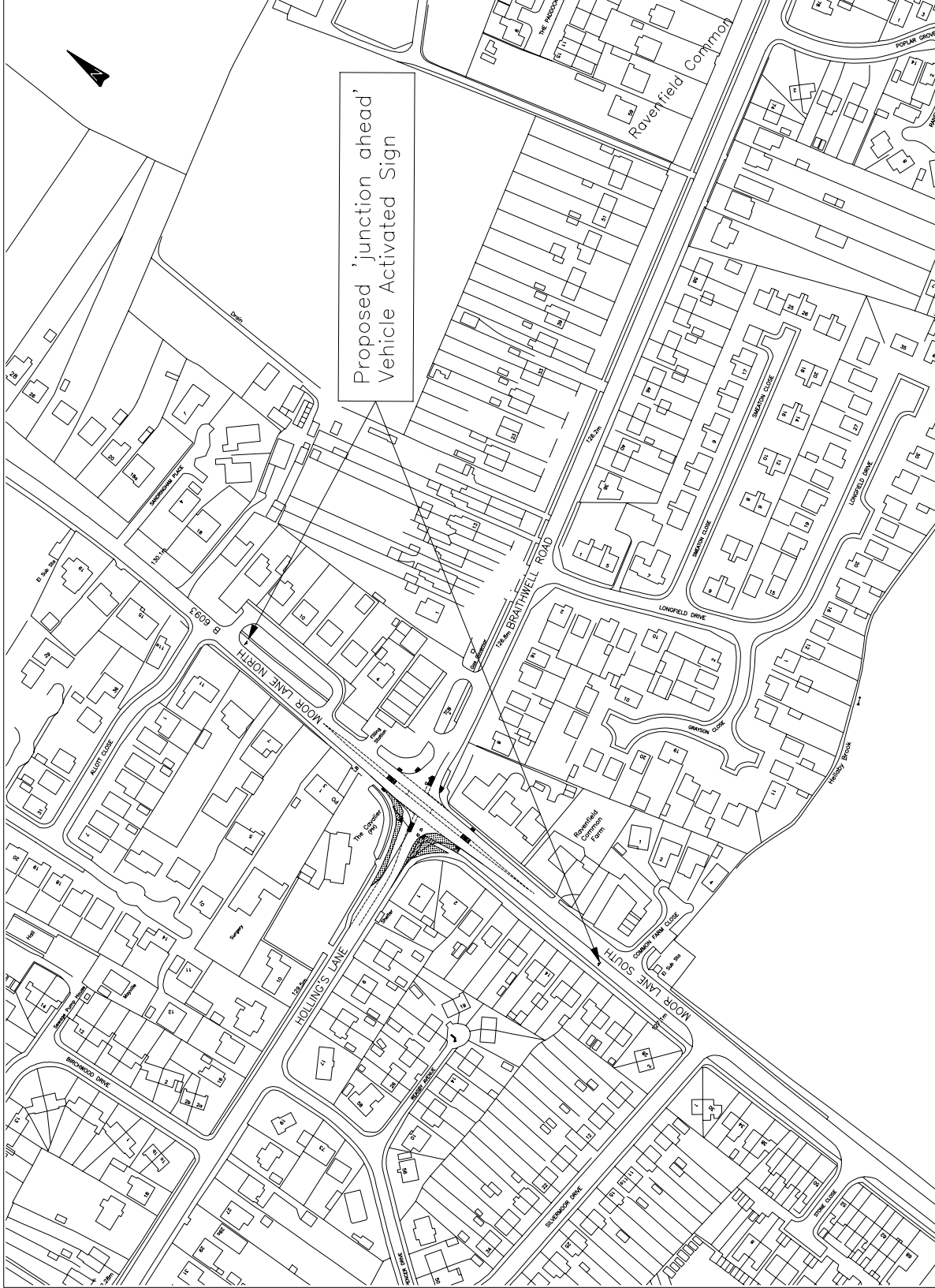
Contact Name : *Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk*



Example of proposed Vehicle Activated Sign

NOTE

Proposed signs will be located on Moor Lane North and Moor Lane South on the approach to Ravenfield Crossroads. Initially it is proposed to set the sign so that it warns drivers exceeding the 40mph speed limit. However, this speed may be altered depending on the success of the sign.



Project: Ravenfield Speed reduction scheme		Client:	
Title: Proposed Vehicle Activated Signs		Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD	
Dwg No. 129/B6093	Rev	Rev.	Chd.
Scales: Not to Scale		Date	Initial
Drawn AL	Date Feb 05	Chd. by SIS	

Rotherham
Metropolitan
Borough Council
Economic & Development Services

Executive Director: Adam Wilkinson
BS: MBA PEng FBEng FCOB FRSA MIMgt

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	7th March 2005
3.	Title:	Traffic flow assessment – Clifton 2004
4.	Programme Area:	Economic & Development Service

5. Summary

The Council has received a petition from residents of Walker Lane, Clifton who have expressed concerns regarding vehicles 'rat-running' on the road. The nearby Wharncliffe Street/ Doncaster Road crossroads was amended in 1999 to encourage a vehicular shift from surrounding roads to use the A6021 Wharncliffe Street. Walker Lane is linked to Wharncliffe Street and St. Ann's Road and thus traffic may be using the road to bypass prohibited turns.

Some residents of Middle Lane have expressed a concern that there has been a significant increase in the volume of traffic using this route following changes to the traffic signals at the Clifton Lane junction.

In order to respond to these concerns regarding the roads and junctions in the Clifton area, several manual traffic surveys were undertaken. These surveys could then be compared to surveys that were carried out in 1999.

6. Recommendations

That it be resolved that:

- i: Walker Lane be closed by Traffic Regulation Order at its junction with Wharncliffe Street**
- ii: Detailed design and implementation of the Walker Lane closure be undertaken in 2005/06.**
- iii: The signalised Doncaster Road/ Warncliffe Street junction remains in its current configuration.**

7. Proposals and Details

- **Report on the traffic flow in the Clifton area of Rotherham, specifically the junctions of:**
- **Walker Lane/Wharncliffe Street & St. Ann's Rd** – To investigate claims of 'rat running' and determination of any appropriate measures to ameliorate the situation.
- **Doncaster Rd/Clifton Lane/Wharncliffe Street Junction** – Assess movement of flows through this junction to determine whether current junction operation is appropriate.
- **Doncaster Rd/St Ann's Rd** – Assessment of traffic flow to determine impact of traffic calming along St. Ann's Rd
- **Doncaster Rd/Middle Lane** – Assessment of traffic turning movements into and out of Middle Lane to determine whether concerns raised about traffic levels are reasonably justified.

The survey results whilst being for individual roads or junctions can be used together to summarise the overall pattern of traffic flow in the area. However, each junction and the perceived problems can only be investigated in isolation. The 2004 survey shows several significant changes in flow pattern since 1999. These traffic surveys while being 'snap shots' of flows on a particular day were carried out during a typical weekday and a neutral month.

Walker Lane – "Rat-running" to avoid prohibited turns. Walker Lane is a narrow road incorporating a number of private accesses and is situated between A6021 Wharncliffe Street and St Ann's Road. Comments expressed by the public regarding Walker Lane include concerns that it is being used as a 'rat-run'. Consultation undertaken in 1999 about traffic levels on Walker Lane concluded that residents did not wish to have Walker lane 'stopped-up', preferring traffic calming which was implemented as part of the extension to the Eastwood 20mph scheme. A traffic survey was carried out in 1999 and so the 2004 survey can be used for comparative purposes.

The morning and evening peaks have not materially changed with only minor fluctuations occurring. However, whilst the vehicle volumes in the peak periods have not changed, traffic using Walker Lane during the rest of the day has; the total vehicle volume for the period surveyed has increased by approximately 61% over 1999 levels. This is a significant increase and one which suggests that the majority of vehicles using Walker Lane are not using it for access purposes but as a through route. *Appendix 1*

It appears that the traffic calming is not sufficient to deter the rat-running. In order to prevent this, the only practical solution would be to close Walker Lane at one of its junctions. The preferred option would be to close Walker Lane at its junction with

Wharnccliffe Street. Preliminary investigations would suggest there is sufficient space to achieve this and provide the necessary turning head. This would eliminate the rat-running problem from Walker Lane.

