

## **CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION**

**Venue: Training Room,  
3rd Floor, Bailey House,  
Rawmarsh Road,  
ROTHERHAM. S60 1TD**

**Date: Monday, 2nd November, 2009**

**Time: \*10.15 a.m.**

\* please note the start time for this meeting

### **A G E N D A**

1. To determine if the following matters are to be considered under the categories suggested in accordance with Part 1 of Schedule 12A (as amended March 2006) to 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. Request for controlled pedestrian crossing on A631 West Bawtry Road, Canklow. (report attached) (Pages 1 - 5)  
Ken Wheat, Transportation Unit Manager, to report.
  - to report the results of the investigation into a request for a pedestrian crossing on the A631 West Bawtry Road, Canklow.
4. Undercroft Car Park, Site 4 Westgate Demonstrator. (report attached) (Pages 6 - 8)  
Mike Shires, Implementation Manager, to report.
  - to consider RERF funding.
5. **EXCLUSION OF THE PRESS AND PUBLIC**  
The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relating to the financial or business affairs of any particular individual (including the Council)):-
6. Town Centre Business Grant. (report attached) (Pages 9 - 13)  
Julie Roberts, Town Centre and Markets Manager, to report.
  - to consider the application for grant.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Economic Development, Planning and Transportation Matters</b>
<b>2.</b>	<b>Date:</b>	<b>2 November 2009</b>
<b>3.</b>	<b>Title:</b>	<b>Request for controlled pedestrian crossing on A631 West Bawtry Road, Canklow</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Economic and Development Services</b>

**5. Summary**

To report the results of the investigation into a request for a pedestrian crossing on the A631 West Bawtry Road, Canklow

**6. Recommendations**

**Cabinet Member is asked to resolve that:**

- a) Due to the site not meeting the Council's current criteria for the provision of a controlled pedestrian crossing as set out in the Pedestrian Crossing Assessment Method as per Minute 182 of the meeting of the Cabinet Member for Economic and Development Services held on 6 February 2006, that a controlled crossing not be installed on the A631 West Bawtry Road, Canklow.
  
- b) The Rotherham South Area Assembly be informed of the results of the investigation and the reasons for the decision.
  
- c) It be noted that the pedestrian crossings assessment criteria and approach are being reviewed in light of the changes in policy emphasis and national and local transport plan objectives. This will be the subject of a future report to Cabinet Member once the review has been undertaken.

## Proposals and Details

The Rotherham South Area Assembly have requested that consideration be given to providing a controlled pedestrian crossing on the A631 West Bawtry Road, Canklow. Pedestrian crossing requests are assessed using the criteria set out in the Council's current Pedestrian Crossing Assessment Method, which was agreed by Cabinet Member on 6 February 2006, (minute number 182 a copy of which is attached as Appendix A refers). The methodology is based on the  $PV^2$  value, adjusted for certain site factors. For each hour the number of pedestrians crossing (P) should be multiplied by the square of the traffic volume (V). The average of the  $PV^2$  values for the two highest hours is calculated. If this is  $0.2 \times 10^8$  or less no further work is required and the scheme should be rejected as unjustified. If the  $PV^2$  value is greater than  $0.2 \times 10^8$  adjustment factors should be used to take into account the type of pedestrians crossing the road and the characteristics of the road. Six adjustment factors are used covering:

- percentage of pedestrians who are elderly, blind or mobility impaired (E) – if less or equal to 15% use a factor of 1, if more than 15%, use percentage plus 100 all divided by 115;
- percentage of pedestrians who are unaccompanied children (C) – if less or equal to 15% use a factor of 1, if more than 15%, use percentage plus 100 all divided by 115;
- percentage of pedestrians with prams and pushchairs (B) – if less or equal to 5% use a factor of 1, if more than 5%, use double the percentage over 5% plus 95 all divided by 105;
- width of road (W) – if less or equal to 7.3 metres use a factor of 1, if more than 7.3 metres use width divided by 7.3. If road is already divided use half the total width;
- time spent crossing the road (T) – if average of whole observed sample is less or equal to 20 seconds use a factor of 1, if 20 to 40 seconds use a factor of 1.2, if 40 to 60 seconds use 1.4, and if over 60 seconds use 1.6;
- vehicle speed (S) – if 85<sup>th</sup> percentile under 30 mph use 1, if 30 to 40 mph use 1.1 and if over 40 mph use 1.4.

Where assessments result in a modified  $PV^2$  value of 1.0 or more a detailed scheme and estimate should be prepared for submission to the Cabinet Member. Where the result is less than 0.85 the crossing request should be turned down as unjustified.

