

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

Venue: Training Room, 3rd Floor, **Date:** Monday, 29th September, 2008
Bailey House,
Rawmarsh Road,
Rotherham.
S60 1TD

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972 (as amended March 2006).
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Report re: Opening of tenders. (copy attached) (Page 1)
 - to note the opening of tenders.
4. Road Safety Education, Training and Publicity - update (report attached) (Pages 2 - 7)
Sandra Crofts, Senior Technician, to report.
 - to report activity for the period December 2007 to July 2008.
5. Rotherham Economic Regeneration Fund. (report attached) (Pages 8 - 10)
Greg Liindley, Partnership Implementation Officer/Chris Majer, Programmes Officer, to report.
 - to request funding for Phase 2 of the Flood Alleviation Scheme.
6. Provision of extension and refurbishment of Mowbray Gardens Library. (report attached) (Pages 11 - 16)
Brian Barrett, Facilities Manager, to report.
 - to seek authority to accept a tender for the works to refurbish and extend the existing building at Mowbray Gardens Library.
7. Proposed Bramley Traffic Management Scheme Consultation. (report attached) (Pages 17 - 23)
Tom Finnegan-Smith, Senior Traffic Engineer, to report.
 - consider proposed options and consultation.
8. Archive and Local Studies Service Annual Closure. (report attached) (Pages 24 - 25)
Lisa Broadest, Principal Officer, Archives and Local Studies, to report.
 - to consider the closure to the public of the Archives and Local Studies Service for five days to carry out essential work on its collections.

9. Petition - Parking on Byrley Road, Kimberworth Park. (report attached) (Pages 26 - 29)
Marc Hill, Traffic Liaison Officer, to report.
 - to receive a 58 signature petition and 1 associated piece of correspondence regarding parking problems on Byrley Road, Kimberworth Park and consider a request a grassed verge/banking to be turned into resident parking and outline investigations into this issue.

10. 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 those Paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006).

11. Petition against proposed increase in the cost of permits within the Wellgate Residents' parking Scheme. (report attached) (Pages 30 - 37)
Martin Beard, Parking Services Manager, to report.
 - to justify price increases.

12. Report of a Reconvened Stage 3 Complaint Panel held on 1st September, 2008. (copy attached) (Pages 38 - 42)
 - to note the decision of the Complaint Panel
(Exempt under Paragraph 2 – information likely to reveal the identity of an individual)

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

1. MEETING:- CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES – DELEGATED POWERS

2. MEETING DATE:- 15TH SEPTEMBER, 2008

3. OPENING OF OFFERS/TENDERS

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

on 29th August, 2008 re:-

- Bellows Road Shopping Centre Redevelopment

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	29th September 2008
3.	Title:	Road Safety E.T.P. update – All Wards
4.	Directorate:	Environment & Development Services

5. Summary

To inform the Cabinet Member of the work undertaken by the Road Safety Education, Training & Publicity (ETP) staff between December 2007 and July 2008.

6. Recommendations

That the Cabinet Member notes the contents of the report and refers to Regeneration Scrutiny Panel for information.

7. Proposals and Details

Ellie Parry, Assistant Road Safety Officer, returned to work from maternity leave, in July. John Richardson has now reverted back to working 3 days a week.

We continue to strengthen links with partners to provide a more structured programme of ETP throughout the Borough

Education

Schools

We have provided:

- Talks and demonstrations of crossing roads using miniature equipment for infant children and playgroup children at Whiston, Anston Hillcrest, Daisy Chain, Wickersley, and Greasbrough rising fives playgroups and Wickersley St Albans foundation, Catcliffe Infants, Swallownest Primary and Aston Lodge years 1 and 2.
- Assistance to Community Wardens by providing input at sessions for groups of Junior Wardens at Canklow and East Dene schools.
- Road safety assemblies at Meadowview, Maltby Redwood and Maltby Lilly Hall schools.
- Practical help with a topic on Friction for pupils at Aston Hall, Bramley Sunnyside, Aughton, and High Greave Schools.
- Input at special safety days/weeks at St Ann's and Canklow schools and The Arnold Centre.
- Road safety demonstrations and general talks for years 1-4 at Wath CE Primary.
- General road safety instruction for groups of pupils attending the Abbey School
- Input at a Citizenship day for groups of children at The Willows school.
- The Junior Road Safety Officers' scheme, whereby two children from each primary school promote good practice in road safety to their peers. In June, the children were encouraged to submit a folder detailing work/initiatives they had done during the year and the 10 most active ones received gift vouchers for their efforts. These were:
Courtney & Joseph – Kilnhurst St. Thomas CE Primary
Amy Jemison & Eve Casagrande – Wentworth CE Primary
Melissa Leeming & Sophie Keady – Anston Greenllands J&I
Adam Roberts & Jade Wilkinson – Whiston J&I
Samantha Ramsay & Chloe Johnson – Laughton All Saints CE Primary
- A road safety goody bag for the winners of our May Walking Week competition, that requested children to devise and submit a poem based on the walking theme. The winners were:
Abbey Jackson – Brampton Ellis Junior
Callum Jay Roberts – Maltby Hall Infants
Samuel Beaumont – Brampton Ellis Infants
- Assistance with a mini crucial crew for groups of 8-12 year old children at the Lifewise Centre
- Provided leaflets for parents of children starting school in September.