Doncaster Rd/Clifton Lane/Wharnccliffe St Crossroads – Comparison of traffic flows 1999 & 2004 in order to review junction configuration. *Appendix 2*

A vehicular survey was undertaken in September of 1999 after amendments to the junction configuration. These amendments included banning some turns including the left and right turns from Clifton Lane, to allow provision of signal controlled pedestrian crossing facilities at the junction. Allowing all turning movements would require an all-red stage to facilitate pedestrians crossing, this would have led to congestion at the crossroads. By banning certain turning movements the pedestrian crossings can operate on certain arms whilst some traffic can still move freely through the junction. The removal of the banned turns would restore the conflict between pedestrians and vehicles.

The 1999 survey results led to the conclusion that the increase in traffic on Wharnccliffe Street appeared to be traffic that formerly used St. Ann's Road. The 2004 survey was undertaken to assess whether traffic flow patterns had changed significantly since the amendments to the junction in 1999.

In the 2004 survey there are further increases in flow from Wharnccliffe Street into Clifton Lane and Doncaster Gate. The increase can be attributed in part to the effect of traffic calming on St. Ann's Road, which has benefited from a reduction in flow.

The 2004 survey has shown that the level of reassignment evident in 1999 continues to increase. In the five years since the previous survey traffic flow exiting Wharnccliffe Street has increased by 30%, significantly higher than the expected increase in a five year period. The shift onto a classified 'A' road is beneficial especially as it removes vehicles from the residential area of St Ann's Road. The marked increases in flow into Doncaster Gate from Wharnccliffe Street may be attributed to the conversion of the right turn from a bus only turn into an all vehicle turn. The small increase in left turning traffic from Wharnccliffe Street into Doncaster Road could be due to both reassigned vehicles from St. Ann's Road and a general growth in traffic.

Whilst the junction appears to have experienced increases in traffic volume, there does not appear to be a case for changing the current configuration. The junction operates satisfactorily and is obviously having the desired effect of attracting vehicles from less suitable roads, such as St. Ann's Road.

Doncaster Rd/St Ann's Rd – Assessment of traffic flow compared to 1999 levels. As previously detailed there has been a significant decrease in traffic flow using St. Ann's Road. Whilst there has been a decrease in the volume of traffic moving between St. Ann's Road and Doncaster Road there has been minimal change in the actual volume of traffic travelling on Doncaster Road. Surveys would suggest that the influence of the traffic calming measures is discouraging traffic from using St. Ann's Road.
Appendix 3

Doncaster Rd/Middle Lane - The Council has been made aware of concerns regarding a perceived increase in traffic volume using Middle Lane. This increase is perceived to be a result of the changes made to the Doncaster Road/Wharnccliffe Street junction. A vehicular traffic survey was carried out to assess the movements of Doncaster Road/ Middle Lane junction. There is no prior survey for comparative purposes but the 2004 survey offers a 'snap shot' of the typical movements at the junction. *Appendix 4*

The survey results have shown that there is a distinct pattern at the junction. As would be expected the majority of manoeuvres during morning peak are by vehicles heading towards Rotherham town centre (westbound). In the evening peak this shifts to the majority of vehicle manoeuvres being those heading out of the centre of Rotherham. Without a previous survey for comparative purposes, it is impossible to state whether the traffic volume using the junction has increased. It can be noted though that the 'main' route being used throughout the day is Middle Lane - Doncaster Road(west of the junction), with the majority of vehicles moving between these roads. To give an indication of any increase in traffic volumes the survey on Doncaster Road/ St. Ann's Road junction can be used. This showed that the volume of traffic over the twelve hour period travelling to and from the eastern side of Doncaster Road (in the vicinity of Middle Lane) had not increased significantly. *Appendix 3*

With regard to the perceived increase in traffic flow on Middle Lane a comparison can be made with roads of a similar nature. Middle Lane can be classed as a 'district distributor' in that it not only provides access to residential and commercial areas but is a significant route for traffic travelling through the area. Comparison of the Middle Lane traffic levels with other roads of a similar nature show that flows on Middle Lane are within the range of volumes for similar road types in Rotherham.

8. Finance

The closure of Wharnccliffe Street / Walker Lane junction can be funded from the Local Transport Plan Integrated Transport Capital Programme 2005/06

9. Risks and Uncertainties

The junction closure order follows a legal process and should significant objections be received and upheld the proposal would not be implemented.

10. Policy and Performance Agenda Implications

The South Yorkshire Local Transport Plan (LTP) includes aims and objectives to improve facilities for pedestrians and cyclists ahead of commercial vehicles and the private car, and this is one of the reasons why the Doncaster Road/ Wharnccliffe Street/ Clifton Lane junction improvement scheme was implemented. These

objectives are still valid today and will continue to feature in LTP2 that is currently being prepared.

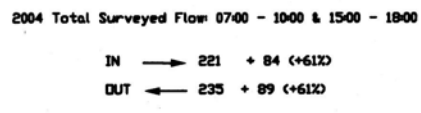
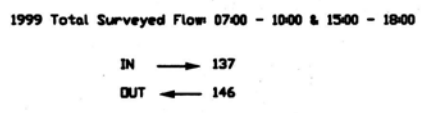
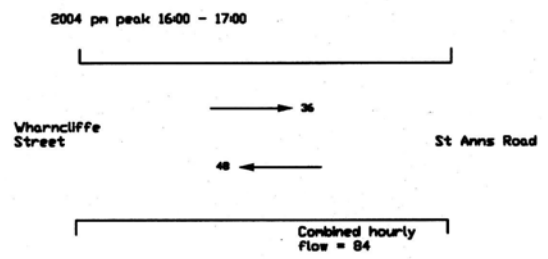
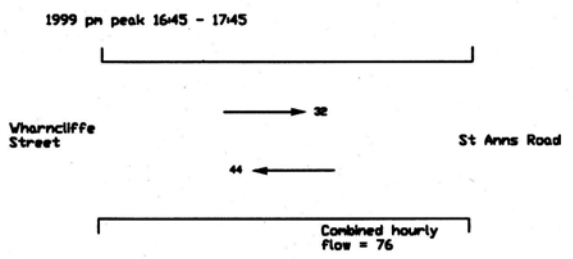
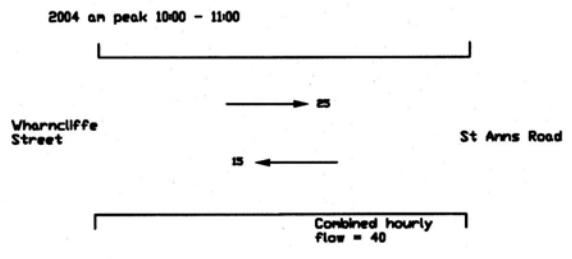
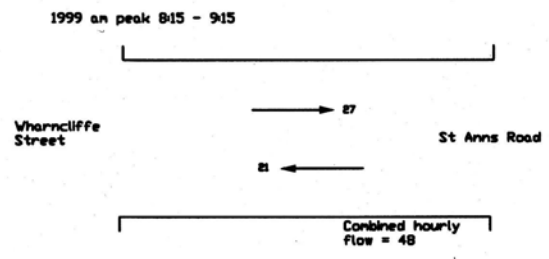
In addition, this scheme does contribute in a small way to the Rotherham Town Centre improvements, planned to better integrate the Park and the Museum into the Town Centre.

In conclusion, the Doncaster Road/ Wharnccliffe Street/ Clifton Lane junction is operating as envisaged when it was completed in 1999 by encouraging the use of more suitable A and B classified roads, providing much needed facilities for pedestrians and cyclists and support the objectives of the LTP and Rotherham Renaissance.

