

**CABINET MEMBER FOR REGENERATION AND ENVIRONMENT  
1st November, 2010**

Present:- Councillor Smith (in the Chair); Councillors Dodson, Pickering, Swift and Walker.

**G59. OPENING OF OFFERS**

Consideration was given to a report which set out the details of the opening of offers for Parkstone House and Listerdale on the 12<sup>th</sup> October, 2010.

Resolved:- That the action in opening the offers be recorded.

**G60. ROTHERHAM'S LOCAL ECONOMIC ASSESSMENT**

Consideration was given to a report, presented by the Research and Spatial Development Officer, which sought approval for the final version of Rotherham's Local Economic Assessment (LEA) to be circulated to partners and made available to the public.

The Local Democracy, Economic Development and Construction Act proposed to place a duty on County and Unitary Councils to prepare an assessment of the economic conditions of their area, which had been one of the key recommendations of the Review of Sub-National Economic Development and Regeneration (SNR).

These Assessments would provide a mechanism for bringing together existing evidence from a range of partners into a common economic evidence base which would then inform local, sub-regional and regional strategies, ensuring all policy making was based around a full and shared understanding of local economic challenges.

The new Government had now removed this duty, but the Council decided to continue with the production of a Local Economic Assessment due to the work already undertaken and its potential usefulness in the future in providing data for policy and strategy development.

Reference was, therefore, made to the report, which had been broken down into a number of sections with some specifically local issues such as Rotherham Town Centre and included:-

- Spatial context.
- Demography.
- Employment.
- Skills.

- Business and Enterprise.
- Inclusion.
- Land, Buildings and Infrastructure.
- Environment.
- Rotherham Town Centre.

Each section provided the most up-to-date and relevant data/ evidence, predominantly focusing on the current situation, but with some historical figures where appropriate and also future forecasts if they were available and ended with a summary setting out the key issues with regard to Rotherham's economy.

The Assessments would be kept up-to-date and fit for purpose. Annual reviews would be undertaken, with a major revision taking place in 2013 when the data from the 2011 census would then be available to substantially refresh and update the evidence base.

The key issues highlighted in the report would be picked up in future strategy development, including the current setting up of a Local Enterprise Partnership (LEP) for the Sheffield City Region, a major review of the Rotherham "Economic" and "Working Neighbourhood" Plans and bids into the proposed Regional Growth Fund.

Discussion ensued on the content of the Local Economic Assessment, whether it included the out lying town centres of the borough, low figure for businesses per population and the gap still remaining despite business growth in the area.

Further information was also sought on the list of consultees, including Voluntary Action Rotherham and whether individual Parish Councils had been consulted.

Resolved:- That the final version of the Rotherham Local Economic Assessment be approved and made available for circulation.

## **G61. HIGHWAYS ENFORCEMENT POLICY**

Consideration was given to the report, presented by the Streetpride Principal Network Engineer, which set out details of the proposed Highways Enforcement Policy which would encompass a set of common principles for highways enforcement.

The proposed policy provided a set of common principles upon which enforcement activities would be based promoting fairness, openness, consistency and proportionate action based on risk

assessment.

It was proposed to review the procedures relating to enforcement in the Quality Management System that were used for Street Works, Highways and Public Rights of Way enforcement to reflect the adoption of the policy.

It was also proposed to publish the policy on the Streetpride pages of the Council's web site for the information of the public.

Specific information was provided on the compliance and enforcement actions and where appropriate additional guidance and codes of practice would be taken into consideration.

Discussion ensued on the actions to seek compliance and the right of appeal for those persons who had been served with an enforcement notice

Resolved:- That the Highways Enforcement Policy, and the details reflected within revised procedures relating to highways enforcement followed within Streetpride, be referred to the Cabinet for recommendation to Council for adoption.

**G62. ACCEPTANCE OF A SINGLE QUOTATION FOR A TECHNICAL AND PRODUCT INFORMATION SYSTEM**

This item was not considered and, therefore, deferred to the next meeting scheduled to take place on Monday, 15<sup>th</sup> November, 2010.

**G63. CHARGES ASSOCIATED WITH TEMPORARY ROAD CLOSURES FOR SPECIAL EVENTS**

Consideration was given to a report, presented by the Street Works and Co-ordinator Engineer, which set out details of the revised charges to facilitate lawful closures of the highway for special events under The Road Traffic Regulation Act, 1984.

Historically South Yorkshire Police had led on highway closures, but since March, 2010, a new unit known as The Central Events and Operational Planning Team was established which now involves South Yorkshire Police informing organisers that traffic must be regulated through the making of legal orders by the Highway Authority (HA), should police officers be required to provide this service.

Further information was provided on the powers to Highway Authorities under the Town Police Clauses Act, 1847 (TPCA) and the

Road Traffic Regulation Act, 1984 (RTRA), particularly Section 21.

The Council currently charges £725 for arranging a Temporary Traffic Regulation Order under the Road Traffic Regulation Act and this charge had raised concerns from a number of organisers, including The Rotherham District Scouts who hold an annual St. George's Day Parade, and the Rotherham Harriers who have held an annual series of road races since approximately 1980.

Generally, the events that may require traffic to be regulated tend to fall into the following three categories:-

- Sporting, social and entertainment events, such as cycle races, road running races, the switching on of Christmas lights by Parish Councils etc.
- Parades and marches such as a Military parade, Armistice Day Parade, Scout / Girl Guide parade.
- Street parties, for example, the national celebration of an event such as The Queen's Golden Jubilee.

Through consultation with neighbouring authorities within South Yorkshire, it was thought reasonable and justifiable to make a charge for arranging traffic regulation orders for sporting events, as an opportunity existed for organisers to levy a charge to participants in the form of an entry fee. Similarly, where street parties were proposed across the Rotherham Borough to celebrate a national event, the charge made for arranging a Temporary Traffic Regulation Order covering multiple streets could be potentially shared. Events were normally completed within one day, however, and consequently scope existed to review the charge currently made for arranging a Temporary Traffic Regulation Order under the Road Traffic Regulation Act.

Discussion ensued on the event management process and the options to levy charges.

Resolved:- That the proposed charges associated with certain event types indicated within the report be approved.

#### **G64. MIDDLE LANE LOCAL SAFETY SCHEME**

Consideration was given to a report, presented by the Engineer, which set out details of the proposal to introduce a local safety scheme on Middle Lane, Clifton.

Following concerns raised at the Rotherham South Area Assembly, it was decided to develop a local safety scheme for Middle Lane through a series of workshops with the community. Officers from the Rotherham South Area Assembly arranged and assisted at these workshops.

An initial workshop was held to identify what residents thought were road safety problems on Middle Lane and to develop a possible road safety scheme to treat these problems. Two groups at this workshop developed two different schemes to solve the identified road safety problems. These schemes were assessed by officers from the Transportation Unit after the workshop and were combined into one proposed scheme which consisted of:-

- putting both of the existing zebra crossings on Middle Lane onto bus friendly flat top road humps.
- permitting cycling on the footway to the east side of Middle Lane between Badsley Moor Lane and Doncaster Road.
- changing the position of give way lines at the mini roundabout at Park Hotel and putting one set of speed cushions on the Middle Lane South.
- adding two bus friendly flat top road humps to create two informal crossing points close to Clifton Comprehensive School and the Church.
- replacing/ installing bollards along the whole of Middle Lane to give the same type of bollard along its whole length.
- removing the centre line on the section of Middle Lane between Cambridge Street and Lister Street.

A second workshop was held at which officers from the Transportation Unit presented details of a combined scheme. Following extensive discussion it was agreed that this combined scheme would be presented to residents in the streets surrounding Middle Lane who may be affected by the proposals for them to make comment on.

In October, 2009, a consultation letter and plan was delivered to approximately 850 households in the surrounding area, with an invitation to attend an exhibition meeting to discuss the scheme. Of the 850 letters delivered 98 were returned giving an 11% response rate. The main comments made in these responses were set out as part of the report, but taking into account comments made by people responding to the consultation letter the following items were

removed from the scheme:-

- shared use footway/ cycleway (due to the number of comments made in respect of this).
- road hump closest to Doncaster Road (to reduce number of road humps).
- road hump on zebra crossing outside Clifton Comprehensive School (this has been replaced by speed cushions either side of the zebra crossing due to practicalities on site).
- build-out at the junction of Newton Drive (due to concerns about turning out onto Middle Lane from Newton Drive and Gilberthorpe Street. This had been replaced with waiting restrictions).

The following features had, therefore, been added in:-

- waiting restrictions in the junctions of side roads with Middle Lane.
- changes to improve loading/ short term parking close to shops.
- install “Zebra-Bright” on belisha beacons to increase prominence of crossings.

A final meeting was held in March, 2010 with attendees from the original workshops to present the findings of the consultation and to finally agree on the scheme and an update letter was sent to the 850 households consulted in October, 2009 giving details of the changes made to the proposed scheme in response to consultation.

A road hump notice was advertised on 3rd September, 2010 and no objections were received in response to this notice.

Discussion ensued on the work and role of officers in getting this scheme, in its new form, to this stage ready for implementation and congratulated them all for their efforts.

Resolved:- (1) That the scheme, as shown on Drawing Number 126/ RS/ ML/ F/ 01A, be implemented during the 2010/ 11 financial year.

(2) That the scheme be funded from the Local Transport Plan Integrated Transport Capital Programme for 2010/ 11.

(3) That a Traffic Regulation Order be promoted to introduce a series of waiting restrictions in junctions of side roads with Middle Lane.

**(THE CABINET MEMBER AUTHORISED CONSIDERATION OF THE FOLLOWING ITEM IN ORDER TO MOVE THE SITUATION FORWARD)**

**G65. LINCOLN STREET WORKSHOPS, MALTBY**

Consideration was given to the report which sought approval to declare the Lincoln Street Workshops at Maltby surplus to requirements.

It was confirmed that Environment and Development Services had no requirement for this site.

Resolved:- That the site of the Lincoln Street Workshops at Maltby be declared surplus to the requirements of the Asset Management Department within Environment and Development Services.