- A risk assessment of the school and the surrounding area with a group of pupils at Dinnington Comprehensive.
- “Choices”, an interactive play for year 11 pupils at Dinnington and St Bernard’s Comprehensive schools. This is designed to make pupils think about and discuss the consequences and outcomes of an accident.
- Continued involvement with a group of high risk, poor attending pupils at Dinnington Comprehensive. This initiative has also been used with a similar group of pupils at Winterhill school.
- “Jackies story” a true life story of the terrible consequences of drinking and driving for groups of pupils at St Bernards and Winterhill Comprehensives and Health and Social Care students at Dearne Valley College,
- A presentation for young drivers at Dinnington Youth Centre. 10 similar presentations were provided at RCAT.
- A talk to year 11 students at Swinton Comprehensive
- Assistance with a special safety event at Wingfield Comprehensive involving all year 7 pupils. The problems of speed and drink were discussed using beer goggles and a reaction tester to highlight the effects.
- A talk for year 11 pupils at Clifton Comprehensive on travelling safely in the car. This was part of a special safety day entitled a “safe night out”
- Five interactive sessions on safe driving for performing arts students at RCAT. and four sessions for hairdressing students.
- The heroes road show at Winterhill, Oakwood and Wingfield Comprehensive schools. This was once again sponsored by the Y&H PCTs
- Assistance on the “Kick ass” programme for young offenders.
- Help with the “on four wheels” project involving 60 young people, organised by the youth service and with a similar project at Maltby Linx centre.

Adult

- Groups of young mothers, at Thorpe Hesley, Swinton, Wickersley, Wath, and Rockingham centres, with a talk on carrying children safely in the car. These are organised in conjunction with Health visitors.
- Help to staff at the Cranworth centre regarding the purchase of child car seats
- Assistance and advice to a student nurse who had to provide a presentation on road safety as part of her course work.
- A talk to the Rotherham Advanced Motorcyclists Group
- Road safety input at an evening organised by the police, for drivers from overseas.
- A talk to a group of young men from the Yemeni community.

Training

We have provided:

- Pedestrian training for groups of children at Rawmarsh Ashwood,, Catcliffe and St Albans Primary Schools, Maltby Craggs infant ,Aughton Early Years, Rawmarsh Childrens Centre and Brampton Kidzone.
- Walking bus training for staff at Maltby Craggs Infant School
- An assessment of the entrance at High Greave Junior school.
- An assessment of the entrance and position of the School Crossing Patrol at Rawmarsh Thorogate School.
- A meeting with the School Council, local Councillor and an Engineer, regarding problems outside Brinsworth Comprehensive School
- Meetings with residents, Councillors and schools staff regarding various road safety problems outside Anston Brook, Swinton Fitzwilliam, Meadowview and Thornhill schools.
- Pedestrian training and testing for 10 pupils attending The Willows School

Publicity

We have provided:

- Distribution of materials in support of national publicity campaigns
- Assistance with the production and distribution of S.Y campaign materials including Young drivers and motorcyclists.
- Distribution of the S.Y safe driving at work pack for companies within the Borough
- Banners to schools bearing various messages discouraging parents from parking on school markings.
- An interactive scenario at the Fitzwilliam Road Fire Station open day on 26th July
- First Car magazines for young drivers.
- Advice on various road safety issues and assistance with child car seat checking at a special safety day organised by staff of the local Mothercare store in Parkgate.
- Staff involvement with the Police and Fire and Rescue services at an extrication of a person from a wrecked car in All Saints Square as part of the "For my Girlfriend" campaign. Students on various courses at RCAT were also involved and acted as the victims, provided the appropriate make up filmed the proceedings and supplied the P.A system.

Partnership working

We:

- Continue to meet regularly with Road Safety Officers from all authorities within the Yorkshire and Humber region to share information and ideas
- Provide help and assistance to PCSOs when required. Maltby PCSOs are very actively promoting road safety and have delivered seat belt safety scenarios for all pupils at Maltby Craggs, Manor and St Mary's schools. They will continue with all the remaining schools in the Maltby, Bramley and Wickersley areas. In addition they are providing practical crossing instruction using miniature equipment borrowed from the road safety office.
- Are working closely with the other 3 South Yorkshire Authorities and the emergency services to provide a more structured road safety programme across the region.

- Worked with partners to provide a road safety day for students attending Thomas Rotherham College.
- Were successful in our bid for DfT funding for the “Drive for Life” programme mentioned in the last report. A project manager and part time administrator have now been employed to oversee the running of the project. We are currently using the facilities at the Lifewise centre, Magna but from September will be extending the project into the three neighbouring authorities. The Fire and Rescue service have offered the use of local fire stations free of charge.

Future events

We:

- Have just been informed that the Y&H PCT are sponsoring the Heroes Roadshow again this year. It is likely that this will be available to 4 schools in December. Dates and venues to be confirmed.
- Will be supplying brand new revamped materials for all Junior Road Safety Officers in September
- Are liaising with our partners to provide an interactive programme, similar to “Drive For Life”, for students at Thomas Rotherham College. It is hoped that this will take place before December.
- Will be supporting Crucial Crew again this year. The dates for Rotherham Schools are: 29th September to 24th October and 3rd to 11th November
- Have booked Ape Theatre Company to provide the superb play “Too much punch for Judy” for Comprehensive schools the week commencing 29th September. The play is a factual account of the death of a young woman caused by her sister, a drunken driver. The itinerary is as follows:

29 th Sept	am to be confirmed	1.30pm	Swinton Comp
30 th Sept	11.10am	Oakwood Comp	1.30 pm Maltby Comp
1 st Oct	9.45am	Wingfield Comp	1.30pm RCAT
2 nd Oct	9.15am	St Pius Wath	1.30pm Dearne Valley College
3 rd Oct	am to be confirmed	2.35pm	St Bernards Comp

8. Finance

The revenue budget funds staff and an allocation of £27,000 for resources to support ongoing work.

9. Risks and Uncertainties

We will continue to develop sustainable working practices with partners, share ideas and initiatives, and support local and national campaigns that will hopefully help to reduce road casualties in the area.

10. Policy and Performance Agenda Implications

The proposals are in line with the Council’s themes of Alive, Safe and Achieving and the objectives set out in the South Yorkshire Local Transport Plan, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

Local Transport Plan
South Yorkshire Road Safety and Casualty Reduction Strategy

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration Development Services
2.	Date:	29th September 2008
3.	Title:	RERF – 5.24 Phase 2 Design Works - Flood Alleviation Scheme
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval for an amendment to the existing financial allocation of £248,482 of RERF to the Flood Alleviation Scheme, which is to cover a shortfall in funding for Phase 1 costs. A request has been made to Yorkshire Forward and Objective 1 to meet these costs and an answer is expected shortly. If funding is received then the RERF amount will be adjusted accordingly.

It is proposed that £34,000 of capital be allocated to Phase 2 Design work with the existing Phase 1 capital allocation being reduced accordingly. The revised amount for Phase 1 approval is £214,482.

6. Recommendations

- 1 That £34,000 of RERF Capital be approved for the Phase 2 Flood Design Scheme.**
- 2 The existing Capital approval for Phase 1 is reduced accordingly to £214,482 from Rotherham Economic Regeneration Fund.**

7. Proposals and Details

Background

Previous Cabinet Member approval was given in March 2008 to an extra capital spend of £248,482 for the Phase 1 completion.

Phase 1A, from near Magna to the Centenary Way roundabout at the end of Sheffield Road. Construction started in October 2006 and is expected to be completed Autumn 2008.

The scheme currently has a budget of £14.5 million funded by Yorkshire Forward, Objective 1, Environment Agency (Regional Flood Defence Committee) and Rotherham MBC.

The Phase 2 Design has been commissioned from Jacobs with YF and EA funding of £330,000. This covers design work, site investigations, background feasibility and detailed design working towards a funding bid and eventual procurement of the work.

Phase 2 works have been reviewed jointly and additional items have been added to the contract. Jacobs have requested an additional allocation of £34,000 to cover extra site investigations and option development work around the review of the left bank flood cell extend and the design solutions for Rotherham Lock.

Previous Reports to Members have outlined the basis of Phase 1a of the Templeborough to Rotherham Flood Alleviation scheme, the development of Phase 2 under Urban Renaissance and within these identify the need for wider flood risk working.

8. Finance

Revised budget for Flood Alleviation Scheme.

Funding	Scheme Total	Bids submitted to reduce call on RERF
RERF		
Capital Phase 1	214,482	
Capital Phase 2	34,000	
Revenue	-	
TOTAL RERF	248,482	
Other Funding Sources		
Obj 1	5,670,240	137,693
YF - SRAP and SEZ SRIP	2,148,000	
YF - Urban Ren SRIP	5,080,000	110,789
Environment Agency	358,000	
RMBC	1,051,272	
TOTAL OTHER FUNDING	14,307,512	
Grand Total	14,555,994	248,482

No additional RERF monies are being requested, the Phase 2 request will be funded from the approval for Phase 1.

9. Risks and Uncertainties

Phase 1 has a planned completion of autumn 2008 and most contract risk items have now been dealt with. The Phase 1 must complete in 2008 to allow compliance with the Objective 1 final year close down timetable.

Phase 2 designs is essential to help the funding business case and grant bids and move the project forward to be ready to deliver.

By agreeing the Phase 2 allocation from within the Phase 1 approval could result in a shortfall of funding of £34,000 if the additional resources are not forthcoming from external organisations.

10. Policy and Performance Agenda Implications

The Flood Alleviation Scheme project and the Flood Risk research supports the aims of:

- Rotherham Community Strategy
- the vision for Rotherham Town Centre (as contained in the Charter and the Strategic Development Framework)
- the objectives of PPS25 – Development and Flood Risk
- the delivery of the objectives of the South Yorkshire Housing Market Renewal Pathfinder.

This deals with both the upstream end of the community wide scheme and provides the compensation area at Centenary Riverside that sets the levels for the whole Urban Renaissance area future Phase 2 delivery.

11. Background Papers and Consultation

Urban Renaissance Flood Scheme brochure

Objective 1 and YF funding business Plan

A series of Members reports

Extensive consultation in Phase 1 undertaken with outside agencies and local businesses affected.

Report to CMT 10th March 2008

This supports wider project work on the Urban Renaissance Flood scheme that continues to be developed through direct consultation with scheme partners and wider consultation with stakeholders, statutory bodies and those landowners' who are directly affected. For instance a consultation day was held in the town centre in September 2007.

Reports to members will continue as the delivery of the various elements of the work progress.

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RERF Contact Christine Majer Economic Strategy Officer, Economic Strategy Team

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ROTHERHAM BOROUGH COUNCIL

1.	Meeting:	Cabinet Member for Regeneration & Development Services
2.	Date:	29 September 2008
3.	Title:	Provision of Extension and Refurbishment of Mowbray Gardens Library
4.	Directorate:	Environment & Development Services

5. Summary

To seek authority to accept a tender for the works to refurbish and extend the existing building at Mowbray Gardens Library

The work has been awarded to Wildgoose Construction Limited from within the team of RCP's strategic contractor partners, in accordance with the agreed criteria. The contractor has been an integral member of the project team and has agreed the target price (£789,148.00) and guaranteed maximum price (£901,775.00) based on the approved design.