11. Background Papers and Consultation

24th January 2000: Experimental Traffic Management Scheme – A6021 Clifton Lane/Wharnccliffe Street, Doncaster Road and Doncaster Gate Junction, Rotherham

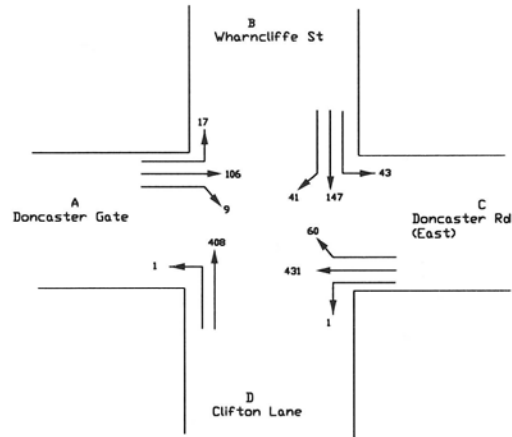
Contact Name : Richard Baker, *Streetpride Technician, ext 2939,*
richard-eds.baker@rotherham.gov.uk



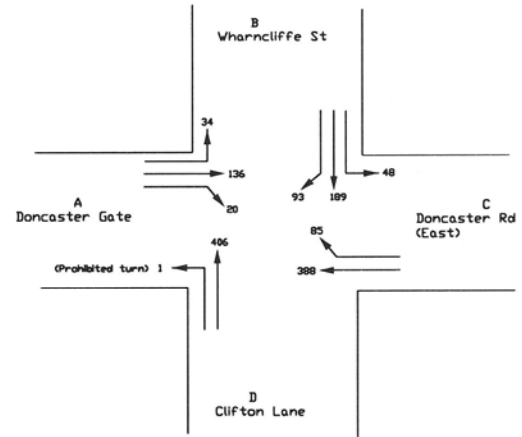


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Economic & Development Services
Spilley House, Rawmarsh Road,
Rotherham S60 1TD

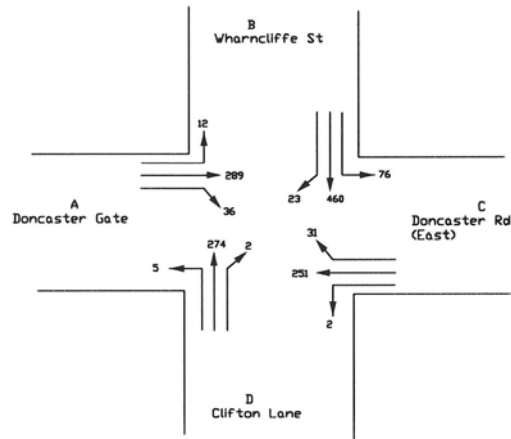
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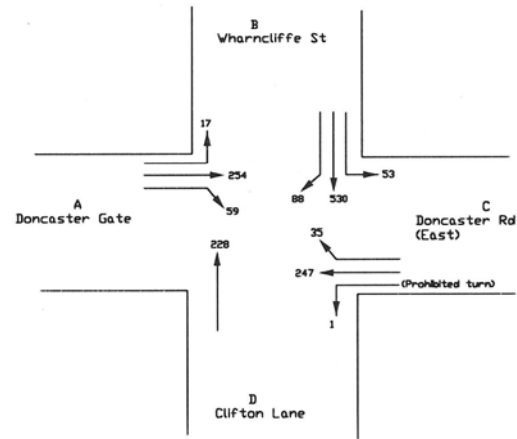
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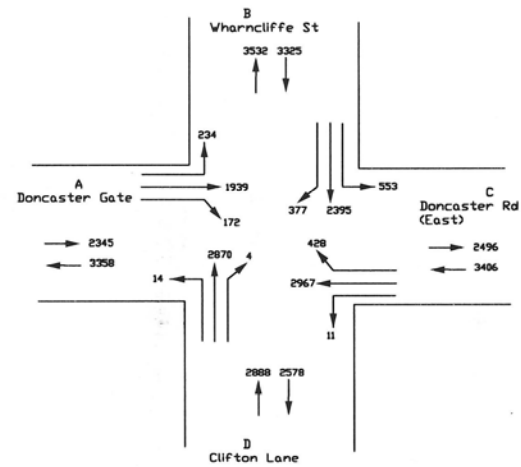
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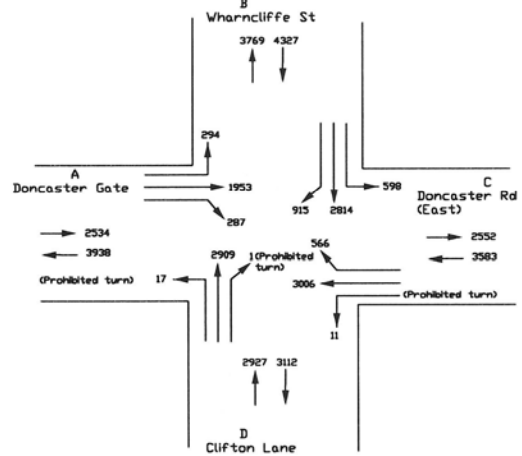
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1999 12hour flows



2004 12hour flows



Title A6021 Wharncliffe Street/ Doncaster Road Crossroads
Manual Traffic Survey Results

Dwg. No. Appendix 2

Scale 1:1000

Drawn RB

Date NOV 04

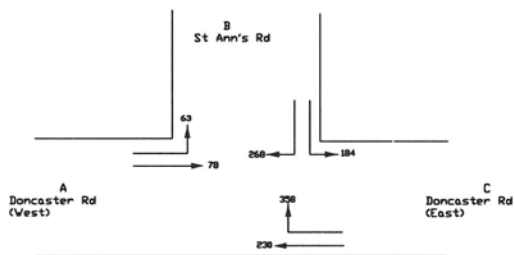
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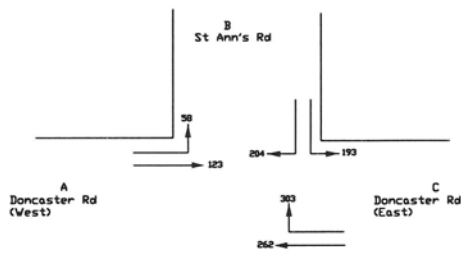
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Doncaster Road/ St Ann's Road

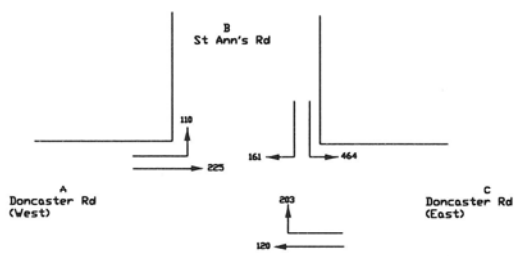
1999 am peak 8:30 - 9:30



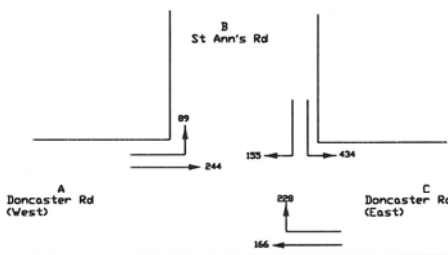
2004 am peak 8:30 - 9:30



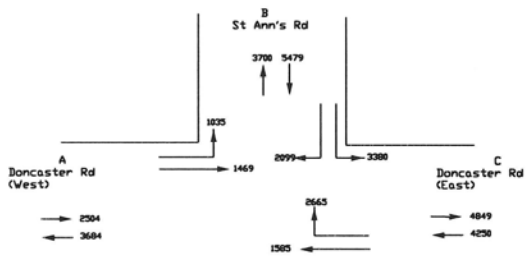
1999 pm peak 16:30 - 17:30



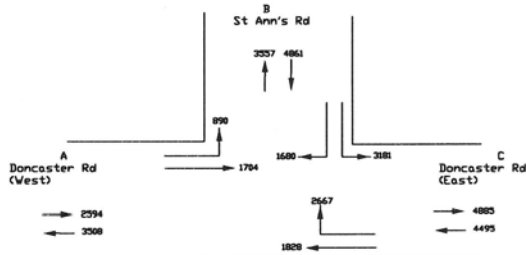
2004 pm peak 16:30 - 17:30



1999 12hour flows



2004 12hour flows



Title Doncaster Road/ St. Anns Road
Manual Traffic Survey Results

Disp. No. Appendix 3

Scale 1:1000

Drawn RB

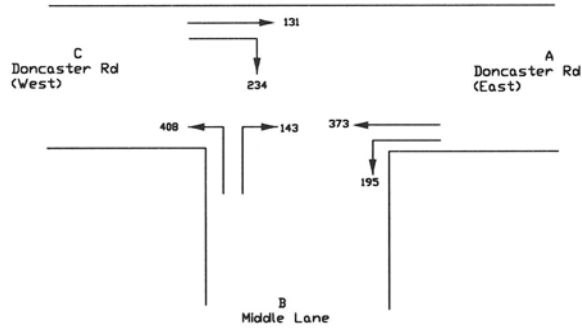
Date NOV 04

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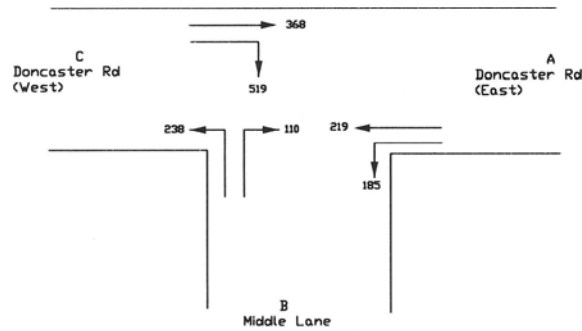