The survey for the West Bawtry Road results in an average unmodified  $PV^2$  value of 0.30, which is above the threshold for the application of modification factors when these factors are applied, the  $PV^2$  value is 0.60. Given this, a controlled pedestrian crossing cannot currently be justified in this location.

There are a number of existing locations which assist crossing in the area:-

- 10m North of Canklow roundabout
- 56m South Canklow roundabout
- Both have dropped crossings with tactile paving and are either side of the round about and assist in crossing each side of the dual carriageway to the central reserve.

However it is recognised that whilst these help, because of the strategic function of the route and its links to the M1 and A630 Sheffield Parkway, it is still difficult to cross the road in the vicinity

The Transportation Unit are currently re-examining the pedestrian crossing assessment method with a view to making it more cognisant of community concerns and better reflecting the changing objectives in national and local transport plans. It is expected that a further report will be made to Cabinet Member in early 2010. Should this review lead to a change in the assessment method it is intended that all requests for pedestrian crossings made in the last 18 months or so, will be re-assessed to see if they meet the revised criteria.

### **8. Finance**

As a crossing is not proposed in this location the cost has not been considered. However, because of the nature of the road any controlled crossing in this vicinity would be relatively expensive to provide and would have to be prioritised in the highways capital programme.

Any crossing requests made in the 18 months prior to the adoption of a new assessment method will be re-assessed to see if they meet the revised criteria. Any locations that do will be moved on to the priority list. The priority list is a series of crossing locations that meet the assessment criteria, each location is ranked by its PV<sup>2</sup> score with the highest scoring crossing having the most priority. There will clearly have to be consideration of financial implications and impacts on budgets as part of the overall prioritisation process when determining the highways capital programme[s].

### **9. Risks and Uncertainties**

Local residents will continue to request the need for a controlled crossing in this location.

### **10. Policy and Performance Agenda Implications**

The investigation has been undertaken in accordance with the Councils pedestrian crossing assessment method.

### **11. Background Papers and Consultation**

Requests for crossings are currently assessed using the Pedestrian Crossing Assessment Method which was reported to Cabinet Member on 6 February 2006 as per Minute 182 a copy of which is attached as (Appendix A).

**Contact Name:** *Richard Parady, Assistant Engineer, Ext. 2959,  
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## APPENDIX A

**Agenda and Minutes****The Former Cabinet Member for Economic Regeneration and Development Services to May 2007  
Monday, 6th February, 2006 9.00 a.m.**

- [Attendance Details](#)
- [Agenda Frontsheet](#) PDF 9 K
- [Agenda Reports Pack](#) PDF 1 M
- [Printed Minutes](#) PDF 21 K

**Venue:** Bailey House, Rawmarsh Road, Rotherham.

**Contact:** Janet Cromack (Ext. 2055) [janet.cromack@rotherham.gov.uk](mailto:janet.cromack@rotherham.gov.uk)

**Items**

No.	Item
182.	<a href="#">Changes to the Method of Assessing Requests for Controlled Pedestrian Crossings</a> PDF 23 K

Transportation Unit Manager to report.

- to report proposed modifications to pedestrian crossing assessment method.

**Additional documents:**

- [Appendix A pedestrian crossings](#) PDF 14 K
- [Appendix B pedestrian crossings](#) PDF 15 K

**Minutes:**

Consideration was given to a report, presented by the Transportation Unit Manager, detailing four proposed changes to the method of assessing the need for pedestrian crossings. The current methodology was set out in Appendix A to the report.

It was pointed out that the overall effect of these changes would be to target better the provision of pedestrian crossings at locations with the most need and more accurately reflect the difficulty in crossing the road. It was anticipated that the changes would enable the provision of one pelican/puffin crossing on a single carriageway road and two zebra crossings to be installed per year at an estimated cost of ?100,000 at 2005 prices.

It was reported that funding was available from the Local Transport Plan Integrated Transport Capital Programme.

Members discussed:-

Ranking and scoring

Flexibility to take account of new and changing factors

Re-evaluation and review of schemes

Further funding and Pathfinder money

Section 106 contributions from developers

Resolved:- (1) That the changes to the assessment method for controlled crossings, as detailed in the report now submitted, be endorsed, and referred to the Cabinet and the Regeneration Scrutiny Panel.

(2) That a yearly allocation to fund the provision of controlled pedestrian crossings from the Local Transport Plan Integrated Transport Capital Programme be approved.

(3) That a prioritised list of crossings that meet the new criteria be presented to the Cabinet Member for approval as part of the yearly approval of the Local Transport Plan Integrated Capital Programme.

(3) That all items on the prioritised list be re-assessed every three years.