6. Recommendations

It is recommended that the tender submitted by Wildgoose Construction Ltd in the sum of £901,775.00 be accepted.

7. Proposals and Details

The scheme involves asbestos removal, demolition of the existing pool, major internal alterations and refurbishment and an extension to the existing building to increase the library floor space. In addition to this external enabling works are to be carried out to providing increased car parking, improved access to the building and other associated landscaping.

The full cost of the scheme is as follows:

GMP:	£901,775.00
RCP Fee:	£75,000.00
Building Control Fees:	£2,340.00
Planning Fee:	£795.00
Survey costs to date:	£10,000.00
RBT Server Works:	£6502.00
<u>TOTAL</u>	<u>£996,412.00</u>

A cash flow forecast is set out on the attached form CP5.

8. Finance

The scheme is predominantly being financed through grant awarded by the BIG Lottery fund with additional funding provided by the Minor Strategic Programme 2008/09 from RMBC.

9. Risks and Uncertainties

A site survey including ground investigations was carried out prior to the design being detailed.

The site will be handed over to the contractor and the library and pool will be required to close at an early stage in the work. The Building Manager will be kept up to date with progress and advised when the works are complete.

The contract period is twenty seven weeks where the planned commencement date is on 08 October 2008. If any unforeseen risks are encountered, there is a risk that the project will run beyond this period.

RCP Building Surveying Section will act as CDM Coordinator under the C.D.M. Regulations 2007.

The contractor's construction phase Health and Safety Plan will be submitted and checked before works are allowed to start on site.

10. Policy and Performance Agenda Implications

See Appendix 1 for statement from Culture & Leisure Services regarding project goals.

11. Background Papers and Consultation

The project was approved following a report to the members on the 20th February 2007 at a meeting of the “Delegated Powers Meeting of Life Long Learning, Culture & Leisure” – Cabinet member and policy advisors briefing. Paper title- Big Lotteries Fund Community Libraries Programme.

Project Board Meeting held on 01/08/2008

Contact Names;

Report Author – David Belk, Building Surveyor, Asset Management Department, Directorate of Environment and Development Services (ext 2181, e-mail – david.belk@rotherham.gov.uk).

Divisional Manager – Brian Barrett, Facilities Manager, Asset Management Department, Directorate of Environment and Development Services (ext 2830, e-mail – brian.barrett@rotherham.gov.uk).

Copies to :

Monica Daggett
Brian Barrett
Bernard Murphy
Stuart Carr
David Belk

Project File 76/12/15

Appendix 1 – Statement by Library Services indicating targets met by project

Rotherham MBC Corporate Plan 2005-2010

The five corporate themes of Rotherham Learning, Achieving, Alive, Safe and Proud are all supported by the project. The Library and Information Service's team plan is structured to mirror the themes of the corporate plan, with the corporate aims underpinned by specific targets. Excerpts from the respective vision statements and targets are detailed below.

1. Rotherham Learning

"Rotherham People will be recognised as being informed, skilled and creative, innovative and constructively challenging. They will be self confident and have a sense of purpose. They will aspire to develop and achieve their full potential in their chosen careers, work, leisure and contributions to local life. Learning and development opportunities will be available and accessible to all....."

Examples of specific targets related to the project:

- "Provide innovative out-of-hours learning opportunities for young people aged 5-18"
- "Increase participation in lifelong learning opportunities for adults primarily targeting those with qualifications below level 2"
- "Raise levels of attainment in literacy and numeracy amongst the adult population of Rotherham...."
- increase parents' access to family learning opportunities at key points throughout their child's school years

2. Rotherham Achieving

"...Inequalities between parts of the borough and social groups will be minimised. Villages and rural areas will be revitalised and provide high quality of life...."

Examples of specific targets related to the project:

- "Increase employment rates"
- "Establish a network of customer service centres across the borough by appropriate utilisation of new and existing facilities"

3. Rotherham Alive

"Rotherham will be a place where people feel good, are health and active, and enjoy life to the full....People will be able to express themselves and have opportunities to be involved in a wide range of high quality cultural, social and sporting activities. The media, arts, literature and sport will flourish. As a society, we will invest in the next generation by focusing on children and young people."

Examples of specific targets related to the project:

- “Increase the number of adult residents and young people participating in cultural activity who feel it improves their quality of life.”
- “Increase total attendances at arts events for both adults and young people”
- “Deliver key actions in relation to Every Child Matters and the Rotherham Children and Young People strategy”

4. Rotherham Safe

“Rotherham will be a place where neighbourhoods are safe, clean, green and well-maintained, with well-designed, good quality homes and accessible local facilities and services for all. There will be attractive buildings and public spaces. Communities will be peaceful but thriving, relatively free from crime and the fear of crime, drugs and anti-social behaviour.....”

Examples of specific targets related to the project:

- “Increase the percentage of residents who are satisfied that “their area” is kept clear of vandalism, graffiti and rubbish”
- “Achieve Secured by Design standards in all council properties....”
- “Reduce through preventative and enforcement measures the incidence of anti-social behaviour”

5. Rotherham Proud

“.....Active citizenship and democracy will underpin how Rotherham works. Achievements and diversity will be celebrated. Rotherham will be a caring place, where the most vulnerable are supported. It will be made up of strong, sustainable and cohesive communities....and there will be many opportunities for people to be involved in civic life and local decision making....”

Examples of specific targets related to the project:

- “Bring the percentage of people who participate in local voluntary and community sector organisations in the Neighbourhood Renewal areas in line with the borough average”
- “Improve involvement and influence of children and young people in council activity”
- “Ensure that Rotherham people are able to influence decisions and feel confident their views will be listened to and where possible acted upon”
- “Increase opportunities for service users to directly influence service development”

Rotherham's Community Strategy

The Community Strategy stresses that by 2020 Rotherham aims to be a borough where everyone can realise their full potential. It promotes the role which libraries have to play in developing adult learning opportunities outside the formal education and training system. One of its Priorities for Action is to raise educational attainment and develop opportunities for all young people. The twin aims of the project in working with children and young people, along with their families and the wider adult population will support the aim of "providing advice, education and training to equip young people and adults with the knowledge, skills and confidence to enter the emerging growth sectors and clusters in Rotherham."

Rotherham's Local Area Agreement (children and young people)

This states Rotherham's aim is to focus delivery of basic skills and skills for life provision in the most educationally under-achieving areas of the Borough (Mowbray Gardens is therefore a high priority area). The local area agreement stresses the need to provide children and young people with access to information and learning opportunities. "Raising attainment opens up life choices for those who are at risk of facing inequalities due to their social group."

We aim to transform the local view of the potential for libraries to make a real difference within their local community. The marketing strategy for the project will dovetail into the Council's current marketing strategy for its libraries, particularly the forthcoming new developments and refurbishments.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	29 September 2008
3.	Title:	PROPOSED BRAMLEY TRAFFIC MANAGEMENT SCHEME CONSULTATION
4.	Programme Area:	ENVIRONMENT AND DEVELOPMENT SERVICES

5. Summary

As a result of a clerical error in the Traffic Regulation Order for the one-way system on Main Street Bramley, this report outlines officers' investigations into the potential to make amendments to the existing Bramley Traffic Management scheme bearing in mind the need to readvertise and the likely level of objections. It considers the issues related with alternative options and recommends that residents and businesses could be consulted for their views on the existing scheme and the only feasible option (Option D), which would involve introducing two way traffic to Main Street in conjunction with banning the left turn from Cross Street into Main Street.

6. Recommendations

Cabinet Member is asked to resolve that:

- a) Further views are sought on the merits of the existing traffic management scheme (including approved amendments) and Option D.**
- b) The approved amendments to the existing traffic management scheme as approved on the 10 December 2007 continue to be held in abeyance.**
- c) The consultation take the form of a two day exhibition at a suitable venue in Bramley and that an article containing information relating to the options being considered be published within first available edition of 'Rotherham News'.**
- d) A further report detailing the views and comments received during the consultation is presented as soon as possible to a future meeting.**

7. Proposals and Details

Background

A Post Implementation Review of the Bramley Traffic Management Scheme was reported to Cabinet Member on the 10 December 2007 (minute number 162 refers). The report considered the key issues arising from the opinion survey undertaken by Ipsos MORI in July and August 2007 and reviewed the existing scheme, evaluated the potential impact of certain traffic management scenarios and recommended that a number of amendments to the existing scheme be undertaken.

At the beginning of June 2008 leaflets were sent to residents and businesses in the Bramley area informing them of the proposed amendments and work then commenced to implement the changes. However, at the same time it came to light that the Traffic Regulation Order (TRO) incorrectly specifies that the one-way system on Main Street, Bramley should operate in a westerly direction when the existing scheme actually operates in an eastbound direction.

All of the consultation and reports associated with the introduction of the existing scheme correctly indicated that it would operate in an eastbound direction and it is clear that the mistake within the TRO is a clerical error in drafting. As a result, with the exception of the amendment to the direction of the parking bays on Cross Street, which had already been completed, the work to implement the approved changes to the scheme is held in abeyance. A temporary traffic order is in place to correct the situation on the ground. This expires at the end of December 2009

In order to amend the TRO so that it correctly fits the scheme that is currently in place we are advised by Counsel that the full statutory process of consultation would have to be followed. As such it was considered that before any statutory consultation was undertaken that there was an opportunity to investigate potential alternatives to the scheme, particularly the one-way operation of Main Street. This report provides the detail of the options considered and outlines the issues associated with them.

Option Assessment

A number of options were considered:

Option A - Make the one way operation of Main Street fit the Order as made; that is, reverse the one way operation of traffic so that it runs east to west.

Option B - A partial two way system on Main Street from Howard Road to Church Lane.

Option C - Return Main Street to two way but ensure that it is very difficult to use in the east to west direction.

Option D - Introduce two way traffic on Main Street but ban traffic from turning left from Cross Street into Main Street.

Option A - Make the one way operation of Main Street fit the Order as made; that is, reverse the one way operation of traffic so that it runs east to west.

Issues

- It is anticipated that this would cause significant delays at the junction of Cross Street and the A631 Bawtry Road and in order to mitigate this it is considered that two lanes of right turning traffic on A631 from the direction of the M18 would be required; this in turn would require 2 north bound lanes on Cross Street. If on street parking were to be retained, Cross Street would also need to be one way southbound requiring the promotion of a traffic regulation order.
- It would be necessary to reverse the current one way operation of Church Lane to enable traffic generated in the Flanderwell Sunnyside and Woodlathes areas to travel towards the M18. This would require a new TRO.
- The potential for traffic to use Sycamore Avenue/Plane Drive or the shorter, potentially more convenient Westfield Road/Park Drive as an alternative to reach the A631/M18 would be increased especially in the morning peak. Increased use of Westfield Road/Park Drive is considered to be wholly inappropriate due to the nature and layout of these roads.
- The junction at Church Lane with the A631 Bawtry Road would need to be fully signalised in order to allow drivers from Bramley and the Grange Estate to join the A631 Bawtry Road towards Rotherham without increasing traffic on the other local estate roads. The fully signalised junction would introduce further delay on the principal road network and be detrimental to bus movements on the QBC, particularly towards the west which is unimpeded at the moment

Option B - A partial two way system on Main Street from Howard Road to Church Lane.

Issues

- This would enable residents from the Bramley Grange Estate to travel westbound along the western half of Main Street (between Howard Road and Church lane) towards Flanderwell without having to use the A631 Bawtry Road. However, this could give rise to a significant increase in traffic on Howard Road in the morning peak in a southbound direction.
- Likely objections from Howard Road residents due to increase in traffic on this particular road as well as potential safety concerns expressed by Bramley Grange Primary school.
- The existing loading bay on the northern footway would have to be removed, requiring the existing TRO(s) to be revoked.
- Double yellow lines and loading restrictions would be required on at least one side of Main Street to enable the free and safe movement of traffic which would require further TROs.
- The Pelican crossing would need to be relocated to a point 20m away from the junction of Howard Road to ensure adequate visibility of the signals. This would move the crossing away from the natural desire line for pedestrians.
- Short sections of one-way road are potentially subject to abuse and associated road safety dangers. This conflict concern could be particularly prevalent due to the number of pedestrians crossing to and from the local shops on Main Street between Howard Road and Cross Street.
- South Yorkshire Police have indicated they will object on safety grounds.

Option C - Return Main Street to two way but ensure it is very difficult to use in the east to west direction.

Issues

- This option was evaluated during the Post Implementation Review (scenario ii within the report) and concludes that as a result of making Main Street two way 'the A631 Bawtry Road/Cross St/Flash Lane junction exceeds physical capacity with extensive queuing on the A631 Bawtry Road; the highway network having insufficient capacity to accommodate the identified demand.' This is as a result of the increase in traffic turning right into Cross Street from the A631 in order to travel westbound along Main Street.
- Reintroducing a two-way system on Main Street would require the junction of Main Street and Cross Street to be altered from a mini-roundabout to a give-way priority 'T' junction.
- Introducing two-way traffic to Main Street would require the introduction of waiting restrictions and loading restrictions to ensure flow is maintained. It is likely that a 24 hour restriction on waiting and loading on the north side and a morning restriction on the other would be required. On the southern kerb line it is considered that a 7am to 10am restriction on waiting and loading would be appropriate.
This will severely restrict the parking and loading facilities on Main Street.
- It is difficult to envisage that introducing two-way traffic, whilst making it difficult for drivers to travel in a westbound direction can be satisfactorily and safely engineered. The requirements of the Statutory Acts and Regulations mean that Main Street has to be available for use by all highway users.
- It would create a very congested street scene where the footways are narrow and vehicles may park on them in an attempt to maintain a flow of traffic.
- A two-way system retains the current ability for cyclists to move through Main Street in both directions.

Option D - Introduce two way traffic on Main Street but ban traffic from turning left from Cross Street into Main Street.

Issues

- Introducing two-way traffic to Main Street would require the introduction of waiting restrictions and loading restrictions to ensure flow is maintained. It is likely that a 24 hour restriction on waiting and loading on the north side and a morning restriction on the other would be required. On the southern kerb line it is considered that a 7am to 10am restriction on waiting and loading would be appropriate.
This will severely restrict the parking and loading facilities on Main Street.
- This would create a congested street scene and drivers may feel obliged to park vehicles partly on footways to maintain traffic flow.
- There is the potential for the waiting restrictions to be abused particularly if the restrictions are introduced outside shops with relatively short term visitors, which may compromise the buses ability to use the stop.
- The concern arising from an increase in traffic turning right into Cross Street from the A631 Bawtry Road and associated delays on this key route would not arise as this traffic would not be able to turn left onto Main Street. Prohibiting the left turn from Cross Street into Main Street would mean that drivers travelling westbound on the A631 headed in the direction of Flanderwell would have to remain on the

A631 Bawtry Road until its junction with Church Lane, where at an improved right turn lane they would exit the A631.

- Footways would be narrow (1.5m in places) which would be exacerbated if vehicles were parked on them.
- The Pelican crossing would need to be relocated to a point 20m away from the junction of Howard Road to ensure adequate visibility of the signals. This would move the crossing away from the natural desire line for pedestrians.
- As a result of relocating the Puffin crossing the bus stop would have to be relocated to the front of 100-106 Main Street.
- A limited amount of parking can be retained on the south side of Main Street but this would only operate outside of the AM peak. Approximately 8 spaces could be provided and it would be appropriate to retain the 1hr no return within 2hrs restriction. Loading facilities may have to be provided in certain sections of these bays at certain times of the day, further reducing the amount of space to park.
- The Main Street/Cross Street junction would need significant alteration to become a priority T junction designed to prevent the left turn. In doing this it removes the 'U' turning facility and hence the existing 7.5 tonnes weight restriction on Main Street [east] would have to be rescinded.
- The requirement to provide deflection to the right in order to further deter drivers from turning left into Main Street will result in the loss of 3 on-street parking spaces on the eastern side of Cross Street near to its junction with Main Street.
- A route for cyclists to bypass the banned left turn is proposed and a two-way system retains the current ability for cyclists to move through Main Street in both directions.
- A flat top hump, which incorporates refuge islands, is proposed on Main Street to the west of Cross Street. This will serve to slow vehicle speeds and also physically restrict the potential abuse of the banned left turn for the vast majority of vehicles.
- The Police do have concerns about the potential abuse of the banned turn and also potential for traffic 'U' turning in Cross Street/Ranworth Road stretch of Main Street and officers are having ongoing discussions with the Police on this issue.

Conclusions

Considering the issues arising from the option assessment, the following conclusions have been reached.

Comparing latest accident and casualty rates in Bramley based on the same geographic area pre- and post-scheme implementation [i.e. accidents and casualties per annum 'before and 'after'] shows that the existing scheme has achieved reductions of 30% and 20% respectively in these rates. There is a risk that changing the scheme will undermine the road safety benefits that the current scheme has achieved.

Option A – Is not considered feasible due to the potential delay and congestion that would be imposed on the A631 Bawtry Road.

Option B – Is not considered feasible due to the road safety concerns that would potentially arise from the introduction of the short section of one-way.

Option C – Is not considered feasible due to the extensive delays that would be experienced at the junction of the A631 Bawtry Road/Cross Street/Flash Lane.

Option D – There are potential road safety and enforcement issues associated with this proposal and parking and loading, particularly during the AM peak, would be substantially restricted. This proposal would also require the 7.5t weight restriction to be removed on Main Street (east). Notwithstanding these issues it is considered that in traffic terms this option could introduce two way traffic to Main Street without adversely affecting the operation of the A631 Bawtry Road.

The costs associated with introducing Option D are estimated to be approximately £425,000. The construction period for introducing these changes is estimated to be some 4 months during which time Main Street would have to be closed for certain periods. It should be remembered that proceeding with the current approved scheme, together with the improvements which are currently in abeyance, is estimated to cost some £270,000 [see report to 10th December 2007 Cabinet Member meeting] and there would be some disruption particularly in Main Street to complete the works that the Council have approved although this is not likely to be as severe.

It should be noted that officers consider that the current scheme as implemented, together with the approved changes held in abeyance, provides optimum network performance and continues to meet the original objectives, as reported on the 10 December 2007. It broadly accommodates the general growth in traffic in the last ten years or so as well as the traffic from significant development in the area, particularly the c850 houses at Woodlaithes. Furthermore it has also had significant road safety benefits. However, it is appreciated that one-way systems do have some disbenefits including longer journeys to certain destinations for some residents.

It is therefore considered that consultation could be undertaken with local businesses and residents in Bramley to gauge their views and opinions on the existing scheme (including its approved amendments) as compared with Option D [which would also include some of the approved amendments, for example lengthening the right turn lane on the A631 at the Church Lane junction].

Consultation

It is recommended that consultation taking the form of a two day exhibition is undertaken in a prominent location in Bramley Village at which attendees can consider the issues associated with the existing scheme and Option D, discuss the proposals, ask questions of officers who will be in attendance and give their opinions on the two options. It is anticipated that the exhibition would be held towards the end of October or at the start of November 2008. The details of the event will need further consideration.

In addition to the exhibition an article containing information relating to the options being considered will also be published within a suitable edition of 'Rotherham News'.

Following the exhibition the feedback received over the two days will be assessed and a further report detailing the views and comments received during the consultation will be prepared for a future Cabinet Member meeting.

8. Finance

The costs associated with undertaking the consultation are estimated at £10,000. This will need to be met from the Local Transport Plan Integrated Transport budget for 2008/09.

9. Risks and Uncertainties

If the recommendations are agreed there will be uncertainty associated with the date of the exhibition as this depends on the availability of a suitable venue. There is also uncertainty regarding which edition of Rotherham News the article will appear. The issue whether to proceed with correcting the clerical error in the one way traffic order needs to be resolved quickly as the temporary TRO expires at the end of December 2009. Any scheme will need permanent TRO[s] and we will have to follow statutory procedures and deal with the likely objections.

10. Policy and Performance Agenda Implications

There are no immediate policy or performance agenda issues arising out of this report.

11. Background Papers and Consultation

Post Implementation Review of the Bramley Traffic Management Scheme reported to Cabinet Member for Regeneration and Development Services on the 10 December 2007 (minute number 162 refers).

Contact name: *Tom Finnegan-Smith, Senior Traffic Engineer, Planning and Regeneration, telephone ext. 2967, e-mail address tom.finnegan-smith@rotherham.gov.uk*

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:-	Cabinet Member for Regeneration and Development Services
2.	Date:-	29 September 2009
3.	Title:-	Archives and Local Studies Service annual closure
4.	Directorate:-	Environment and Development Services

5. Summary

The Archives and Local Studies Service request permission to close to the public for five days in December, to carry out essential work on its collections.

6. Recommendations

That the Cabinet Member approves the closure to the public of the Archives and Local Studies Service for five days to carry out essential work on its collections. _

7. Proposals and Details

The Archives and Local Studies Service has an annual closure week. During this time the staff undertake work on the historic collections which cannot be completed at any other time as it requires all staff to be available and the use of the space in the public searchroom. This is normal practice within Archives services nationally to allow necessary work to be undertaken.

This year we would like to close to the public for the week of Monday 1 December – Saturday 6 December inclusive; the searchroom is normally open from Tuesday – Saturday. December is one of the quietest months, which is why in past years the closure week has been scheduled for this time. If this closure is approved, this would be publicised well in advance to our users, including on our webpages, in the searchroom and through press releases. This closure is important in ensuring that the work required to keep RMBC's historic collections and documents in excellent order. The impending relocation of the service means that a clear and careful catalogue of our collections needs to be undertaken to ensure that transfer can take place with minimum risk to the integrity of the service.

8. Finance

None.

9. Risks and Uncertainties

No complaints have been received about previous closure weeks. Without this annual closure the integrity of the collections will be more difficult to ensure. This may also affect our ability to continue to successfully bid for external funding from e.g. The Heritage Lottery fund.

10. Policy and Performance Agenda Implications

Being able to undertake essential preservation and documentation work on the historic collections is aligned with the Council's priorities for performance management and excellence in service delivery across all seven of the corporate themes.

11. Background Papers and Consultation

None.

Contact Name:

Lisa Broadest, Principal Officer, Archives and Local Studies, ext. 3612,
lisa.broadest@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	29th September 2008
3.	Title:	Petition regarding parking on Byrley Road, Kimberworth Park. Ward 21 Wingfield.
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of a 58 signature petition and 1 associated piece of correspondence regarding parking problems on Byrley Road, Kimberworth Park requesting that a grassed verge/banking to be turned into resident parking and outline our investigations into this issue.

6. Recommendations

Cabinet Member resolve that:-

- a) The petition to request that the green verge on Byrley Road be hardened and turned into a parking area for residents not be acceded to;**
- b) The lead petitioner be informed of the decision and the reasons why**
- c) Ward Members are informed accordingly.**

7. Proposals and Details

Residents of Byrley Road have raised concerns about parking issues on their street, submitting a 58 signature petition regarding two specific issues (a copy of this petition is attached as appendix 1). Firstly not being able to park close to their properties due to the grass verge/banking that stretches between house numbers 10 and 22 and secondly an issue surrounding road safety. (A plan indicating Byrley Road and the green verge is attached as appendix 2).

The second issue is linked to the first as residents cannot find a space close enough to their property other than on the grass verge or on the road, specifically on and around the bend of the road. The residents claim that vehicles parked at this point cause a “complete blind spot” for drivers and pedestrians alike. Very few of the properties surrounding this location have driveways and were built with little or no regard for the possible future effects of traffic and parking, creating a greater demand for parking on street.

The residents of Byrley Road have therefore requested that the grass verge/banking be hardened and turned into parking spaces thus giving residents access to closer parking near their properties and alleviating the problem of vehicles parking on the road. However the on street parking in this location slows vehicle speeds and although visibility is limited, the volume of traffic using this road is not significant, with the majority of drivers likely to be local residents. For these reasons we do not consider that this is a particular road safety concern.

Nevertheless, funding does not exist within the Local Transport Plan for the creation of resident parking spaces by verge hardening. Costs for this project could be met by the residents applying to Rotherham North Area Assembly's devolved budget; however it is highly likely that the whole of this budget would be used up on this one single project and at the present time the budget has already been allocated to other projects within the Rotherham North Area. Due to these budget implications, although we will ask for this scheme to be considered by the Rotherham North Area Assembly, at the present time there are no resources available to investigate the matter further.

8. Finance

If no action is taken there are no financial implications associated with this report.

9. Risks and Uncertainties

The Planning and Regeneration Service may continue to receive requests for verge hardening and resident parking bays on this road.

10. Policy and Performance Agenda Implications

None

11. Background Papers and Consultation

Ward Members have been consulted; all are broadly supporting the petition

A copy of the petition is attached as Appendix A.



Contact Name: *Marc Hill, Traffic Liaison Officer, Ext. 2814,
marc.hill@rotherham.gov.uk*

PETITION FOR BYRLEY ROAD For Off
 Page 28 ROAD PARKING

We are setting up a petition as the residents are kicking off about a patch of grass banking which is unused and especially at the weekend where there is no room for parking. We are having cars parking on the grass banking, between 5pm and 8am Monday to Sunday as there is no parking spaces and residents are having to park on Leybourne road. The car's which are parked up on the corner of Byrley Road are making it a blind spot for other drivers and people wishing to cross the road. Does it have to take someone to get hurt for the problem to be solved, many residents have said "how close they have come to having an accident and how worried they are for this situation". We think as residents that the cars which are parked on the grass banking and the corner of Byrley Road is causing a complete blind spot and one day is going to cause a bad accident and is endangering many lives (**adults and children alike**). As it stands football is not allowed on the grass banking so in the simplest of terms its just a patch of land doing nothing only getting churned up by people parking there cars and kids playing football on it. If this petition gets granted it would give residents peace of mind to be able to park up outside or near there own propeties and by taking the congestion off the street, It would also ensure more safety for residents and visitors. The next problem is that vans and lorrys are coming up and down the steet for no reason using it as a short cut and are having to mount the public footpath because they are to big to get up and down the street, also a question has been raised how would emergency services ie fire engines get up or down the street if there was ever a fire. As a friendly and quiet street we would like this request to go ahead as all of us agree with the issues raised on this petition as it cannot afford to be ignored because we are putting our lives in danger.

NAME

ADDRESS

- | | |
|--|---------------------------|
| 1. MARK TURNER | 244 KIMBERWORTH PARK ROAD |
| 2. Helen Ablewhite
(H. Ablewhite) | 8, byrley road. |
| 3. Joe Ablewhite
J. Ablewhite | 8, byrley road. |
| 4. Lionel Ablewhite
L. Ablewhite | 8, byrley road |
| 5. J mckenney
J mckenney | 16 Byrley Rd |
| 6. D Mckenney | 16 Byrley Rd. |
| 7. S. HORNER | 12, Byrley RD. |
| 8.  | 24 Byrley RD |
| 9.  | 18 BYRLEY RD |
| 10. E. Seaman | 18. BYRLEY RD. |



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<p>Title</p> <p>Byrley Road, Kimberworth Park</p>	
<p>Dwg. No.</p> <p>Appendix 2</p>	<p>Scales (if A4)</p> <p>1:1000</p>
<p>Drawn</p> <p>PH</p>	<p>Date</p> <p>Sep 08</p>
<p>Chd. by</p> <p>T F-S</p>	

Client:

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



Strategic Director:
 Karl Batterbury Bsc (Hons) MIPPL MRPPI

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