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Rotherham S60 1TD

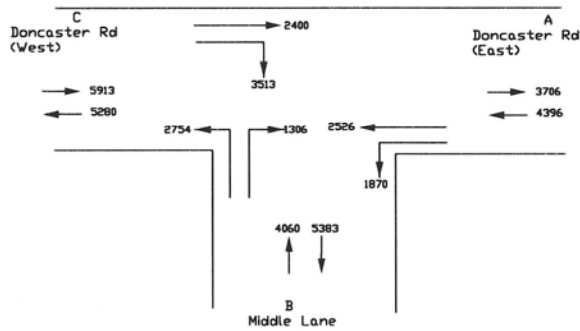
2004 am peak 8:15 - 9:15



2004 pm peak 16:30 - 17:30



2004 12hour flows



Title Doncaster Road/ Middle Lane
Manual Traffic Survey Results

Dwg. No. Appendix 4

Scale (if any)

Drawn RB

Date NOV 04

Chd. by

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	7 March 2005
3.	Title:	Proposed pedestrian crossing point – B6066 Whitehill Lane, Brinsworth. Ward 3 - Catcliffe
4.	Programme Area:	Economic and Development Services

5. Summary

To report the result of an assessment into the provision of a pedestrian crossing point on Whitehill Lane, Brinsworth close to Whitehill Road.

6. Recommendations

The necessary consultations are undertaken regarding the proposal

Detailed design be carried out and subject to no objections being received the scheme is implemented

The scheme be funded from the LTP Integrated Transport Capital Programme for 2005/2006.

7. Proposals and Details

Following a request from Councillors Wright and Littleboy for a pedestrian crossing on Whitehill Lane (close to Whitehill Road) a survey was carried out on 2 December 2004 to establish if such a crossing could be justified. Analysis of the survey shows that some form of pedestrian crossing can be justified.

However given the current parking problems on Brinsworth Lane and Mendip Rise it is felt not to be practical to install a zebra or pelican crossing. Instead it is considered that a road narrowing and kerb build-out is the preferable way to create a crossing point. It would also reduce the distance required by pedestrians to cross the road.

The proposed scheme would involve installing a kerbed build out and sheltered parking area. A loading area would be created in front of the existing shop. A lay by would be provided on Mendip Rise to replace a short section of existing parking that will be lost. The bus lay-by on Brinsworth Lane would be converted to a half width bus lay-by.

8. Finance

The scheme is expected to cost £20,000. Funding is available from the South Yorkshire Local Transport Plan Integrate Transport Capital Programme for 2005/06.

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

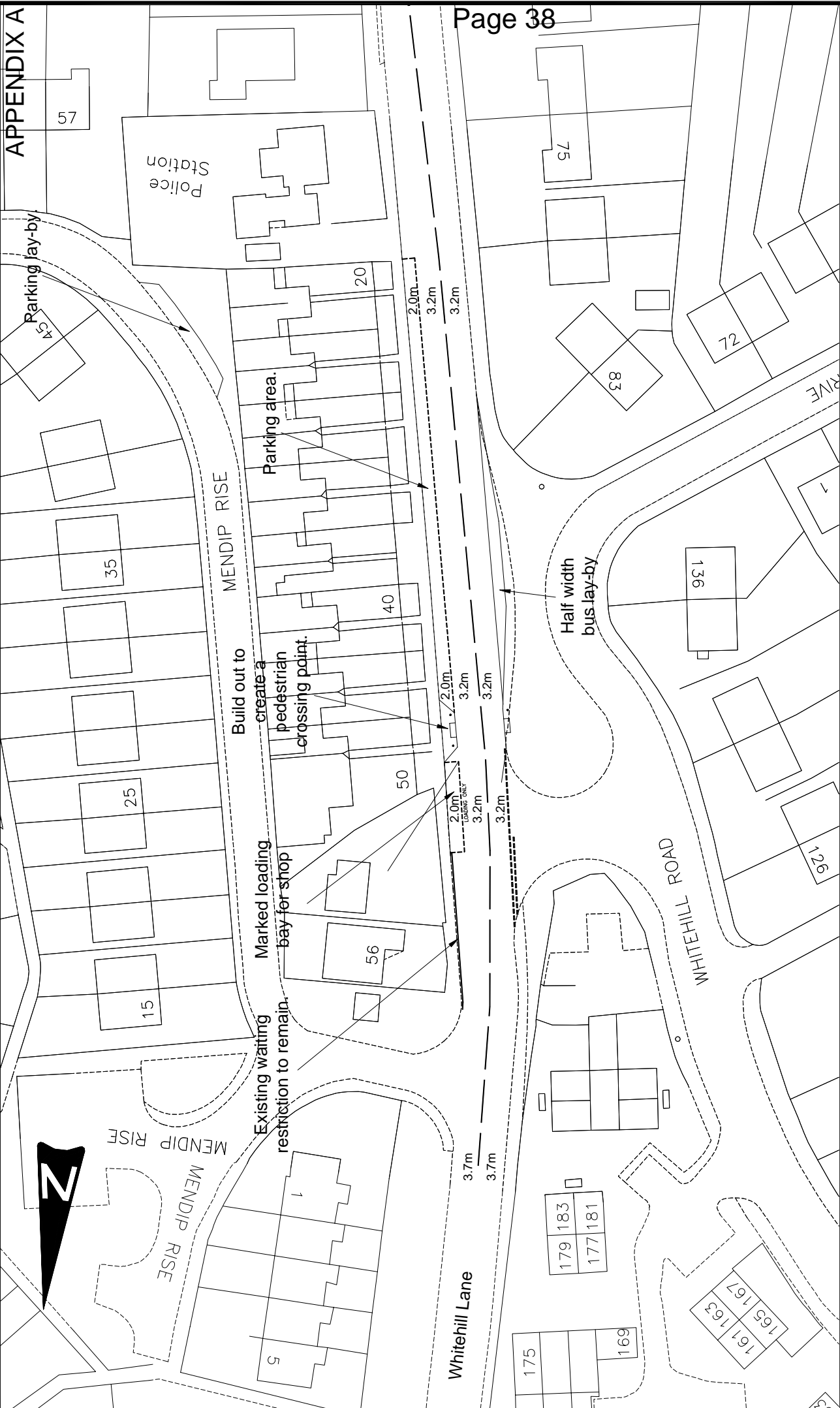
The proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

The proposed scheme was discussed at a meeting between Mayor Wright, Councillors Smith and Littleboy and Andrew Butler, Engineer, Streetpride Traffic Management on 2 February 2005. Should the scheme be approved it is intended to carry out the usual formal consultation with South Yorkshire Police, South Yorkshire Fire and Rescue Service, South Yorkshire Ambulance and Paramedic Service, South Yorkshire Passenger Transport Executive, Ward Members, Parish Council and residents.

A copy of drawing number 129/0409/SK/01 is attached as Appendix A

Contact Name : *Matthew Lowe, Assistant Engineer, Ext. 2380,
matthew.lowe@rotherham.gov.uk*



<p>Title</p> <p>Pedestrian crossing point Brinsworth Lane, Brinsworth</p> <p>Dwg. No. 129/ML/SK/Brin/01</p> <p>Rev. -</p> <p>Scales (if A3)</p> <p>Not to scale</p> <p>Drawn ML</p> <p>Date Jan 05</p> <p>Chd. by</p>	<p>Rev.</p> <p>Description</p>	<p>Client:</p> <p>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>	<p>Rotherham Metropolitan Borough Council</p> <p>Economic & Development Services</p> <p>Executive Director: Adam Wilkinson BSI: MSA PBE09 FBE09 FCOB FRSA MIMT</p>
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	7 March 2005
3.	Title:	Proposed pedestrian route – Reservoir Road, Ulley. Ward 11 – Rother Vale, Ward 15 - Sitwell
4.	Programme Area:	Economic and Development Services

5. Summary

To report a proposal to construct an on road walking route as part of plans by the Public Rights of Way team to develop a wheelchair friendly trail at Ulley reservoir.

6. Recommendations

The necessary consultations are undertaken regarding the proposal

Detailed design be carried out and subject to no objections being received the scheme is implemented

The scheme be funded from the LTP Integrated Transport Capital Programme for 2005/2006.

7. Proposals and Details

The scheme involves the creation of a marked 1m wide walking route, on Reservoir Road, from the north side of the bridge over the reservoir to the south side. A green coloured surface would be used on the walkway to differentiate it from the existing carriageway. The plan showing the proposal is attached as Appendix A.

8. Finance

The scheme is expected to cost £5,000. Funding is available from the South Yorkshire Local Transport Plan Integrate Transport Capital Programme for 2005/06.

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

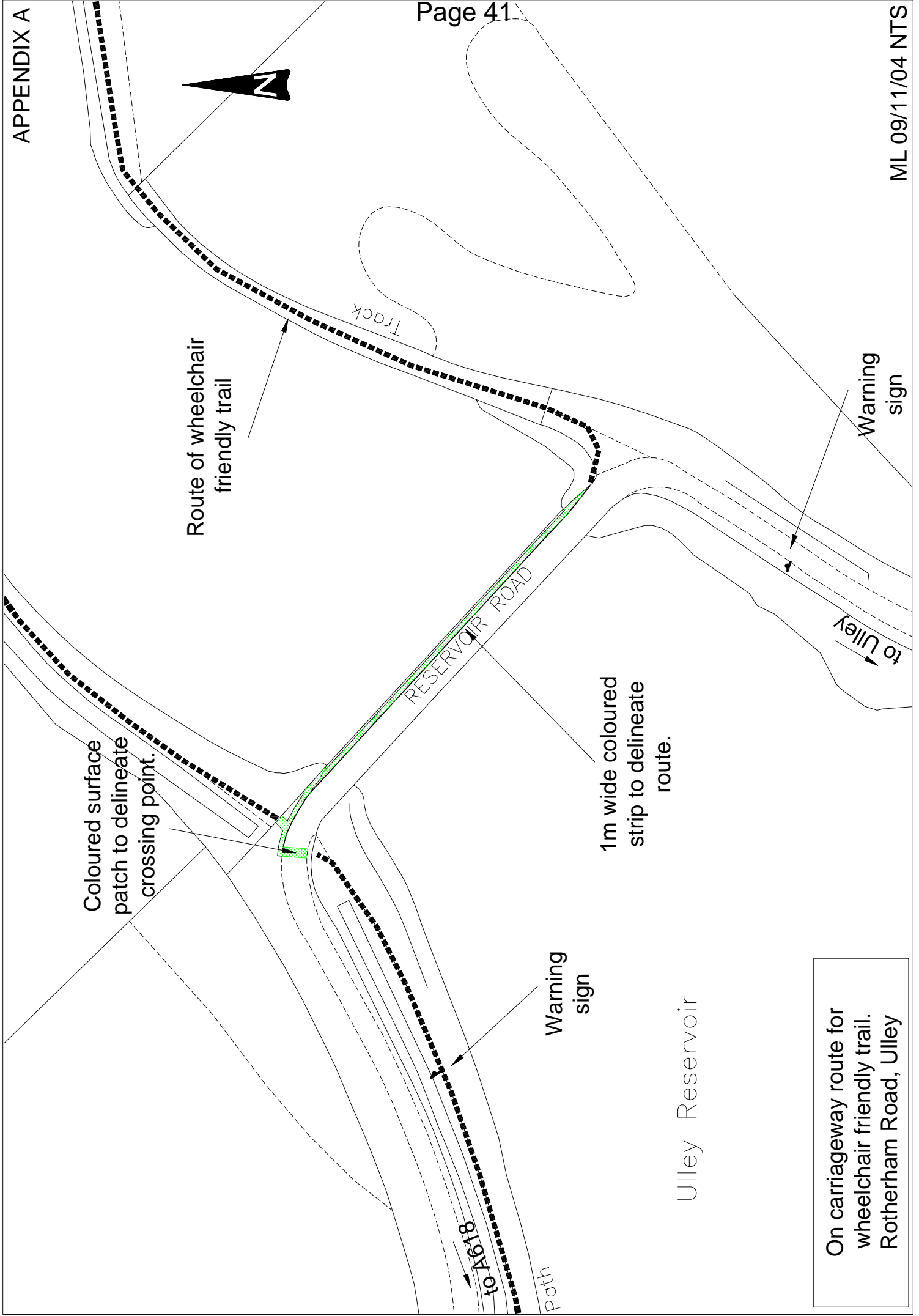
The proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

It is proposed to consult with South Yorkshire Police, Ward Members, Parish Councils and the Manager of Ulley Country Park.

A copy of drawing the plan showing the proposal is attached as Appendix A

Contact Name : *Matthew Lowe, Assistant Engineer, Ext. 2380,
matthew.lowe@rotherham.gov.uk*



On carriageway route for wheelchair friendly trail. Rotherham Road, Ulley

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	07 March 2005
3.	Title:	Grange Lane improvements - Feasibility Study
4.	Programme Area:	Planning & Transportation Service

5. Summary

The report outlines the results of a feasibility study into potential improvements to Grange Lane, Templeborough. This was carried out under the Rotherham to Sheffield QBC programme to address capacity issues at Junction 34(S) and explore the potential for improving air quality on Bawtry Road by redirecting HGV traffic in particular. A full scheme and a lower cost option were explored.

6. Recommendations

Cabinet Member is asked to note the conclusion that, at the moment, there is no transport economic case for the improvement of Grange Lane, Templeborough and authorise the release of the report to the relevant interested parties in the areas concerned.

7. Proposals and Details

Stakeholder consultation on the Air Quality Action Plan for the Air Quality Management Area around the M1 near Tinsley, Brinsworth and Catcliffe raised the question of whether the redirection of HGV traffic away from Bawtry Road via Grange Lane might mitigate the effect of traffic on poor air quality.

The report from the consultants contracted for the Rotherham to Sheffield QBC work was carried out in respect of a detailed brief developed by Rotherham and Sheffield air quality and transport officers. This report concluded that a variety of schemes were possible that would achieve the objectives set out in the brief. It also concluded, however, that there is no transport economic case for the scheme, based on the 'Transport Economic Efficiency' principles laid down by DfT. Any adverse effects on bus services could be mitigated by a new bus lane. It also concluded that the scheme, if promoted, should be promoted primarily on the basis of noise, air quality and community severance improvements.

Before any implementation of the scheme is considered further modeling and measurement of both air quality and noise would be needed to better quantify the benefits.

8. Finance

The study looked at both a full scheme and a lower cost scheme. The former has a predicted cost of £7.8 million at current prices plus 15% risk, the latter £5.4 million with 15% risk. No funding has been secured at this time, it appears unlikely that the DfT would support the scheme under the current LTP arrangements.

9. Risks and Uncertainties

Whilst no finance has been committed to the scheme, a 15% risk factor has been included in the cost estimates. Under the current funding regime it appears unlikely that the scheme would meet LTP Annex E criteria [based on transport economics], it is not clear whether these criteria will change in the future to better reflect the shared priorities of LTP2. There is an added complexity in that the benefits of the scheme would be mostly felt in parts of Sheffield, whilst the main works would be in Rotherham.

10. Policy and Performance Agenda Implications

Whilst the scheme would address local air quality pollutants its net effect would be to increase CO2 emissions which have a detrimental effect on global warming. In terms of the LTP there are numerous benefits for cycling and walking connectivity from the scheme.

11. Background Papers and Consultation

The Executive Summary of the report by Faber Maunsell entitled Grange Lane, Rotherham is attached as Appendix A. A full copy of the report will be available at the Meeting.

Contact Name: Steve Brown, Transport Planner, Planning & Transportation Service, (extension 2186); stephen.brown@rotherham.gov.uk

EXECUTIVE SUMMARY



Executive Summary

Introduction

During consultation with stakeholders for the Sheffield and Rotherham Air Quality Action Plans, a suggestion was proposed that the air quality could be improved in Tinsley by upgrading Grange Lane, to divert traffic from Bawtry Road. FaberMaunsell has been commissioned by Rotherham Metropolitan Borough Council (RMBC) to study the potential for Grange Lane in this respect. In addition, opportunities for the Sheffield-Rotherham QBC were to be explored, as well as other potential benefits such as better links for sustainable transport modes.

Option Generation and Selection

The scheme was split into three distinct parts – Grange Lane north, Grange Lane south and Complementary Measures – and ideas for these sections, referred to as ‘elements’ were identified. These came from the Action Plan stakeholders, Grange Lane study Steering Group and FaberMaunsell. The options included:-

- For the northern section of Grange Lane, on-line improvements with removal of the bridge and off-line alignments to the east of the current road, cutting across the site used for slag reduction.
- For the southern section of Grange Lane, on-line improvements, plus two more radical options based on cutting across the sports fields to the east, or creating a smooth curved bend between Bawtry Road and Grange Lane.
- For complementary measures, HGV ban and traffic calming or bus gate on Bawtry Road in Tinsley, HGV ban in Brinsworth and bus lane on Sheffield Road approaching M1 J34(S).

These elements were evaluated by FaberMaunsell to eliminate those unlikely to proceed, and then the remainder taken to the Grange Lane study Steering Group for discussion at a workshop. The resulting schemes, following further evaluation work, led to the definition of two schemes to be taken forward for further assessment:-

- **Full Scheme**, comprising largely on-line improvements on Grange Lane, but with a signal junction at Sheffield Road and a roundabout on a realigned Bawtry Road. Complementary measures comprise a bus gate on Bawtry Road west of Park House Lane, an HGV ban in Brinsworth, a westbound bus lane on Sheffield Road, and one-way northbound plugs on Norborough Road and Harrowden Road; and
- **Lower Cost Scheme**, comprising more modest upgrades to Grange Lane by combining pedestrian and cycle facilities, and traffic lanes at junctions. The junction with Bawtry Road would be left without improvements, whilst the junction with Sheffield Road would still be signalled but to a lower standard. Complementary measures would include HGV bans in Tinsley and Brinsworth, traffic calming through Tinsley and possibly a reduced length westbound bus lane on Sheffield Road.

Scheme Alignment, Costs and Programme

The Full Scheme alignment would require the purchase of land from 3 three owners – Heckett Multiserv (SR), Exel Logistics and the Phoenix Sports and Social Club. No land appears to be required from Corus. The existing bridge is proposed to be removed, and land used by the slag reduction operation (owned by Heckett Multiserv) is assumed to require capping to prevent environmental contamination.

The scheme is predicted to cost **£7.8m** at current prices including 15% risk, with an estimated average annual maintenance cost of **£35,000**. Major cost risks include the diversion of buried plant such as pipelines and cables, and the cost of any environmental remediation, if required. The Lower Cost Alternative Scheme would be expected to cost in the region of **£5.4m** with 15% risk. These costs include Complementary Measures, which amount to £1.7m and £1.3m respectively for both schemes.

It is estimated that the scheme could open during 2011, allowing for a Public Inquiry should it be required.

Analysis

The Full Scheme broadly satisfies the scheme objectives, although the improvements brought about for pedestrians and public transport tend to be rather localised around access to the sites close to Grange Lane. Grange Lane improvements do not necessarily enable redevelopment of adjacent land, because site access can be gained from Sheffield Road. The proposals also do not contribute any improvements to the operation of the HA network, with possibly a slight increase in HGV traffic between M1 J34 and M1 J33.

The assessment in this study relies upon manual traffic reassignments and a limited amount of traffic data. It cannot be considered sufficiently robust for an Annex E submission, but it does indicate in general terms the likely outcome of any more detailed assessment.

An economic assessment of the scheme, broadly following the ‘Transport Economic Efficiency’ (TEE) principles required for Annex E submissions, indicates that **there is no transport economic case for the scheme**. This is principally because removing traffic from Bawtry Road, via Grange Lane, increases distance travelled and journey time and creates economic disbenefits for these road users which, when added to the cost of the scheme, outweigh the benefits which would accrue to users who do experience

time saving benefits, such as those in buses, or residents in Tinsley who can get onto the M1 more quickly (the latter is not modelled).

The scheme must therefore be promoted on the non-‘transport economic efficiency’ advantages it brings. At present, the DfT does not recognise a methodology which would enable the benefits of items such as noise, air quality and quality of life to be monetised. However, the New Approach To Appraisal (NATA) methodology included in this study does reveal qualitative benefits for residents living close to Bawtry Road. On the other hand, residents fronting Sheffield Road suffer some disbenefit, although these are fewer in number. To more fully present scheme benefits, air quality and noise assessments should be undertaken in Tinsley, and preferably in Brinsworth.

Conclusions and Recommendations

It can be concluded that:-

- A scheme to upgrade Grange Lane is viable from an engineering and traffic perspective;
- Any adverse effects on bus services can be mitigated by new bus lane;
- Traffic flow reductions can be achieved in Tinsley, although it is likely that this will only be significant if Bawtry Road is closed to general traffic; and
- The scheme, if promoted, should be promoted based upon ‘quality of life’ indicators (air quality, noise, severance) rather than ‘transport economic efficiency’ (journey time and capacity) results.

It is recommended that:-

- The cost of the scheme should be reviewed by RMBC to see if it is compatible with the Sheffield-Rotherham QBC, and whether RMBC consider the scheme value for money versus other potential schemes which could be bid for from government funds. Consideration should be given as to whether the scheme would enhance or detract from the QBC bid;
- Modelling is undertaken to determine the area wide effects of the scheme, and firm up on the economic case. Air quality and noise modelling should also be considered;
- Consultation on the scheme is undertaken to determine if there would be sufficient local support for the measures, using visual aids such as VISSIM to present perhaps 3 options (Do Nothing/Do Minimum, Full Scheme minus Bawtry Road closure, full Full Scheme); and
- The Grange Lane Steering Group should have a representative on the QBC Steering Group if this is felt appropriate.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Cabinet Member Delegated Powers Meeting
2.	Date:	7 March 2005
3.	Title:	Response to the Coalfields Communities Campaign regarding the Finningley and Rossington Regeneration Route Scheme
4.	Programme Area:	Economic and Development Services/Chief Executive's Office

5. Summary

A request has been received from the Coalfield Communities Campaign asking for Rotherham's views on the Finningley and Rossington Regeneration Route Scheme (FARRRS) in Doncaster. The report sets out the background and concludes that only qualified support can be given at this time.

6. Recommendations

That:

- (a) the Council offer its qualified support to FARRRS for the reasons given in the report, and**
 - (b) a copy of this report is forwarded to Councillor S. Wright as Rotherham's representative on the CCC.**
-

7. Proposals and Details

At the Coalfields Communities Campaign (CCC) meeting on the 21 January 2005, Doncaster Metropolitan Borough Council (DMBC) asked for the support of CCC for DMBC's efforts to secure funding and planning approval for the Finningley and Rossington Regeneration Routes Schemes (FARRRS). Members asked for more information before taking a view and a briefing note was subsequently issued by DMBC (attached at Appendix A).

The FARRRS project will provide a link road from junction 3 of the M18 motorway into Rossington and on to the Robin Hood Doncaster Sheffield Airport. It aims to facilitate the regeneration of the south east area of Doncaster and in due course enable the airport to expand.

The briefing note supplied by Doncaster lists the benefits of the road scheme to the coalfield communities as follows:

- Improves and enhances the growth of the airport and its role as a transformation project which assists the economic restructuring of the sub-region including numerous coalfield communities.
- Reduces traffic congestion on routes to the airport.
- Enhances access to the regeneration opportunities at the airport from surrounding coalfield communities.
- Enhancing the prospects of a transformational project that can change negative perceptions of the coalfield areas and act as an impetus for economic participation and learning aspirations.

The support of CCC is requested to assist the case being made to Government and Yorkshire Forward for funding approval and in seeking planning approval in due course. If, following discussion with their respective elected members, all CCC members agree via email to support the proposals, the Chair of the CCC will send an appropriate letter to DMBC. If full agreement cannot be reached by email, the matter will be discussed in more detail at the next regional meeting.

Due to a number of uncertainties relating to FARRRS, it is felt that Rotherham can only offer its qualified support to the scheme at this time, subject to the completion of the:

- Local Development Framework process in Doncaster to ascertain and confirm the need for expansion of development in the south east of Doncaster and in the vicinity of the airport.
- South Yorkshire Local Transport Plan "Annex E" process and prioritisation for 'major' schemes to demonstrate that alternatives have been considered and that the preferred option and countywide programme offers value for money and is sustainable.

8. Finance

No direct financial implications for Rotherham at this stage, since the FARRRS scheme is being promoted by Doncaster MBC.

9. Risks and Uncertainties

There is a need to reserve Rotherham's position regarding support for the FARRRS until further information is known about the impact. Such a link could provide benefits in terms of quicker access to the airport and associated job opportunities and reduced 'rat running' through areas of Rotherham (eg Maltby), but could also result in negative impacts such as loss of investment in Rotherham in favour of development in south east Doncaster. Until further information becomes available via the Local Development Framework, Spatial Strategy and Local Transport Plan processes and the full implications for Rotherham are known, we are not able to recommend that the Council offer its unqualified support to the scheme at this stage.

10. Policy and Performance Agenda Implications

The provision of the FARRRS would facilitate and enhance access to new job opportunities in the south east of Doncaster for people in Rotherham. It would potentially improve the quality of life for certain communities in Rotherham by removing airport traffic from roads through those communities. Sub-regionally and regionally, there are benefits.

As part of the development of a funding bid for the FARRRS, via the Local Transport Plan Annex E process, an economic impact report will be prepared together with a sustainability appraisal and health impact assessment. The Annex E submission must be completed to the satisfaction of the South Yorkshire Local Transport Plan partners before being submitted to Government for consideration. Rotherham therefore have an opportunity to comment on the work undertaken by Doncaster as part of the Annex E funding process.

11. Background Papers and Consultation

Informal discussions have been held with Cabinet Member about this matter.

Briefing note to Coalfields Community Campaign, Doncaster MBC (Appendix A).

Contact Name :

Joanne Wehrle, Partnership Officer (Regional Affairs), Chief Executive's Office,
joanne.wehrle@rotherham.gov.uk, ext 2738

Ken Wheat, Transportation Unit Manager, Planning and Transportation Service,
ken.wheat@rotherham.gov.uk, ext 2953

APPENDIX A

BRIEFING NOTE TO COALFIELDS COMMUNITY CAMPAIGN

Finningley and Rossington Regeneration Route Scheme (M18 to Robin Hood Doncaster Sheffield Airport Link Road).

Proposals to develop the former RAF Finningley Airbase as a commercial airport were brought forward by Doncaster Council when it closed in 1996. Since then, following a lengthy planning inquiry, construction has begun on Robin Hood Doncaster Sheffield Airport and opening of the airport is planned for 27 April 2005 representing over £80m of private sector development.

South Yorkshire Coalfield Partnership has been supportive of this scheme.

The planning permission provides approval for an airport up to 2.3million passengers per year representing a small sub-regional airport. Included within the proposals is scope for 28ha of developable land for air related business. The development will create approx 7,000 jobs on and off site. The Government supports the growth of regional airports and the airport is well placed to grow with potential excellent transport connections being located near the M18 and A1(M) and the East Coast Mainline. Initial commercial indications are that the airport is attracting airline business faster than forecast bringing forward the need for improved transport links.

The airport has a long haul capability and with good connections the opportunity to provide air services to the Yorkshire and Humber Region and the north of East Midlands Region. This provides an indigenous airport opportunity accessible to coalfield areas without reliance on airports in adjacent regions. The project will have a major impact in attracting inward investment and securing accessible global transport links.

Plans are now being prepared to provide a direct link from the M18 to the airport. A route has been agreed by the Mayor of Doncaster (map attached) and £20m of funding is agreed in principle in the South Yorkshire Investment Plan (Yorkshire Forward funding) and the airport has agreed to contribute. A scheme is to be made to the Government for their funding support through the South Yorkshire Local Transport Plan in July 2005. The cost of the road is estimated at approx £50m.

In planning the road, Doncaster Council required that any scheme should incorporate the proposed M18 to Rossington road link in order to facilitate the regeneration of the town, although the colliery still remains open. The airport link road scheme therefore includes a spur into Rossington.

The benefits of the road scheme to the coalfield communities are;

- Improves and enhances the growth of the airport and its role as a transformation project which assists the economic restructuring of the sub-region including numerous coalfield communities.
- Reduces traffic congestion on routes to the airport.
- Enhances access to the regeneration opportunities at the airport from surrounding coalfield communities.
- Enhancing the prospects of a transformational project that can change negative perceptions of the coalfield areas and act as an impetus for economic participation and learning aspirations.
- For Rossington,
 - it provides direct access to regeneration areas at Doncaster Lakeside
 - improves its environment by reducing colliery vehicles from passing through the village
 - creates a major redevelopment opportunity by radically improving access to the M18 from the Bankwood Lane Employment area (a 27 ha tertiary employment site) creating a potential for over 2,000 jobs
 - improves the village's connectivity to the airport and access to the range of jobs that are becoming available.

The support of the Coalfield Community Campaign will assist the case being made to Government and Yorkshire Forward for funding approval and in seeking planning approval in due course.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	ECONOMIC AND DEVELOPMENT SERVICES MATTERS
2.	Date:	7 March 2005
3.	Title:	PETITION REQUESTING THE RELOCATION OF A SALT BIN AT WEST BANK DRIVE, SOUTH ANSTON
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

Reporting receipt of a petition (copy attached) from residents requesting the relocation of a salt bin due to problems of nuisance from youths.

6. Recommendations

That it be resolved :

- a) to note the report, and
 - b) to confirm to the petitioners that the bin has been relocated as requested and will be so sited in future years.
-

7. Proposals and Details

A petition from 7 residents of West Bank Drive, South Anston was received on 11 February 2005. The petition requests that the salt bin sited alongside 7 West Bank Drive be relocated. A position at the side of property number 62 is suggested (see attached plan). The petitioners represent all properties in the immediate vicinity of the salt bin.

The reasons for the request to relocate the bin are all associated with nuisance issues caused by youths congregating in the area of wide footway at the side of house number 7.

The original request, referred to in the petition, suggested a location on the central reserve for the bin. In responding to this request it was not considered appropriate to site a bin such that users would be required to cross the carriageway.

As the resident of 62 West Bank Drive has signed the petition requesting the resiting of the bin to a location at the side of their property this would appear to be a suitable alternative. Due to the site layout the bin is not likely to attract the type of nuisance behaviour that led to the request.

In acceding to the residents request the bin was relocated during week commencing 14 February and will be maintained at the new location during future winters.

8. Finance

Provision and maintenance of salt bins is funded from the Streetpride Revenue Account.

9. Risks and Uncertainties

If the siting of the salt bin at the new position continues to attract nuisance behaviour then consideration will need to be given for its removal entirely.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

None.

Contact Name : Robert Stock, Streetpride Network Principal Engineer, telephone ext.2928, e-mail bob.stock@rotherham.gov.uk

PETITION – TO BE INSERTED

PETITION PLAN – TO BE INSERTED

PLAN – TO BE INSERTED.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services
2.	Date:	7 March 2005
3.	Title:	Union Street, Harthill – Proposed relocation of bus stop; Ward 18
4.	Programme Area:	EDS

5. Summary

To report the receipt of objections regarding the proposed relocation of a bus stop on Union Street - Harthill.

6. Recommendations

- i) Objections to the relocation of a bus stop on Union Street, Harthill be not acceded to;**
- ii) Support for the scheme be reiterated.**

7. Proposals and Details

The proposed scheme, which received approval at the 14 July 2003 DPM meeting, Minute Number 63 refers, will involve relocating the existing bus stop that is currently located outside the Post Office to outside number 102 Union Street. In addition the scheme will also involve footway alterations, around the new bus stop location, to provide a level 'platform' for bus passengers to stand on when lighting/alighting the bus.

8. Finance

The scheme is estimated to cost approximately £5,000. Funding is available from the LTP 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.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Council's Road Safety and Traffic Management strategies, for improving road safety and facilities for public transport users.

11. Background Papers and Consultation

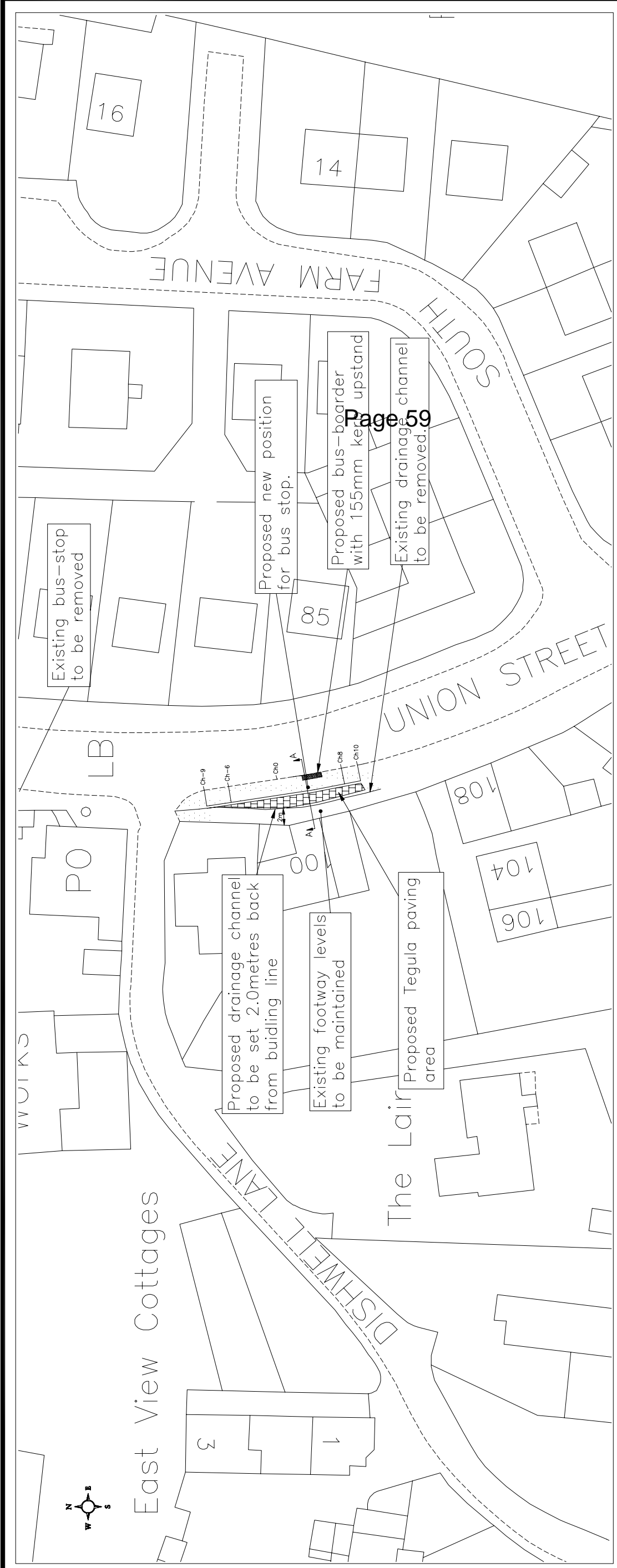
A number of concerns have been raised by Harthill Post Office, Parish Council and local residents about the position of the existing bus stop outside the Post Office and the problems that it causes to road users. They allege that when a bus is stationary at the stop it affects visibility for vehicles pulling out of Woodall Lane and for pedestrians crossing the road. In addition there are a number of drivers who abuse the parking restrictions at the bus stop, due to the limited amount of parking outside the Post Office.

During March 2004, letters were sent out to local residents informing them of the proposed works. Unfortunately, this led to two objections, which resulted in Council Officers, Local Ward Members and the Parish Council attending a site meeting with the two residents to discuss the scheme; however this did not resolve their concerns.

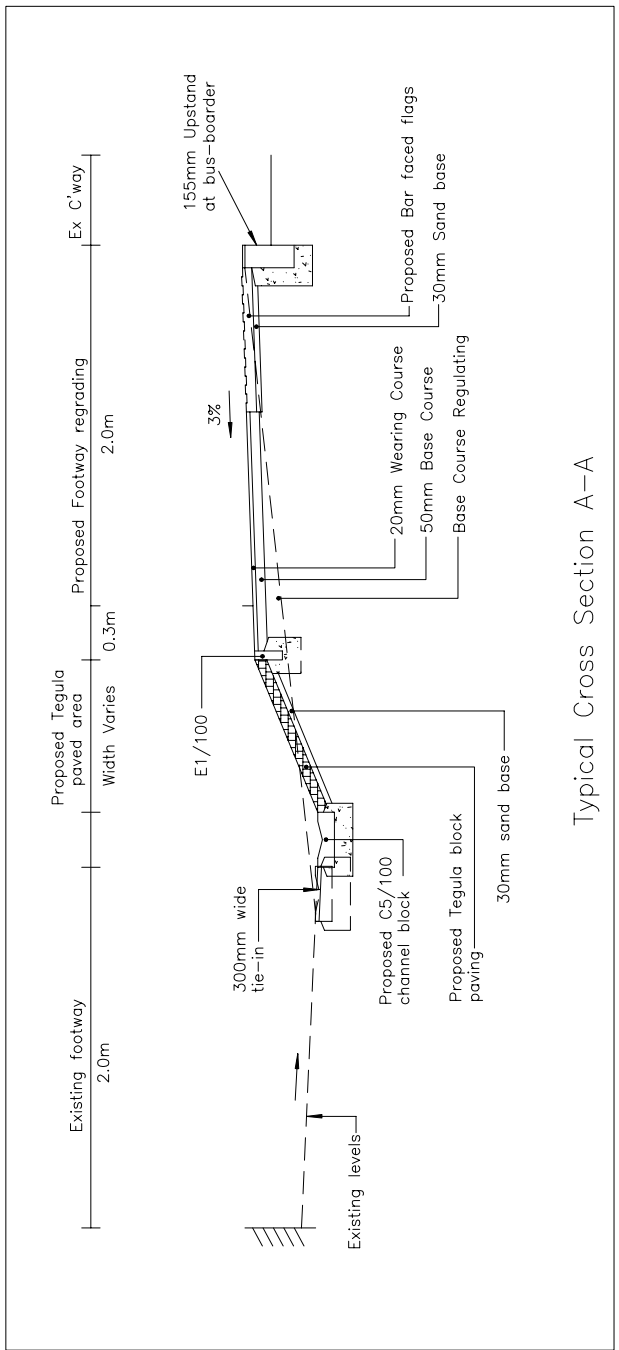
Since that meeting a number of different options have been considered – these were the removal of the bus box marking or an alternative location for the bus stop. However, these would not overcome the problems of vehicle parking at the bus stop or poor visibility out of Woodall Lane. Therefore, we have been requested via the Parish Council to reconsider relocating the bus stop to outside number 102 Union Street, as before.

A copy of Drawing Number 129/U90.1, is attached showing the proposed scheme. Copies of the letters received during the scheme design are attached as Appendix A.

Contact Name : *Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk*



LOCATION PLAN



Typical Cross Section A-A

<p>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p> <p>Executive Director: Adam Wilkinson BSc MBA FBEng FCBEng FCI08 FRSA MIMgr</p>	<p>Client:</p> <p>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>	<p>Title</p> <p>Union Street – Harthill Proposed relocation of bus stop</p>	<p>Dwg. No. 129/U90.1</p> <p>Rev.</p> <p>Scale Plan 1:500 Cross Section 1:40</p> <p>Date March 2004</p> <p>Chd. by S.I.S.</p>				
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