(4) That the Council seek, where appropriate, an appropriate contribution from developers towards the costs.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Economic Development, Planning &amp; Transportation</b>
<b>2.</b>	<b>Date:</b>	<b>2 November 2009</b>
<b>3.</b>	<b>Title:</b>	<b>Undercroft Car park, Site 4 Westgate Demonstrator</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

## 5. Summary

As part of the master plan for Westgate Demonstrator the old abattoir site is to be developed as high quality public realm. A concept design has been worked up and this design (often referred to as the “deck of cards”) is moving towards the delivery stage with work expected to commence in January 2010. The “deck of cards” is designed in such a way that there will be a void underneath the public realm. Officers have investigated the possibility of using this void as undercroft car parking and early work has shown that the use of this space as car parking is technically feasible.

The additional cost of providing the undercroft parking has been estimated at £420,000 and officers are seeking approval to allocate £420,000 from the 2009 RERF Budget for the construction of 50 car parking spaces under the WDP public realm on the Weirside element of Westgate demonstrator (Site 4, the former abattoir site). It should be noted that whilst YF are funding the public realm (“deck of cards”) the additional cost of car parking is ineligible for grant aid.

Officers are also seeking approval to ring fence part of the revenue stream created by this windfall development for ongoing maintenance/management of the car park and the surrounding public realm. It is estimated that the income from the car park would be £50,000pa.

## 6. Recommendations

- 1) That approval is given to funding the car park element of the Weirside development from the 2009 RERF budget.
  - 2) That approval is given to use part of the future revenue stream from car parking for ongoing maintenance of the car park and surrounding public realm.
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## 7. Proposals and Details

As part of the overall Westgate Demonstrator Project, the Council has secured £3.85m from the Yorkshire Forward Sub Regional Investment Plan to deliver quality public realm in and around the Westgate Demonstrator Project and in particular to deliver a public realm scheme that will encourage the recreational use of the river frontage between the Riverside Precinct and the Tesco Bridge ( Site 4 Weirside).

Landscape Architects EDAW were appointed to work up a concept for the area and after extensive consultation EDAW have come forward with the “deck of cards” concept for Weirside. The concept uses a system of decks which take people from Market Street into the site and down and along the river frontage.

As further detail has been worked up and ground floor levels confirmed, officers have noted that the “deck of cards” design incorporates a “void” under the public realm. However, there is sufficient head room under the “deck of cards” sub structure to introduce car parking if the Council were minded to do so.

This opportunity would create 50 public car parking spaces in the ownership and control of the Council and would create much needed car parking spaces for shoppers and visitors on this side of town. It is expected that the car park would be owned and run by the Council for the benefit of visitors/shoppers rather than specifically allocated to residents living in the new WDP buildings.

All of the existing allocation of £3.85m secured from YF is earmarked for the “deck of cards” and associated public realm works in and around Market Street and Domine Lane. YF will not allow any of this money to go towards the provision of car parking.

Therefore, if the Council choose to take advantage of this opportunity, the Council will have to provide funding for the fit out of the completed car park and also for the additional elements of the sub structure which relate solely to the car park.

The provision of Council owned car parking will also provide the Council with an estimated income of £50,000 per annum.

It is important that the whole of this area be well maintained and there is the opportunity to ring fence part of this revenue for the repair and maintenance of the public realm in and around (and above) this car park as well as the direct management/maintenance costs associated with the new car park.

## 8. Finance

To summarise, the estimated cost of providing 50 car parking spaces under the “deck of cards” is as follows

Structural costs associated with car parking element	£167,000
Fit out costs	£184,000
Fees/Contingency	£69,000
<b>Total cost</b>	<b>£420,000</b>
<b>Estimated Revenue income (50spaces)</b>	<b>£50,000pa</b>



**An agreement is needed to determine the percentage split of the income between the general car parking budget and the proposed WDP maintenance fund. In principle this split can vary over time (eg. less will be needed for maintenance in the early years which is then increased over time).**

## **9. Risks and Uncertainties**

- 1) Officers could decide not to invest in the undercroft car park. The space under the “deck of cards” then becomes a lost opportunity.
- 2) There are the usual risks associated with construction work. This will be mitigated against through ongoing project management arrangements.
- 3) There is the risk that this car park proves to be less popular than expected and revenue income is less than estimated. This can be mitigated against through provision of an effective maintenance/management regime.

## **10. Policy and Performance Agenda Implications**

Achieving – the provision of undercroft car parking will add vibrancy to this side of town.

## **11. Background Papers and Consultation**

Site Plan

Officers from Streetpride have been consulted and have provided assistance in working up revenue/cost estimates.

Town Centre Management have been consulted.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted