

CABINET MEMBER FOR REGENERATION AND ENVIRONMENT

**Venue: Town Hall,
Moorgate Street,
Rotherham. S60 2TH**

Date: Monday, 13th December, 2010

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are likely 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. Minutes of previous meetings of the Cabinet Member for Regeneration and Environment held as follows:-
 - 4th October, 2010.
 - 1st November, 2010.
 - 15th November, 2010.

For signature by the Cabinet Member (See minutes presented to Council 8th December, 2010)

4. Minutes of a meeting of the Local Development Framework Members' Steering Group held on 19th November, 2010. (copy attached) (Pages 1 - 6)
5. Minutes of a meeting of the RMBC Transport Liaison Group held on 22nd November, 2010. (copy attached) (Pages 7 - 14)
6. Report re: opening of e-tenders. (copy attached) (Pages 15 - 16)
7. Minutes of a meeting of the Sustainability Partnership held on 24th November, 2010. (copy attached) (Pages 17 - 22)
8. CLG Consultation Document - Planning for Schools Development. (report attached) (Pages 23 - 30)
Nigel Hancock, Planning Delivery Manager, to report.
 - to report the response to the Government's recently published consultation paper on Planning for Schools Development noting the deadline for submission of responses was 10th December 2010.

9. Footway Improvements at Monksbridge road and Station road, Dinnington. (report attached) (Pages 31 - 37)
Andy Newton, Project Officer, Development Team, to report.
 - to report on proposals for environmental improvement works throughout the Laughton Common/Monksbridge corridors, including Monksbridge Roundabout.
10. Conversion of existing footways to shared use pedestrian and cycle footways A6123/A630 Mushroom Roundabout. (report attached) (Pages 38 - 41)
Andrew Shearer, Transportation Planner, to report.
 - to seek approval to convert the existing pedestrian footways surrounding Mushroom Roundabout to shared used pedestrian and cycle routes.
11. Flash Lane, Bramley - proposed traffic calming scheme. (report attached) (Pages 42 - 48)
Peter Henchley, Engineer Technician, to report.
 - to report the results of consultation re: proposed traffic calming on Flash Lane, Bramley.

Date of Next Meeting
Monday, 10th January, 2011

Members:

Councillor Smith, Cabinet Member for Regeneration and Environment
Councillor Walker, Senior Adviser
(Councillor Pickering, Chair, Planning Board;
Councillor Dodson, Vice-Chair, Planning Board
Councillor Whysall, Chair, Regeneration Scrutiny Panel
Councillor Swift, Vice-Chair, Regeneration Scrutiny Panel)

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 19th November, 2010

Present:- Councillor Smith (in the Chair); The Mayor (Councillor McNeely), Austen, Dodson, Pickering, R. S. Russell, Whelbourn and Whysall.

together with:-

Andy Duncan	Strategic Policy Team Leader
Ken Macdonald	Solicitor
Tracie Seals	Sustainable Communities Manager
Ryan Shepherd	Senior Planner

1. INTRODUCTIONS/ APOLOGIES

The Chairman welcomed those present to the meeting.

Tracie Seals, Sustainable Communities Manager (Interim), introduced herself.

Apologies for absence were received from the following members of the Steering Group:-

Councillor Jack	Chair, Adult Services and Health Scrutiny Panel
Councillor Lakin	Cabinet Member, Safeguarding and Developing Opportunities for Children
Councillor St. John	Cabinet Member, Culture, Lifestyle, Sport and Tourism
Councillor Sharman	Deputy Leader
Councillor Walker	Senior Adviser, Regeneration & Environment

2. MINUTES OF THE PREVIOUS MEETING HELD ON 17TH SEPTEMBER, 2010

Consideration was given to the minutes of the previous meeting held on 17th September, 2010.

Resolved:- That the minutes of the previous meeting be approved as a correct record.

3. MATTERS ARISING

There were no matters arising from the previous minutes.

4. ANNUAL MONITORING REPORT

Consideration was given to a report, presented by Andy Duncan, Strategic Policy Team Leader, relating to the requirement for the Council to produce an Annual Monitoring Report for the Local Development Framework.

It was explained that the Annual Monitoring Report covered the financial year preceding December publication and the submitted report (the 6th AMR) therefore covered the period 1st April, 2009 to 31st March, 2010.

The report covered the monitoring of the framework for the Local Development Framework and its attached documents, the effects of policies and performance indicators. However, reference was made to the confusing position in respect of the Regional Spatial Strategy following the Cala Homes Judicial Review.

(It was noted that the draft 2010 Annual Monitoring Report had been made available electronically and hard copies placed in the Members' Room prior to the meeting.)

Resolved:- That the Steering Group approves the submission of the 2010 Annual Monitoring Report to Government.

5. EMPLOYMENT LAND REVIEW UPDATE

Consideration was given to a report, presented by Ryan Shepherd, Senior Planner, relating to Rotherham's Employment Land Review. It was explained that the review had been undertaken to form part of the evidence base which would support and inform preparation of the Local Development Framework, and inform planning decisions. The review took stock of Rotherham's current economy, and looked at likely future economic changes and requirements. The review also considered the amount of land likely to be required to be allocated for development to help meet these needs.

Reference was made to:-

- the background to the review and number of sites reviewed; amount of land likely to be required
- consultation that took place between 23rd June and 23rd July, 2010 and responses received
- changes made to the document as a result of comments received
- Employment Land Review Headlines: Rotherham's current employment rate; labour market; key economic sectors; existing stock: the current economic climate and recession
- Proposed allocation of employment land for new economic development
- Amount of land to be considered for allocation as employment development sites
- Amount of land currently allocated for employment use that could

- be considered for re-allocation to alternative uses
- next steps: further consultation beginning in 2011

It was pointed out that the Employment Land Review was a key document contributing to a robust evidence base for preparing the Local Development Framework.

The attention of the Members of the Panel was drawn to the revocation of the Regional Spatial Strategy and to the outcome of the judicial review. It was noted that an addendum to the Review was proposed by way of explanation.

Resolved:- That the Steering Group note the content of the report and the final version of the Employment Land Review.

6. LOCAL GROWTH WHITE PAPER

Consideration was given to a report, presented by Ryan Shepherd, Senior Planner, relating to the publication by Government of a White Paper setting out its approach to local growth.

The report summarised the proposals, including how the Government intended to reform the planning system.

Reference was made to the following key themes:-

- shifting power to local communities and businesses by creating dynamic Local Enterprise Partnerships
- increasing confidence to invest
- focused investment by tackling barriers to growth that the market will not address itself

The White Paper also related to:-

(i) Local Enterprise Partnerships (LEP):-

An explanation was given to the role of Local Enterprise Partnerships, including a possible planning remit (as outlined in the submitted report) and particular reference was made to the Sheffield City Region LEP.

(ii) New Homes Bonus Scheme:-

This was expected to start in 2011-12. The scheme proposed to match fund the additional council tax for each new home and property brought back into use for each of the six years after that home is built. It was noted that consultation on the details of how the scheme would operate would commence shortly.

(iii) Planning Reforms:-

These centred around 5 key elements (detailed in the submitted report). Reference was made to already existing Neighbourhood/Community

plans and the need for these to be taken into account, and for closer working with Parish Councils, Area Assemblies and local groups.

Implications for Rotherham and anticipated changes to the Local Development Framework were outlined. Further consultation in respect of the proposed planning reforms was expected.

It was pointed out that the Council had opportunities to bid into the Regional Growth Fund with other partners or via the LEP. It was confirmed that the Forward Planning team were already working with officers in Sheffield on housing requirements for the Rotherham/Sheffield housing market area.

It was noted that the white paper would be followed by the publication of the Coalition Government's Localism Bill.

Resolved:- That the Steering Group notes the content of the report.

7. HIGH COURT RULING ON REGIONAL SPATIAL STRATEGY (RSS) REVOCATION

Andy Duncan, Strategic Policy Team Leader, reported on the High Court ruling in respect of the revocation of the Regional Spatial Strategy.

The position now in the light of the decision of the Administrative Court was that the decision of the Secretary of State to revoke RSS had now been quashed by the Court. The effect was that the decision of the Secretary of State itself was now of no effect, and therefore RSS (now known as the Regional Strategy) remained part of the statutory development plan for the time being.

However, Government had signalled its clear intention to bring forward legislation to withdraw RSS as soon as possible, and the Secretary of State had invited local planning authorities to have regard to that intention as a material consideration in the determination of planning applications (letters dated 27th May and 10th November, 2010).

It followed that whilst planning applications must be determined in accordance with the policies of the development plan (which includes RSS) unless material considerations indicate otherwise, the weight to be given to such policies must be tempered by the fact that Government intends to withdraw RSS as soon as practicable.

It also meant that the previous RSS housing target was also reinstated. This in turn meant that the Council may have to reconsider the interim housing target approved by Cabinet at their meeting on 8th September, 2010. Officers would consider this issue in light of any further guidance forthcoming and report back to Elected Members in due course.

Reference was made to:-

- the ensuing confusion
- a period of transition whilst awaiting further clarity from the Localism Bill
- the weight afforded to the RSS policies may have to be tempered by the fact that Government was intent on removing regional planning
- the validity of the Council's Interim Housing target
- advice from Planning Inspectorate
- implications for the planned consultation on the core strategy
- timescales

Those present discussed the impact of the decision and what it meant for Forward Planning and the Local Development Framework.

It was agreed that there needed to be a report to Cabinet in due course re the implications of the Judicial Review decision.

In the interim work would continue on planning to consult on a local housing target next year.

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

(2) That an update report be submitted to Cabinet.

8. ANY OTHER BUSINESS

The following issue was raised and discussed:-

(i) Houses in Multiple Occupation

Reference was made to Circular 08/10: Changes to Planning Regulations for Dwellinghouses and Houses in Multiple Occupation that was published on 4th November, 2010 –

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1759707.pdf>

in that landlords will no longer need to apply for planning permission if they want to convert a dwelling house to a House in Multiple Occupation. It was explained that this if this was linked to housing benefits reform the Borough may see an increase in HMO's and possibly an increase in unfit housing.

Information was provided in respect of the planning aspects and the use of Article 4 Directions.

Resolved:- That a briefing note on Houses in Multiple Occupation, together with the planning aspects, be provided for all Members of the

Council and the three local M.P's. in due course.

9. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Local Development Framework Members' Steering Group be held on Friday, 10th December, 2010 at 10.00 a.m. – Town Hall, Moorgate Street, Rotherham.

RMBC TRANSPORT LIAISON GROUP
Monday, 22nd November, 2010

Present:- Councillor Smith (in the Chair); Councillors Austen, Barron, Buckley, Ellis, Falvey, Goulty, Hodgkiss, R. S. Russell, Pickering, Sims, Swift and Whysall.

together with:-

Rupert Cox	Stagecoach Yorkshire
Stephen Hewitson	Rotherham Community Transport
Pam Horner	South Yorkshire Passenger Transport Executive
Richard Simons	First South Yorkshire
David Stevenson	Stagecoach East Midlands
Tom Finnegan-Smith	RMBC Transportation Unit Manager

1. WELCOME AND INTRODUCTIONS

The Chairman welcomed those present to the meeting. It was explained that a full seminar had been arranged for 23rd November, 2010 in respect of the PTE budget.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from:-

Councillor Atkin	RMBC Ward 19 (Wath)
Councillor Dodson	RMBC Ward 12 (Rotherham East)
Councillor P. A. Russell	RMBC Ward 14 (Silverwood)
Councillor Sharman	RMBC Ward 21 (Wingfield)
Councillor Whelbourn	RMBC Ward 10 (Rawmarsh)
Shayne Howarth	Stagecoach Yorkshire
Paul Sylvester	Stagecoach Yorkshire

3. MINUTES OF THE PREVIOUS MEETING HELD ON 28TH JUNE, 2010

Consideration was given to the minutes of the previous meeting of the RMBC Transport Liaison Panel held on 28th June, 2010.

Resolved:- That the minutes be agreed as a correct record.

4. ANY MATTERS ARISING

There were no matters arising from the previous minutes.

5. UPDATES FROM THE TRANSPORT OPERATORS

The following reports were submitted:-

(i) First South Yorkshire

Richard Simons reported very few changes had been made at the last service change date. Also there were very few planned for the next service change at the end of January, 2011 other than minor adjustments in the interests of punctuality and reliability.

He added that November was Passenger Safety Month and small cards were being given out with a message advising passengers to remain seated until the bus had stopped, with contact details on the reverse. A supply of these cards would be left on the reception at the Town Hall.

(ii) Northern Rail

No report was given.

(iii) Rotherham Community Transport

Stephen Hewitson, gave a presentation based on the 21st Annual Meeting highlighting:-

- 20% increase to 130,000 passenger journeys
- January & February 2010 proved a particular challenge with disruption to services as a consequence of the most severe winter weather experienced since we set up Rotherham CT in October 1989
- Services have been re-shaped to reflect the Personalisation of Social Care and our involvement with Rotherham Council delivering services for older people and home to school transport for children with disabilities has grown
- We have been able to extend our services for Children & Young People by working in partnership with other Voluntary & Community Organisations to provide after school activities and short breaks for children with special needs and their families
- Looking ahead a new partnership with the Mayor's Charity means we can offer support to a wider range of small community groups and organisations with the availability of a new 17 seat minibus. To accommodate the growth in activity and fleet size to 30 vehicles with the delivery of a new "Door 2 Door" Community Transport vehicle due in December 2010 we are in the final stages of acquiring larger premises thanks to the support of the Charity Bank and Yorkshire Key Fund.

5 Key Services:-

- (i) Door 2 Door Community Transport for Older People or Disabled

People who have difficulties using standard public transport supported with funding from South Yorkshire Integrated Transport Authority:

This had seen a slight drop in user numbers with a fall in bookings mostly from the rural areas of Rotherham.

- (ii) Social Care Transport for Older People supported by Rotherham Council Neighbourhood & Adults Services:- this had shown a major increase in activity.
- (iii) Home to School Transport for Children with Special Needs contracted by Rotherham Council's Children & Young Peoples Services: this area had also shown an increase in activity.
- (iv) Personalised Care Services & other "Dial & Ride" Community Transport:- service included supporting people with learning disabilities and health related journeys.
- (v) Transport for Community Groups & Organisations:- there had been an increase in use particularly by community groups and junior and infant schools.

Older People and Community Transport:- Older people were frequent users of Community Transport and accounted for around 70% of registered Dial-a-Ride users and up to 90% of passengers using Shoppa & Care-Link Services.

Top 10 destinations:- Rotherham Town Centre; Rotherham College; Rother Valley College and Morrisons at Bramley and Parkgate being the most popular.

Fleet Performance Indicators:- included rides per hour; miles per ride; fleet utilisation (average hours per day)

Annual Passenger Survey results and respondents' profile:-

- SYPTE annual survey of Community Transport Passengers in 2009 -560 people responded to the survey
- the majority of those who completed the survey were women aged 75+
- the results continue to showed a high level of satisfaction with the service
- main reasons for using the Door 2 Door service included shopping; and keeping in touch with friends and family; accessing college, care and health services
- length of journey; safety; time spent on vehicle, cost
- satisfaction with availability of service; destinations; information about services; reliability; ease of making a booking; getting on and off; cleanliness of vehicle; helpfulness of driver; length of time at destination

Looking Ahead – the next 21 Years?

- Funding for Door 2 Door Community Transport, Social Care & Home to School Transport is secured to March 2013
- The Personalisation of Social Care introduces a new set of challenges' and opportunities for Community Transport and our experience of supporting Short Breaks and Activities under the new Aiming High for Disabled Children arrangements widens our involvement in meeting the transport needs of Children & Young People in Rotherham. We expect passenger journeys to increase by a further 20% (to around 160,000 journeys) to March 2011
- To support this growth we are planning a move to larger premises in early 2011 which will provide additional parking and workshop space.
- Booking & Scheduling is critical to the reliable delivery of flexible, personalised door to door community transport and a new system; CATSS (Computer Aided Transport Scheduling System) developed by Thames Valley Community Transport Operators has been introduced during the summer of 2010
- We are working with South Yorkshire Passenger Transport Executive Officers to review the Rotherham Community Transport and South Yorkshire Shopper Bus and explore ways of enhancing the capacity of this service in the Rotherham area.
- Our "Community Links" worker continues to support small groups in finding ways to meet their transport needs through applications for small grants and use of Community Transport.
- We intend looking at the contribution made by our volunteer car drivers, particularly in relation to helping community transport passengers get to and from hospital or make other journeys related to their health & social care

In summary Rotherham Community Transport was:- "Doing more than you imagine – changing the world and widening horizons".

Members present commented on:-

- the range of services provided
- the need to assess the impact of cuts over the next few years
- were there enough volunteer car drivers for the services offered?

In reply reference as made to:-

- the limited number of drivers involved in the lift giving scheme
- the introduction of the Mayor's minibus scheme was helping to attract new volunteers from groups using the vehicle
- Recruitment for Door 2 Door drivers tended to attract only a limited response from older male drivers with an appropriate D1 licence qualification
- Concerns that cuts of up to 27% affecting Social Care and Children & Young Peoples Services would impact on Community Transport

- it had been advised that SITA's capital programme for vehicle replacement had been cut and that there could be a further potential reduction in revenue funding for supported services of 7-10% but no details were available at the moment
- a 20% reduction in BSOG would impact on operators from 2012

The Chair thanked Stephen for his interesting and informative presentation.

(iv) South Yorkshire Passenger Transport Executive

Pam Horner reported on the following:-

(a) Bus services:-

There had been no major changes to contracted bus services. However there would be an impact of funding cuts on the operators and their service provision.

Reference was made to the ending of the fuel duty rebate in 2012 which would affect operators.

Elected Members made reference to the punctuality and reliability of certain services.

Elected Members were invited to continue to report any service issues directly to Pam.

(b) Rotherham Central rail station:-

It was reported that progress on the redevelopment had been delayed until summer 2011 due to the Contractor experiencing problems obtaining trackside approvals and permissions. Obtaining permissions from Network Rail can be a slow process. In addition the contractor had discovered an unstable retaining wall that may require additional permissions to be requested from Network Rail.

With the onset of winter work was in progress to provide temporary shelter on both platforms and a Portacabin waiting area. Complaints have also been received about the temporary footbridge being slippery when wet and the dark environment when crossing the bridge despite the lighting provided being at full lux. Measures were in place to ensure leaves were cleared. The height of the sides of the footbridge had also been raised as a security issue by females as it meant they could not be seen when crossing the footbridge.

(c) Bus Shelters:-

It was reported that when SYPTE became aware of shelter damage the glazing was replaced as part of the overall contract, at very low cost.

However, damage is always recorded against each individual site and where this exceeded the threshold glass was generally replaced with more rugged material such as polycarbonate or other rugged products. However, polycarbonate did not provide the vision of glass should this become etched and require grinding off. The shelter replacement programme for the whole of the current financial year was taken up and committed for next year. However, Elected Members were asked to continue to make requests for consideration.

Members present raised and discussed the following:-

- the need for additional lights on the footbridge
- consideration of other engineering solutions i.e. wire grid on the upper part of the footbridge to facilitate visibility of users
- the need to keep on top of the leaf clearance
- the length of the delay and knock on effect on the cost

Pam Horner agreed to feedback Members' comments to the Project Manager and to provide the requested information in respect of the delay and cost implications.

(iv) Stagecoach East Midlands

David Stevenson reported there were no planned changes. Currently there were no problems in Dinnington. However reference was made to the dark nights.

(v) Stagecoach Yorkshire

Rupert Cox reported that there had been no timetable changes and none were planned for the end of January 2011.

However some changes had been made to the fleet. Across the district 100% of buses were now low floor. Also 7 new vehicles would come into service in January 2011 to upgrade Service 221. This made a total of 40 new buses invested in the Rotherham district over the last 3 years.

The Chairman thanked all the operators for their updates.

6. UPDATES FROM RMBC TRANSPORTATION UNIT

Tom Finnegan-Smith, RMBC Transportation Unit Manager, reported on highways and transportation projects and the budget situation for the next financial year onwards, and the impact of the announcements in the Comprehensive Spending Review (CSR) 1st October, 2010.

It was explained that the majority of the budget came from the DfT and that this had been revised through the CSR process. This had implications of the various budgets the Council received from the DfT.

Major Schemes:- decisions on all major schemes (A57 Todwick Crossroads improvement; Waverley Link Road: Bus Rapid Transit Scheme N and S) were deferred in early summer until after the CSR.

The DfT had now set out major schemes into various funding pools and in general the DfT will prompt scheme promoters to reduce costs and seek greater third party contributions from development in order to see clearer economic benefits.:-

Level 1 – Supported pool:- to receive DfT funding subject to “best and final offer” from the local authority. For Rotherham this meant that the A57 scheme had support and officers were preparing “A best and final offer” for funding for consideration by the Council before sending to the DfT before Christmas.

Officers had already met with the DfT to consider alternatives as a result of a current funding gap in the required local contribution.

Level 2 – Development pool:- Waverley link Road, White Rose Way and Supertram additional vehicles had been included, totalling £1.2bn. These schemes would be competing nationally for the funding. Further work would be done to submit a best and final offer next Autumn.

Level 3 – Pre-qualification pool:- this was a group of national schemes to be assessed against criteria by the DfT in January, 2011 and included the Bus Rapid Transit Scheme Northern route, A61 Penistone Road Smart Route. Competing to be included within the Development pool, which will then have a budget of £600m for all schemes within it. Clearly this will mean that many of the schemes in the Development Pool will not receive funding.

It was pointed out that the BRT Southern route was not included and the PTE along with Sheffield City Council were to lobby the DfT, and also to look at alternative sources of funding e.g. the Regional Growth Fund, and for the inclusion of Waverley as a key development area.

Integrated Transport Funding (Local Transport Plan):- for local safety schemes, pedestrian crossings, traffic management, residents’ parking schemes etc. The number of requests for projects from the local community was noted.

This funding was cut by 25% at the beginning of the year when the new Government was formed. It would be cut further by 33% (effectively a 50% cut) at the start of the next financial year. Therefore there would be a significant effect on the programme of works. The Settlement announcement expected shortly would clarify the situation.

It was also noted that the DfT had a new formula to determine the level of funding local authorities received.

New funding sources included:-

- (i) Regional Growth Fund
- (ii) Local Sustainable Transport Fund - £6m over the next 3 years

It was pointed out that it was a national competitive bidding process and officers were looking at ways to bid.

The Chairman thanked Tom for his update.

7. ANY OTHER BUSINESS

There were no other items of business.

8. DATE, TIME AND VENUE FOR THE NEXT MEETING

Resolved:- That the next meeting of the RMBC Transport Liaison Group be held on WEDNESDAY, 16TH MARCH, 2011 at 2.00 p.m. – Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Environment
2.	Date:	13th DECEMBER, 2010
3.	Title:	OPENING OF E-TENDERS
4.	Directorate:	Chief Executive's

5. Summary

The purpose of this report is to record the opening of e-tenders for the following:-

on 23rd November, 2010 for: -

Street furniture – Environment and Development Services

6. Recommendation:-

That the action of the Cabinet Member in opening the e-tenders be recorded.

7. Proposals and Details

E-tenders in respect of the following were opened by the Cabinet Member for Regeneration and Environment on 23rd November, 2010:-

Street furniture – Environment and Development Services

8. Finance

To secure value for money.

9. Risks and Uncertainties

Service implications and public perception issues.

10. Policy and Performance Agenda Implications

In accordance with financial and contractual requirements.

11. Background Papers and Consultation

Emails: Category Manager, RBT

Contact Name : Janet Cromack, Senior Democratic Services Officer

Ext: 22055

Email: janet.cromack@rotherham.gov.uk

SUSTAINABILITY PARTNERSHIP
Wednesday, 24th November, 2010

Attendees:-

Councillor G. Smith(in the Chair)	Cabinet Member for Regeneration and Environment
Councillor D. Pickering	Chair of the Planning Board
Jo Abbott	NHS Rotherham
Martin Aizlewood	RFT
Karl Battersby	Environment and Development, RMBC
Emma Bridge	Chief Executive's Office, RMBC
Stephen Brown	Environment and Development, RMBC
Andrew Denniff	Rotherham and Barnsley Chamber of Commerce
Janet Johnson	Groundwork Dearne Valley
Hugh Long	Neighbourhoods and Adult Services, RMBC
Sarah McCall	Strategic Finance, RMBC
Jenny Poxon	Sheffield City Region
Nicky Wilson	Voluntary Action Rotherham

Apologies for Absence:-

Councillor Austen	Chair of the Democratic Renewal Scrutiny Panel
The Mayor (Councillor McNeely)	Chair of the Sustainable Communities Scrutiny Panel
Carolyn Barber	Environment and Development, RMBC
David Burton	Environment and Development, RMBC
John Cartwright	
Alice Rodgers	

42. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting of the Sustainability Partnership held on 22nd September, 2010 were received and the contents noted.

43. TACKLING SUSTAINABILITY ACROSS LOCAL AUTHORITY BOUNDARIES

The Chairman welcomed Jenny Poxon, Head of Spatial Planning from the Sheffield City Region, to the meeting who gave a presentation on the new arrangements and possible change for the Local Enterprise Partnership.

The presentation drew specific attention to:-

- Sheffield City Region – Geography.
- The new Local Enterprise Partnership.
- Regional Boundaries.
- Areas with Control.
- Spatial Planning Assessment – Challenges.
- Strategic Economic Assessment – Challenges.
- “Larger Than Local” Initiatives.
- Issues, Challenges and Opportunities.
- Local Enterprise Partnerships.
- Sheffield City Region’s Local Enterprise Partnership.
- Sheffield City Region’s Priority Areas for Integration and Intervention.
- Next Steps.

A question and answer session ensued and the following issues were raised and subsequently clarified:-

- Priorities of the Local Enterprise Partnership and whether consideration was to be given to the priorities of Yorkshire Forward, i.e. carbon economy.
- Concerns of a Sheffield only focus through the Local Enterprise Partnership.
- Local Enterprise Partnership membership and balance.
- Collaborative working with other partnerships.

The Chairman thanked Jenny Poxon for her informative presentation.

44. **CHANGING BEHAVIOUR AND PROMOTING RECYCLING AND WASTE MANAGEMENT IN ETHNIC COMMUNITIES**

The Chairman welcomed Hugh Long, Projects, Customer Interface Officer, to the meeting who gave a presentation on the promotion of recycling and waste management in ethnic minority areas in Rotherham.

The presentation drew attention to:-

- Rotherham’s Profile.
- Total Waste Recycled.
- Communication.
- Leaflet Exercise.
- Solutions.
- Development of Leaflets.
- Waste Minimisation.
- Multi-Agency Approaches.
- Pictorial Leaflets.
- Future Plans and Issues.

A discussion and clarification was provided on a number of issues relating to:-

- Providing information about recycling to school children.
- Providing leaflets to a number of different nationalities and the gaps when families move on.

Hugh Long continued with a second presentation with provided information on challenging behaviour focusing particularly on:-

- Total waste recycled.
- Communities.
- Schools and educating children.
- Good quality information.
- Roadshows and leaflets.
- Waste management.
- Pictures and big ideas.

A discussion and clarification was provided on a number of issues relating to:-

- Recycling of unwanted furniture..
- Recycling of wood.
- Information about recycling furniture provided on the Council's website.
- Links with Licensing regarding waste management and takeaways.
- Complaints about wheeled bin cleaning.

The Chairman thanked Hugh Long for his informative presentations.

45. SUSTAINABLE TRANSPORT

The Chairman welcomed Steve Brown, Policy Officer from the Transportation Unit, to the meeting who gave a presentation on sustainable transport.

The presentation provided information and focus on:-

- Travel Plans Effectiveness – Monitored across Rotherham.
- Cycle Parking and Usage at Dinnington Comprehensive School.
- Provision in Rotherham.
- Public Transport.
- Local Buses – Provision of Map Movies with Real Time Information Available.
- Flexible Working.

- Powered Two Wheelers.
- Car Sharing and Signage.
- Eco-Driving.
- How mileage claims were measuring up.
- National Indicators.
- Sewage Treatment Demonstration Project.
- Map Movies for the Instant Commuter.
- Rotherham Bike Library Project.
- Future Action.
- Future of Renewable Energy.

A discussion ensued and the following issues were raised and subsequently clarified:-

- Proposed tramlink between Rotherham and Meadowhall.
- Rapid bus transit.
- Electric Cars v Fuelled Cars.
- Use of green electricity.

The Chairman thanked Steve Brown for his very informative presentation.

46. **FREIBURG, GERMANY - 'GREEN CITY' - ENVIRONMENTAL BEST PRACTICE IN BUILDING**

The Chairman welcomed Nicky Wilson from Voluntary Action Rotherham to the meeting who gave a presentation with photos on the recent visit to the Green City of Freiburg in Germany.

The presentation provided further information on:-

- The aim of the visit.
- The study tour to observe environmental best practice.
- The environmental friendly hotel.
- Low maintenance open spaces.
- Newly developed neighbourhoods.
- Solar homes in Vauben.
- Secure bike parking accommodation.
- Community centre/ library.
- Solar panels companies and laboratory.
- Communal bread oven.

Frieberg was clearly a city that was adapting well to the use of alternative technologies and increasing its population numbers.

Councillor Pickering also pointed out that eight schools in Rotherham

had recently been approved to have solar panels fixed to their roofs in order to assist with reduced costs in energy supplies.

The Chairman thanked Nicky Wilson for her informative presentation.

47. BUY LOCAL/ SUSTAINABLE PROCUREMENT

The Chairman welcomed Sarah McCall, Performance Officer, to the meeting, who gave a presentation on Buying Local and Sustainable Procurement.

The presentation drew specific attention to:-

- he three issues of Environment, Economy and Social Sustainability.
- Sustainable Procurement & Commissioning Code of Practice.
- .
- Apprenticeships and skills development.
- Supporting the local economy.
- Defining local and a tiered approach to reporting.
- Current performance 2009/ 10.
- Rotherham spend – 32.8%.
- Supplier readiness and promotion.
- Promotion of opportunities.
- Next steps.
- Rotherham Means Business 2011 – 10th March, 2011 at Magna.
- Third Annual Supplier Awards.

There being no questions the Chairman thanked Sarah McCall for her informative presentation.

48. LABGI PROJECT UPDATES

Emma Bridge, Policy Officer, gave an update on the LABGI Projects that were currently being supported and previously agreed. Funding would cease after March, 2011.

Emma also informed people that today was her last meeting and that the projects being supported would be transferred to Voluntary Action Rotherham and which their progress would continue to be reported to this meeting.

Nicky Wilson from Voluntary Action Rotherham also referred to the community conference that was taking place on Tuesday, 30th November specifically for people who were interested in growing

their own food.

Reference was also made to the green clock, which had not received any further interest from schools.

Karl Battersby, Strategic Director, also reported on the flip camera was available for use in recording sustainable projects. Any request for the camera should be made to Voluntary Action Rotherham.

49. ANY OTHER BUSINESS

The Sustainability Partnership wished to thank Emma Bridge for all her help and support in Rotherham and wished her all the best for the future and hoped that the good work done by Emma would continue.

50. DATE, TIME AND VENUE FOR THE NEXT MEETING

The next meeting of the Sustainability Partnership would take place on Wednesday, 26th January, 2011 at 2.00 p.m. at the Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1. Meeting:	Cabinet Member for Regeneration and Environment
2. Date:	13 th December 2010
3. Title:	CLG Consultation Document – Planning for Schools Development
4. Directorate:	Environment and Development Services

5. Summary

This report is in response to the Government's recently published consultation paper on Planning for Schools Development – the deadline for submission of responses was 10th December 2010.

6. Recommendations

That the Cabinet member notes the report and agree the responses suggested to each question.

Page 1

7. Proposals and Details

- 7.1 This consultation looks at the changes proposed to the Town and Country Planning (General Permitted Development) Order 1995 (as amended), which are aimed at freeing-up the planning system in relation to schools development.
- 7.2 The Secretary of State for Communities and Local Government made a statement to the House of Commons on 26 July 2010 outlining the importance of establishing new free schools and making clear that in considering applications for schools development, significant weight should be given to the desirability of establishing the school. He also outlined his intention to consult on changes to the Use Classes Order to reduce unnecessary regulation and make it easier for buildings currently in other uses to be converted to schools.
- 7.3 This consultation addresses that commitment to consult. It proposes changes that apply to all schools. They will affect only those developments that involve purely converting non-school buildings for school use. Where a school's development requires any additional work to change the exterior of an existing

building or is a new build development, planning permission will be required in the normal way.

7.4 This consultation paper seeks views on four possible options:

Option 1: Retain the current planning framework and make no changes to the planning system

Option 2: Give a permitted development right for *some* uses to convert to school use

Option 3: Give a permitted development right for *all* uses to convert to a school use

Option 4: Give a permitted development right, with attached conditions, to *all* uses to convert to a school use

7.5 The consultation document consists of 10 questions around the issues raised from each of the above options.

Q1. Do you think that the uses listed under option 2 should be given a permitted development right to convert to a school?
Please tick one box for each use

	Yes	No
A1 shops	<input type="checkbox"/>	<input checked="" type="checkbox"/>
A2 financial and professional services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B1 business	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B8 storage or distribution	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C1 hotels	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C2 residential institutions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C2A secure residential institution	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D2 assembly and leisure	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Q2. Do you think that the further uses listed under options 3 and 4 should be given a permitted development right to convert to a school?
Please tick one box for each use

	Yes	No
A3 restaurant and cafés	<input type="checkbox"/>	<input checked="" type="checkbox"/>
A4 drinking establishments	<input type="checkbox"/>	<input checked="" type="checkbox"/>
A5 hot food takeaways	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B2 general industrial	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C3 dwellinghouses	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C4 houses in multiple occupation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sui generis uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Q3. Should a use converting to a school for a temporary period retain the right to revert to the previous use if it does so within 5 years?

Please tick one box	⇒	Why do you say that?
Yes <input type="checkbox"/>		<p>Established principle of planning law is that if a material change of use occurs, then planning permission is required unless it is permitted development. The original use may not be the most appropriate for it's location and to revert back to that use may cause more harm. New development would not know if this was to occur and could be disadvantaged as to future development.</p>
No <input checked="" type="checkbox"/>		
Don't know <input type="checkbox"/>		

Q4. Would allowing the following uses to convert to a school use without the need for planning permission have any unintended consequences?

	Yes	No
A1 shops	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A2 financial and professional services	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B1 business	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B8 storage or distribution	<input checked="" type="checkbox"/>	<input type="checkbox"/>

C1 hotels	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C2 residential institutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C2A secure residential institution	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D2 assembly and leisure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A3 restaurant and cafés	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A4 drinking establishments	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A5 hot food takeaways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B2 general industrial	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C3 dwellinghouses	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C4 houses in multiple occupation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sui generis uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>

And if so, what are they?

The argument that a variety of uses within the existing D1 use-class can currently be converted to schools is not a reason to extend the principle to other use-classes.

It is not enough to assume that promoters will 'choose suitable buildings with appropriate access.' They have not got the experience that a local authority has of recognising the problems that can arise. Complaints, from parents and residents, occur at almost every school entrance and it is only through proper consideration and control, at the planning stage, that such problems can be kept to a minimum. Our experience of dealing with schools is that they have little interest in how pupils travel to school or how far they have to travel. This is regarded as purely a matter for parents.

Road safety issues, and the problems that are created, on the public highway, are seen as a matter for the local highway authority to solve. It is not enough to assume that 'representatives will take responsibility for managing its impact on the local area, such as the effects of the traffic it generates and the impact on immediate neighbours. This rarely happens now and there are no guarantees that this situation will improve. The consultation does not adequately cover whether these schools need travel plans - only a 'transport assessment' is suggested. Without a Travel Plan there is no mechanism for mitigating the impacts of school traffic and travel. It would be unreasonable to treat 'free' schools any differently to other 'state' schools.

It is far from certain that free schools will reduce travelling distances. They

could just as easily increase travel distances contrary to government policy regarding sustainability. The availability of choice has led to pupils travelling greater distances to attend schools.

Allowing premises such as A1 shops and B2/B8 premises (factories/warehouses) to be changed without the need for planning permission is a concern since these can be very large premises with the potential to accommodate many pupils/staff e.g. former DIY stores etc. Public Houses can also be problem sites if parking/drop off areas are inadequate. Very recently, our Members refused a change of use of a public house to a children's nursery on highway safety grounds. It is not the type of premises that should determine use, but its location and overall suitability.

The implications of meeting the requirements of the Education Inspections Act and the duty of a local authority to promote (and provide) sustainable school transport are ignored. Will the LA be responsible for providing travel to 'free' schools or will this be the responsibility of the school and parents? The promotion of sustainable (non-car) travel to schools is intended to benefit pupils (better health, reduced obesity etc) as much as it is intended to address travel and traffic issues. It is not clear how free schools will address this.

If the Government consider that there should be a presumption in favour of the development of new schools this would be much better served through the introduction of a policy directive rather than a blanket permitted development allowance. Whilst Article 4 directions are available to the Local Authority to remove permitted development, policy statements would give a clear steer without removing the necessary scrutiny and public involvement that the submission of a planning application affords.

Q5. Should the local planning authority have to approve a transport assessment before the permitted development right can be activated for changes from some or all non D1 uses?

Please tick one box	⇒	Why do you say that?
Yes <input checked="" type="checkbox"/>		To properly assess the impact
No <input type="checkbox"/>		
Don't know <input type="checkbox"/>		

Q6. Do you think that there are any other matters that the conditions should address?

Please tick one box	⇒	Why do you say that?
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Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

All material planning considerations

Q7. Should the compensation provisions contained in section 189 of the Planning Act 2008 be applied to change of use to a school, if a permitted development right is given?

Please tick one box	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>
Don't know	<input type="checkbox"/>

⇒

Why do you say that?

It should be for the Local Planning Authority to consider how the implications of these provisions would affect them and be able to control these through an Article 4 direction without fear of compensation claims.

Q8. The Government would like to permit schools to co-exist with certain dual uses, but not with other. Do you have views about whether and how this can be achieved?

Please tick one box	
Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

⇒

Why do you say that?

Q9. Which is your preferred option and why?

Please tick one box	
Option 1	<input checked="" type="checkbox"/>
Option 2	<input type="checkbox"/>
Option 3	<input type="checkbox"/>
Option 4	<input type="checkbox"/>

⇒

Why do you say that?

As per the answer given to question 4

Q10. Do you think these proposals should be applied solely to new free schools or to all schools? Why?

Please tick one box		⇒ Why do you say that? See above
Yes	<input type="checkbox"/>	
No	<input checked="" type="checkbox"/>	

Conclusion

It is considered that option 1 (retain the current planning framework and make no changes to the planning system) is the most appropriate course of action for the development of new schools.

There are a number of issues that need to be properly considered as part of the change of use of an existing building to a new school that cannot be adequately controlled purely by condition or restriction to such a degree that it would make any form of permitted development acceptable.

The current system is not overly cumbersome and affords a level of public involvement that would otherwise be removed if permitted development rights were given to allow those developments that involve converting non-school buildings for school use.

8. Finance

If the use classes order were to be amended and give permitted development allowances for those developments that involve purely converting non-school buildings for school use there would be an impact on the potential loss of planning application fees. Whilst it is unlikely that every proposal under the permitted development regime would have resulted in a planning application there could clearly be a loss of potential revenue albeit relatively small compared to the income from planning applications over 12 months.

Change of use applications currently attract a fee of £335 per application and, although it is difficult to quantify the likely number of applications we would receive if other Government incentives are introduced, this is not anticipated to generate income above £5,000 per annum.

9. Risks and Uncertainties

N/A

10. Policy and Performance Agenda Implications

N/A

11. Background Papers and Consultation

Planning for schools: Consultation by the CLG

Contact Name: Nigel Hancock, Planning Delivery Manager, 3823,
nigel.hancock@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member, Regeneration & Environment
2.	Date:	13 December 2010
3.	Title:	Laughton Common/Monksbridge Gateway Improvement Works – Gateway Environmental Improvements, Dinnington Ward
4.	Programme Area:	Environment and Development Service

5. Summary

To report on proposals for environmental improvement works throughout the Laughton Common/Monksbridge corridors, including Monksbridge Roundabout.

- (i) To provide enhanced landscaping works along Station Road and Outgang Lane, Laughton Common between the railway bridge at the north-west end of Laughton Common and Monksbridge Roundabout at the south-east end.
- (ii) To provide enhanced landscaping works to Monksbridge Roundabout incorporating two mounds which acknowledge Dinningtons Neolithic past; the town is believed to take its name from a local long barrow or burial mound.
- (iii) Similarly to provide high quality enhanced works along Monksbridge Road, Dinnington between Monksbridge Roundabout at the north-east end of the corridor and the junction of Monksbridge Road with Rotherham Road at the south-west end.

6. Recommendations

Cabinet Member approves the proposed works and notes the funding arrangements.

7. Proposals and Details

The Laughton Common/Monksbridge Road highway corridor was identified as a potential Gateway Improvement scheme within the wider Gateway Improvement Plan (approved 22 June 2005) and was included in the 2010/11 Regional Housing Programme.

The Cabinet Member will be aware of 'Gateway' style street name signs already installed throughout this corridor; a further phase of works is now proposed as follows.

Introduction of pedestrian footways at the junction of Monksbridge Road with Rotherham Road and at Station Road with 'The Sycamores'.

Introduction of wildflower and bulb planting throughout the area, together with limited tree and shrub planting.

Landscaping improvements to Monksbridge Roundabout comprising two raised barrows, mature tree planting, wildflower and bulb planting. It should be noted that the existing commemorative 'Pit Wheel' feature will be retained.

Please refer to the plans in Appendix A (extent of coverage of the works), B (Footway Improvements at junction of Monksbridge Road and Rotherham Road) and C (Footway improvements at the junction of Station Road and The Sycamores) for details as to the extent of the works. More detailed copies of these plans have also been on display in the Members Room for the past week.

The Gateway project team within RIDO have ensured that extensive consultation has been carried out with the local community, including residents within the immediate vicinity of the works, the 'Friends of Laughton Common', New Laughton Tenants and Residents Association and Thurcroft Parish Council. Local Members have been involved with the project through the Dinnington Area Development Framework Steering Group.

Subject to Member approval, works will be carried out during the period January to March 2011.

8. Finance

These works will be funded from the 2010/11 Regional Housing Board programme, with Monksbridge Gateway having been allocated a budget of £180,000. It can be seen therefore that the proposed works fall well within the budget limit.

Total estimated costs:

(i). Outgang Lane Corridor

Cultivation and seeding	£	2,630.55
Maintenance of seeded areas	£	539.60
Wildflower planting	£	352.42
Spray off areas	£	1,667.60

Cultivate for shrubs	£	88.00
Shrub planting	£	2,240.00
Shrub maintenance	£	640.00
Beat up of shrubs	£	224.00
Tree planting	£	800.00
Bulb planting	£	3,117.60
Additional topsoil	£	500.00
Street lighting columns	£	7,500.00
Footway Improvements	£	9,243.89

Total £ **29,543.66**

(ii). Monksbridge Road Corridor

Cultivation and seeding	£	2,636.40
Maintenance of seeded areas	£	540.80
Wildflower planting	£	554.64
Spray off areas	£	1,707.20
Cutting back existing vegetation	£	1,360.00
Tree planting	£	320.00
Bulb planting	£	1,620.00
Footway Improvements	£	19,276.70
Traffic Management Costs	£	800.00

Total £ **28,815.74**

(iii). Monksbridge Road Roundabout

Traffic Management Costs	£	1,500.00
Excavation, tree & shrub removal	£	1,844.00
Spray off areas	£	413.60
Excavate tree pits & fill with top soil	£	726.00
Supply & spread sub-soil	£	2,340.00
Supply & spread top-soil	£	930.00
Cultivation	£	574.20
Plant semi-mature trees	£	7,200.00
Seeding (including wildflower species)	£	701.62
Bulb planting	£	1,734.60
Turfing	£	3,296.00
Aftercare	£	1,963.42
Contingencies	£	1,161.17

Total £ **24,384.61**

(iv). Landscaping Design Fees/Consultation Costs

Total £ **10,084.93**

Overall Costs £ **92,828.94**

The estimated costs include for any defects of the hard works within a year following completion of the works. Thereafter maintenance of the improvements will be transferred into the ongoing Streetpride maintenance programme.

It should be noted that the proposed improvements will not add to the existing Streetpride maintenance budget above the level normally expected for general ongoing highway maintenance. Landscaping improvements in particular have been designed to be self-sustaining (comprising Wildflower species and bulbs) with very limited maintenance requirement.

It should also be noted that a small area of land affected by these proposals at the junction of Monksbridge Road with Outgang Lane is in private ownership, specifically Brobot garages Ltd. Brobot have been consulted over these proposals and are fully supportive. They have also undertaken to maintain these landscaping works as part of their regular maintenance programme once completed.

9. Risks and Uncertainties

The risks & uncertainties are expected to be only those which would normally be associated with small scale construction and landscaping works.

10. Policy and Performance Agenda Implications

The scheme contributes to the 'Rotherham Proud' agenda by enhancing the main 'Gateway' routes into the Borough with high quality public realm works. It will also contribute to 'Rotherham Safe' in that the public highway will be free of defects. The scheme contributes to the Community and Corporate Plans by:

Supporting the Housing Market Renewal Programme.

Improving and promoting the image of Rotherham and addressing negative views both within and outside the borough, through the environmental improvement of Gateway Corridors which form many peoples first impression of the borough, as well as a backdrop to the lives of many of its residents.

Providing sustainable neighbourhoods of quality, choice, etc, by contributing to an improved environment within many residential districts.

11. Background Papers and Consultation

Public consultation has been carried out by the Project Officer and the designs have been approved by the Dinnington ADF Steering Group, which includes the local Ward Members.

Further background papers include:

The Gateway Improvement Plan (Approved 22nd June 2005, Cabinet Item 37)

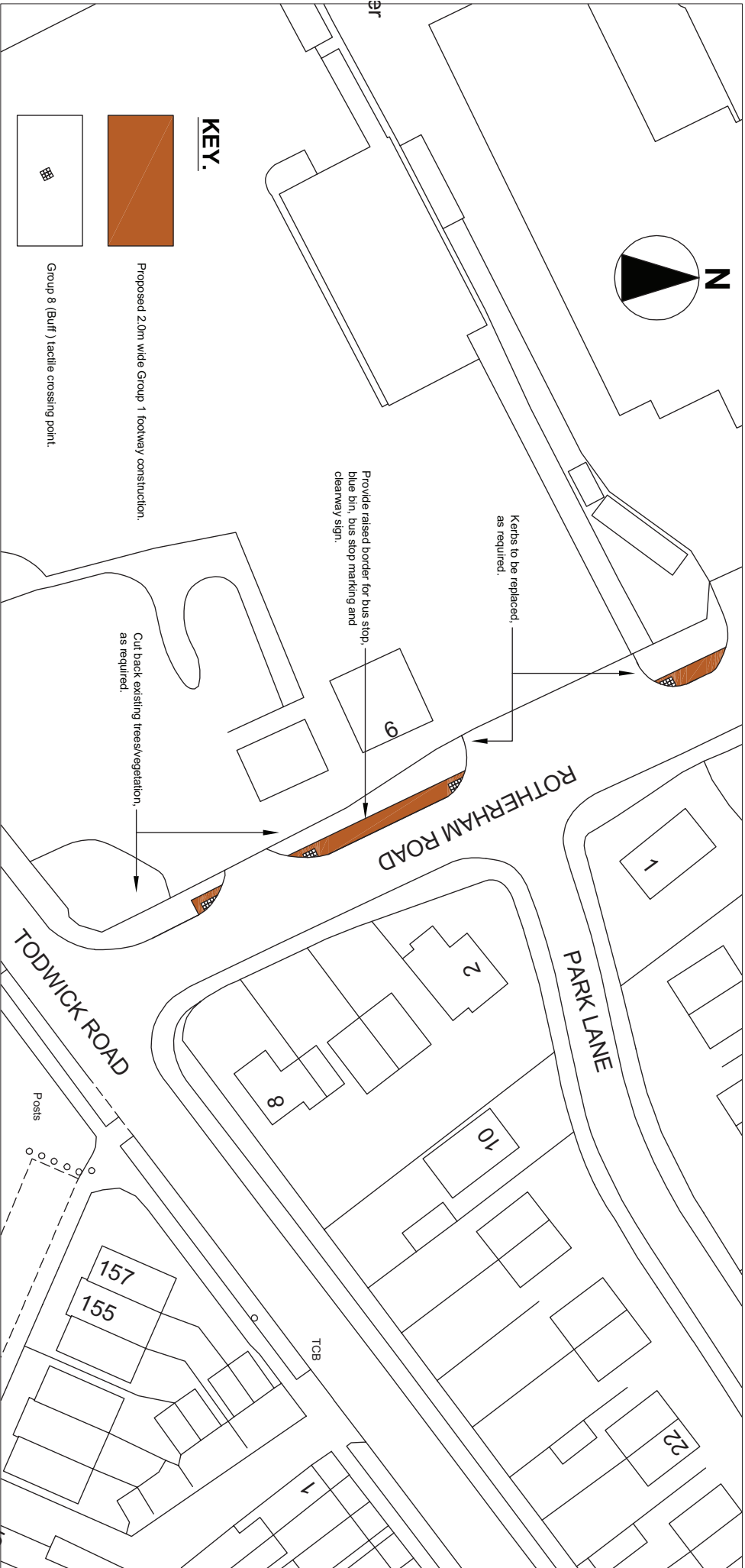
Housing Market Renewal Area Masterplan (Dinnington)

The local community have been engaged on this and other related environmental improvement projects via the ADF Steering Group, Community Planning Officer and by direct mail shot of local residents.

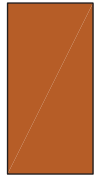
Discussions have been ongoing with representatives of Streetpride to confirm their capacity to deliver these works during 2010/11.

Contact Name: Andrew Newton, Project Officer, Development Team. Telephone ext 3849. Email andy.newton@rotherham.gov.uk

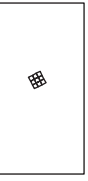
APPENDIX 'B' - Proposed footway improvements at junction of Monksbridge road and Rotherham road, Dinnington.



KEY.



Proposed 2.0m wide Group 1 footway construction.



Group 8 (Buff) tactile crossing point.


Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director
 Kevin Bannister (0114) 2791111

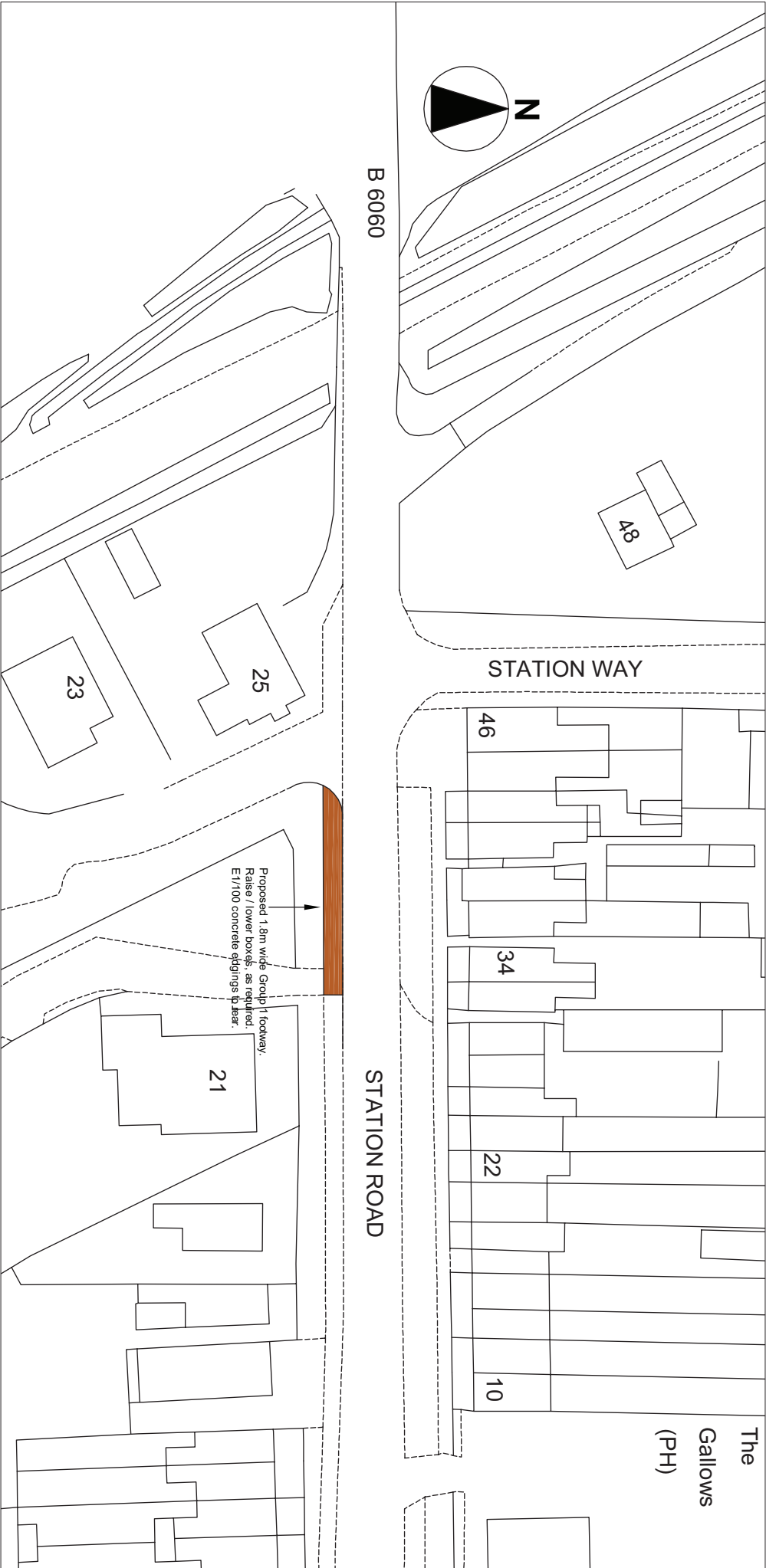
Rotherham Metropolitan Borough Council
 Environment & Development Services
 Bailey House, Rawmarsh Road,
 Rotherham S60 1TD

Client:

Rev.	Description

Title	
Dwg. No.	Rev.
Scale (if A3)	1:500
Drawn	Chd. by
M.H.	
Date	November 2010

APPENDIX 'C' - Proposed footway improvements at Station road / Laughton common.




Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director
 Karl Barnaby (Tel: 0114 271 4471)

Client:
 Rotherham Metropolitan Borough Council
 Environment & Development Services
 Balley House, Rawmarsh Road,
 Rotherham S60 1TD

Rev.	Description

Drawn	Date	Rev.	Scales (if A3)	Chd. by
M.H.	November 2010		1:500	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Environment Services Matters
2.	Date:	13 December 2010
3.	Title:	Conversion of Existing Footways to Shared-Use Pedestrian and Cycle Footways. A6123/ A630 Mushroom Roundabout.
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to convert the existing pedestrian footways surrounding Mushroom Roundabout to shared use; pedestrian and cycle routes. If approved this will form part of the scheme to introduce traffic light control to Mushroom Roundabout.

6. Recommendations

It is recommended that the Cabinet Member approves:

- i) That the footways shown in blue on the attached drawing number 126/17/TT127 be removed under the power conferred by section 66 (4) of the Highways Act 1980 and constructed as a shared use pedestrian and cycle path under the power conferred by section 65 (1) of the same act.
- ii) That the detailed design be included in the design for the signalisation of Mushroom roundabout and implemented as part of those works.

7. Proposals and Details

Cabinet Member gave his approval to introduce traffic lights at Mushroom roundabout; Council Minute G15 of 22 June 2010 refers, to control traffic and to aid pedestrians when crossing the arms of the roundabout. The crossings on the entry and exit to the roundabout will be designed such that they can be used by cyclists. The large volume and speeds of vehicles negotiating Mushroom roundabout can create an uncomfortable environment for less experienced cyclists to ride around the roundabout on the carriageway. This can create a barrier to cyclists when trying to access local facilities and services.

Works are currently ongoing to implement the approved scheme and it is anticipated that the project will be complete early in the next financial year. As part of the completed scheme it would be desirable to have shared cycle/footways around the roundabout. It is therefore proposed to change the legal status of the footways surrounding the roundabout to shared use, which legally permits cyclists and pedestrians to use the footway. This will allow cyclists to ride on the footway around the roundabout and use the toucan-crossing facilities provided.

Where possible, it is proposed to widen the footways to 3m, this is in accordance with the suggested width for shared use footways in the Department for Transport's Cycle Infrastructure Design guidance. Where it is not possible to widen the footway, these widths will be retained at a minimum width of 2m.

The proposed layout is indicated on Drawing No. 126/17/TT127 attached as Appendix A to this report.

8. Finance

This scheme is estimated to cost £75,000 and will form part of the A630 Rotherham to Thrybergh Smart Route Proposed Improvements which have been included in the LTP strategic fund programme, for 2010/11 and 2011/12 (provisionally).

9. Risks and Uncertainties

Failure to provide the shared use facilities may reduce the benefits of the proposed crossings and will reduce local accessibility.

10. Policy and Performance Agenda Implications

This scheme will improve sustainable access (by walking and cycling), for local residents in East Herringthorpe, East Dene and Eastwood to shops, supermarkets, bus stops and employment destinations, such as Eastwood Trading Estate and Corus. This will be achieved by extending the current cycle network in the local area and providing improved crossing opportunities of major roads for pedestrians and

cyclists. This is in line with the Accessibility Planning shared priority within the Local Transport Plan.

11. Background Papers and Consultation

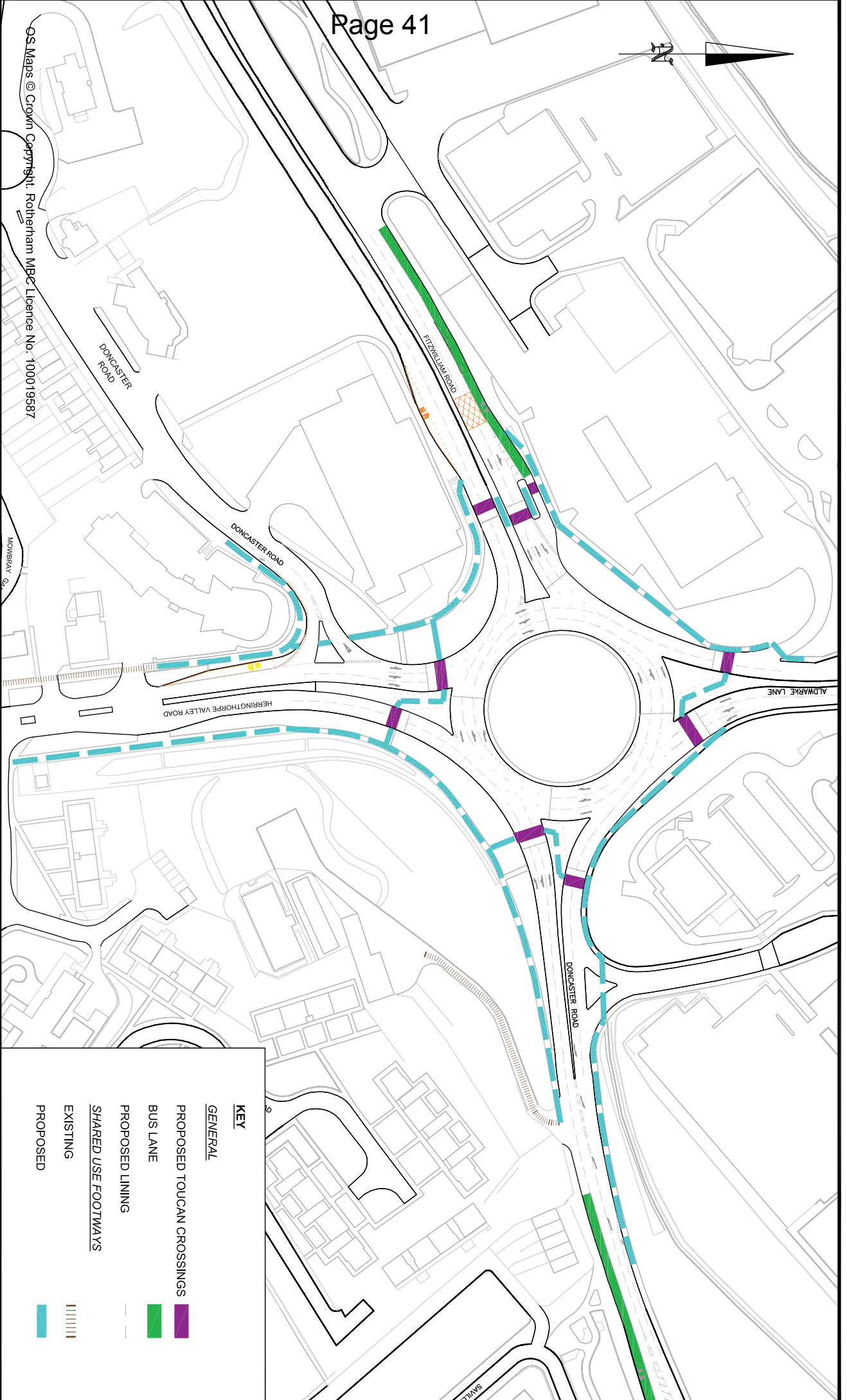
A630 Rotherham to Thrybergh Smart Route. Proposed Improvements Cabinet Member Report 21 June 2010. Council minute G15 of 22 June 2010 refers.


Dalton and East Herringthorpe Draft Development Framework January 2008

Local Community Workshop June 2008.

Dalton and East Herringthorpe Local Access Plan. April 2010

Contact Name: *Andrew Shearer, Transportation Planner, ext 2380,*
Andrew.shearer@rotherham.gov.uk




Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director
 Karl Balesbury Bsc (Hons), MTRP, MTRM

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


Client:


Rev.	Description


Title ROTHERHAM A630 CORRIDOR MUSHROOM ROUNDABOUT PRELIMINARY DESIGN- SHARED USE FOOTWAY	
Dwg. No. 126/17/TT127	Rev. (if AS)
Scales NTS	Chd. by ASB (P&T)
Drawn AS (P&T)	Date NOV 2010


KEY


GENERAL


PROPOSED TOUCAN CROSSINGS 

BUS LANE 

PROPOSED LINING 

SHARED USE FOOTWAYS 

EXISTING 

PROPOSED 

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1. Meeting:	Regeneration and Environment
2. Date:	13 December 2010
3. Title:	Flash Lane, Bramley – Proposed Traffic Calming Scheme – Ward 5, Hellaby Ward
4. Directorate:	Environment and Development Services

5. Summary

To report the results of the consultation process regarding the proposed traffic calming scheme on Flash Lane, Bramley, including receipt of 23 letters of objection and a petition containing 69 signatures also objecting to the proposed traffic calming scheme.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) The objections to the proposed traffic calming scheme are acceded to and the traffic calming scheme is not implemented;**
- (ii) An informal pedestrian crossing is implemented between Prospect Close and Wadsworth Road to include lowered kerbs and a short section of footway to link into the existing footway;**
- (iii) The objectors be informed of the outcome;**

7. Proposals and Details

In 2005 Ben Bailey Homes Limited received planning approval for the construction of a new housing development on Progress Drive off Flash Lane, Bramley. As part of this planning approval Ben Bailey Homes Limited entered into a section 106 agreement, which required them to contribute £10,000 towards the cost of a pedestrian crossing on Flash Lane between Prospect Close and Wadsworth Road near to the play area and community facilities. When considering the information submitted in support of the planning application Transportation Officers considered that a zebra crossing may be desirable and an estimate was made of the costs of introducing such a feature, though as always the detailed assessment and design had yet to be carried out and as such no specific reference is made within the Section 106 agreement to providing a zebra crossing. The £10,000 was consequently submitted by the developer and lodged with the Council in October 2006.

Investigations into the feasibility of providing a controlled pedestrian crossing (zebra, pelican etc) commenced in autumn 2007 based on information provided from a summary made of the Traffic Impact Assessment. This investigation entailed undertaking a speed survey, measuring carriageway widths and an assessment of the number of vehicles travelling along Flash Lane as well as pedestrians crossing Flash Lane between Prospect Close and Wadsworth Road. From the number of vehicles recorded, it was shown that there would need to be on average, 225 pedestrians crossing each hour over a 4 hour period in order for a controlled crossing to be considered in accordance with the Councils criteria for implementing a controlled pedestrian crossing. Observations on site clearly demonstrated that even during the peak hours when school children were heading to and from the nearby Wickersley Comprehensive School, the number of pedestrians crossing Flash Lane between Prospect Close and Wadsworth Road did not meet 225 and as such a controlled crossing could not be promoted. However, in view of the developer contribution that Rotherham MBC had received, it was thought that an alternative scheme should be considered which would assist pedestrians to cross Flash Lane not only between Prospect Close and Wadsworth Road but along its full length by reducing vehicle speeds which the surveys had demonstrated were above the existing 30mph speed limit.

This scheme consisted of a flat top road hump between Prospect Close and Wadsworth Road, providing level access across the road for mobility impaired pedestrians and those pedestrians with pushchairs, and a series of speed cushions to reduce vehicle speeds along Flash Lane. These proposals are shown on drawing 126/17/TT19.B, attached as Appendix A. As vertical traffic calming measures require a Statutory Consultation process to be undertaken, the emergency services, bus companies and Ward Members were initially consulted. The proposals were then publicly consulted upon by way of a letter drop to residents directly affected by the scheme and as a result of this consultation exercise, 23 letters of objection and a petition containing 69 signatures also objecting to the scheme were received. Below are the main comments raised within the objections.

- Speed cushions damage vehicles;
- The scheme does not include a zebra crossing as promised;
- Flash Lane is a route to the cemetery and traffic calming will result in an undignified final journey;
- Traffic calming is a waste of money and doesn't work;
- Vehicles are not speeding along Flash Lane

Clearly some of the objections were based on the premise that there was a legal obligation to provide a controlled pedestrian crossing point on Flash Lane as part of the section 106 agreement. However, there is clearly a message from some residents on Flash Lane and roads adjacent to Flash Lane that traffic calming is neither desired or is appropriate. In view of the large number of objections received and no letters of support it is recommended that these objections are acceded to and that the scheme to implement a full width road hump and the speed cushions are not implemented.

As an alternative, it is proposed to install a informal pedestrian crossing consisting of pedestrian friendly lowered kerbs, associated tactile paving and a footway link to cross the grass verge and tie in with the existing footway as shown on drawing 126/17/TT142, attached as Appendix B. In view of the results of the speed survey, we also propose to include Flash Lane on our rota of locations where the vehicle activated flashing 30mph slow down sign can be placed on a temporary basis. There are already playground warning signs on Flash Lane on each approach to the play area.

8. Finance

It is estimated that the cost of the proposed traffic calming scheme is £45,000. This is funded by the £10,000 developer contribution and £35,000 from the Local Transport Plan Integrated Transport Programme 2010 / 2011. The estimated cost of implementing the informal pedestrian crossing point, footway link and placing the vehicle activated sign periodically on Flash Lane is £10,000. This will be met by the developer contribution.

9. Risks and Uncertainties

Acceding to the objections will result in vehicle speeds along Flash Lane remaining at their present level. However, it is proposed to mitigate this with the periodic use of a vehicle activated sign indicating to those drivers travelling along Flash Lane in excess of the posted speed limit to slow down.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

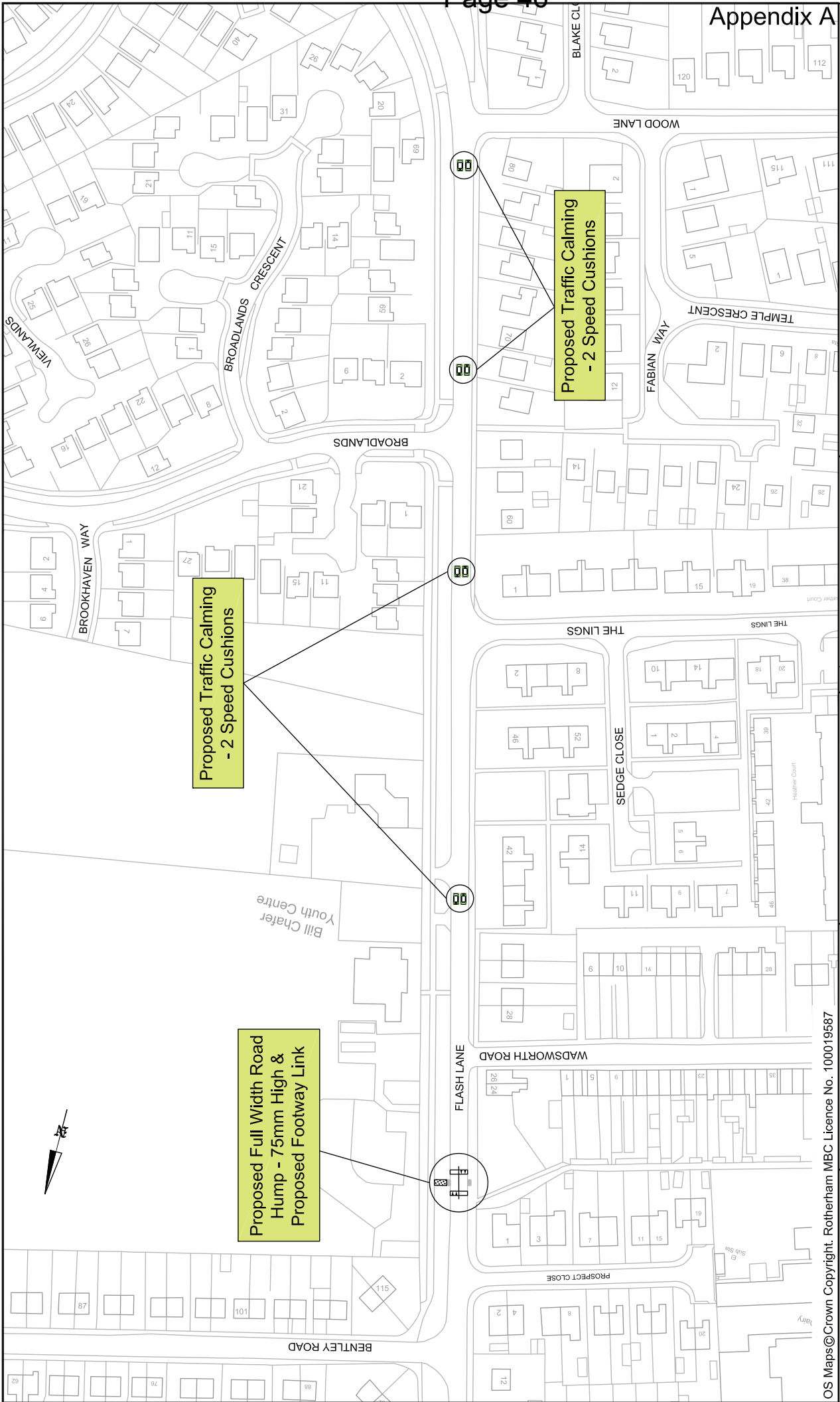
Consultation with the Emergency Services, Bus Companies, Ward Members and Bramley Parish Council were undertaken. No objections were received from the Emergency Services or Ward Members, however objections were received from Bramley Parish Council, Powells Bus Company and SYPTE. Powells Bus Company objected on the grounds that full width road humps and speed

cushions are not bus friendly. SYPTE objected on the grounds that the full width road hump was not a bus friendly road hump and that they did not wish to see speed cushions located at bus stops. Bramley Parish Council objected on the grounds that a “proper pedestrian crossing” should be provided as part of the scheme and the road humps would not provide a dignified procession to the nearby Cemetery.

In addition 23 letters of objection were received and a petition with 69 signatures objecting to the proposal, attached as Appendix D. No letters of support were received. Of the letters received and the signatures on the petition 11 were received from residents of premises that front onto Flash Lane, all the other objectors lived locally, many of which were side roads off Flash Lane.

Appendix A Drawing No. 126/17/TT19.B
Appendix B Drawing No. 126/17/TT142
Appendix C First signature page of petition

Contact Name: *Peter Henchley, Engineering Technician, 54485
peter.henchley@rotherham.gov.uk*



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Rotherham
Metropolitan
Borough Council
**Environment &
Development Services**

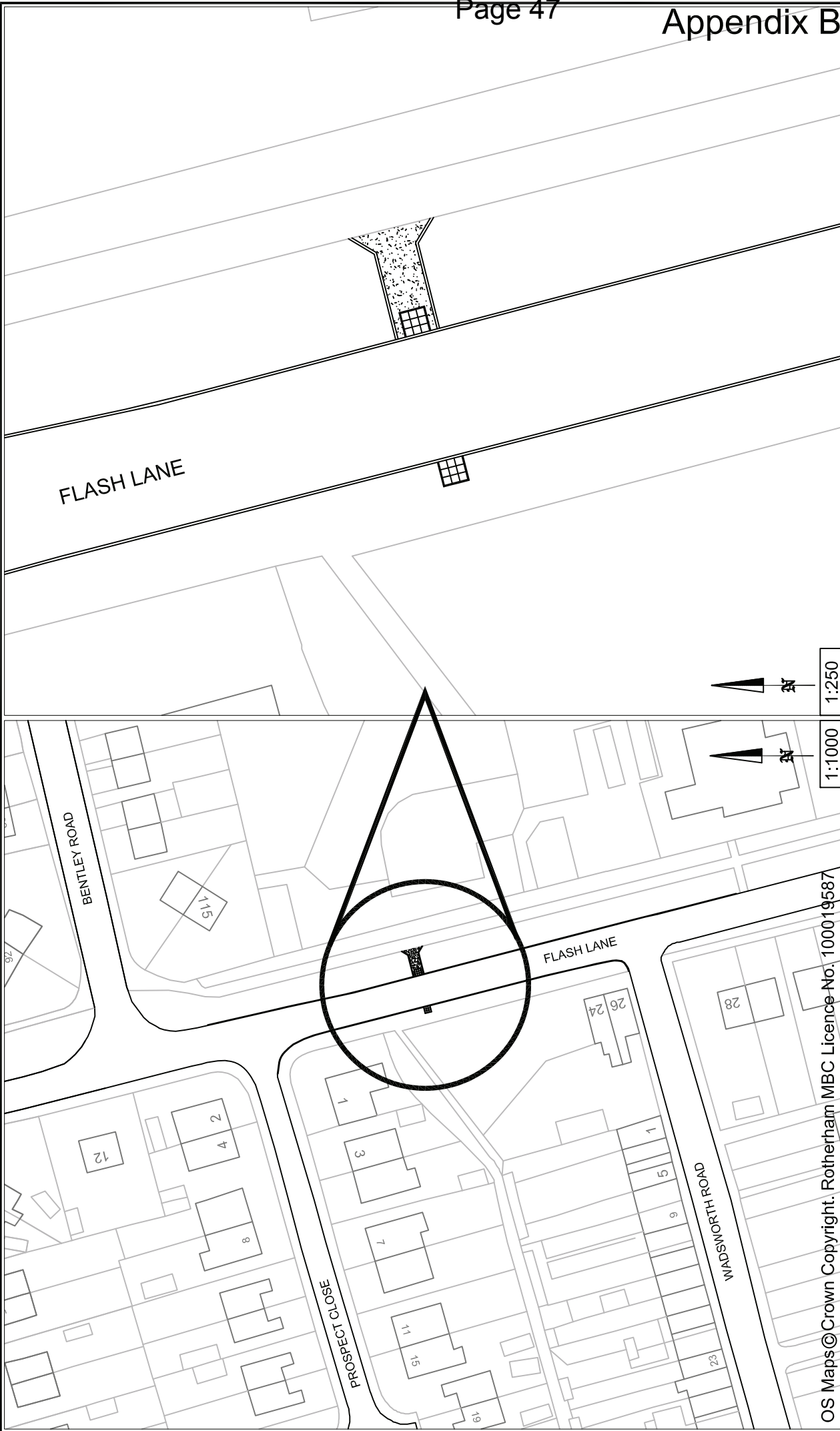
Strategic Director:
Karl Batterby Bsc (Hons) MRTPL MRTPI

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

Description

Rev.

Title Flash Lane, Bramley Proposed Traffic Calming and Crossing Point	
Dwg. No. 126/17/TT19.B	Rev.
Drawn PH	Scales (if A3) 1:1250
Date Oct 2010	Chd. by SS



1:250

1:1000

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<p>Title</p> <p>Flash Lane, Bramley Proposed Dropped Kerbs With Tactile Flags</p>	
<p>Dwg. No.</p> <p>126/17/TT142</p>	<p>Scales (If A4)</p> <p>Various</p>
<p>Drawn</p> <p>PH</p>	<p>Date</p> <p>Nov 2010</p>
<p>Chd. by</p> <p>ND</p>	
<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>	
<p>Rotherham Metropolitan Borough Council Environment & Development Services Strategic Director: Karl Battersby Bsc (Hons) MTPL MTRPI</p>	

**Objections to the proposed traffic calming and crossing point on
Flash Lane, Bramley. 8 cushions + 1 full width Hump**

We the undersigned object strongly to the above proposals for Flash Lane for a number of reasons, the main one being that there has been no thought given to the fact that this a route to the cemetery and would be totally insensitive to mourners. There is no proper pedestrian crossing other than a Hump which is an unidentified 'crossing point' lower down Flash Lane and not located near enough to the youth centre and children's play area and including the recreational facilities i.e. MUGA. Also no facility for crossing the road safely adjacent to, The Lings and Heather Court sheltered housing complexes close to the bus stops.

Print Name and Address	Signature	Further Comments you might like to add
JOAN FOXTON 5. THE LINGS	J Foxton	R.M. B.C. were not allowed to have you Put humps on main street Bramley because of humps ^{hearse} and mourners at St Frances church
David & Susan Robbins 9 The Lings	D. Robbins S. Robbins.	So the cemetery doesn't seem to matter!!! A proper crossing and a camera is what is needed.
D. Allen 15. The Lings	D. Allen.	The police use their cameras at the end of The Lings quiet often Just think of all the revenue!!!
D Walker 13 The Lings	D Walker	So please think again.
Ju Steven J M STEVENSON 36 HEATHER CT THE LINGS	Ju Steven	
H STEVENSON 36 HEATHER COURT THE LINGS H. Stevenson	H Stevenson	
P. A. Flinders 35 Heather Court The Lings Bramley	P.A. Flinders	
G. Flinders 35 Heather Court The Lings Bramley	G. Flinders	
E Manchester 34 Heather Court Bramley	E Manchester	