

## **CABINET**

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

**Date: Wednesday, 7 September 2011**

**Time: 10.30 a.m.**

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

1. To consider questions from Members of the Public.
2. To determine if the following matters are to be considered under the categories suggested in accordance with the Local Government Act 1972.
3. To determine any item which the Chairman is of the opinion should be considered as a matter of urgency.
4. Minutes of the previous meeting held on 8th August, 2011 (copy supplied separately)
5. Minutes of a meeting of the Groundworks Trusts Panel held on 13th July, 2011 (herewith) (Pages 1 - 8)
  - Chief Executive to report.
6. Minutes of a Meeting of the Members' Training and Development Panel held on 28th July, 2011 (herewith) (Pages 9 - 13)
  - Chief Executive to report.
7. Waste PFI Project - Appropriation of Land at Bolton Road (report herewith) (Pages 14 - 16)
  - Strategic Director of Environment and Development Services to report.
8. Waverley Link Road (report herewith) (Pages 17 - 30)
  - Strategic Director of Environment and Development Services to report.
9. Bus Rapid Transit North - Submission of Major Scheme Best and Final Funding Bid (report herewith) (Pages 31 - 37)
  - Strategic Director of Environment and Development Services to report.
10. Delegation of Statutory Powers to the Director of Housing & Neighbourhood Services (report herewith) (Pages 38 - 41)
  - Strategic Director of Neighbourhoods and Adult Services to report.

11. Exclusion of Press and Public.  
The following items are 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 relates to finance and business affairs):-
12. Rationalisation of Property Assets - Aston Depot and Garage site, Wesley Avenue, Swallownest (report herewith) (Pages 42 - 47)
  - Strategic Director of Environment and Development Services to report.
13. Long term Capital Loan Finance in support of the purchase and redevelopment of Nos. 17,19 and 21 High Street and; Nos. 25 - 29 High Street, 'The Three Cranes', No. 29a High Street and The George Wright Building (report herewith) (Pages 48 - 51)
  - Strategic Director of Environment and Development Services to report.
14. Dinnington Sites - Land Transfer (report herewith) (Pages 52 - 62)
  - Strategic Director of Neighbourhoods and Adult Services to report.
15. Land at Braithwell Road, Maltby (report herewith) (Pages 63 - 69)
  - Strategic Director of Neighbourhoods and Adult Services to report.
16. New Discretionary Rate Relief Top Up Applications (report herewith) (Pages 70 - 72)
  - Strategic Director of Finance to report.
17. Discretionary Rate Relief Review (report herewith) (Pages 73 - 74)
  - Strategic Director of Finance to report.
18. Capital Receipts Update - September, 2011 (report herewith) (Pages 75 - 79)
  - Strategic Director of Environment and Development Services to report.

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>CABINET</b>
<b>2.</b>	<b>Date:</b>	<b>7TH SEPTEMBER, 2011</b>
<b>3.</b>	<b>Title:</b>	<b>GROUNDWORK TRUSTS PANEL – MINUTES OF MEETING HELD ON 13<sup>TH</sup> JULY, 2011</b>
<b>4.</b>	<b>Programme Area:</b>	<b>CORPORATE</b>

**5. Summary**

Minutes of the quarterly meetings with the Groundwork Trusts Panel are submitted to Cabinet for consideration.

**6. Recommendation:-**

That the minutes of the meeting of the Groundwork Trusts Panel held on 13th July, 2011, be received, and the continued excellent partnership work of both Groundwork Trusts be noted.

## **7. Proposals and Details**

The Panel was established in March 2000 to provide a forum to discuss the on-going partnership between the Council and the two Groundwork Trusts in pursuit of the economic, social and environmental regeneration of the Borough.

The two Groundwork Trusts – Groundwork Dearne Valley and Groundwork Creswell - are able to use the quarterly meetings to raise and discuss issues with Councillors and officers.

The Groundwork Trusts make an important contribution to the regeneration of the Borough and to individual local communities. The Groundwork Trusts Panel provides an important opportunity to exchange ideas and experiences, and co-ordinate actions to maximise impact and efficiency.

## **8. Finance**

A small fund was established to enable community groups to access third party funding in support of WREN bids. The partnership working arrangements with the two Trusts enables the delivery of a wide range of projects and initiatives.

## **9. Risks and Uncertainties**

Without the partnership working with the two Trusts many community based and environmental projects would not be able to be delivered.

Risk that funding for projects may be withdrawn and future funding sources may not be found.

Constraints on budgets of both Groundworks Trusts and the Council.

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

Sustainability is the heart of the work and operations of the two Groundwork Trusts. The Council and Groundwork Dearne Valley jointly fund a Local Action 21 officer for example.

The joint working of the Council and the Groundwork Trusts provides effective environmental protection, addresses social needs and creates employment opportunities for local people.

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

A copy of the minutes of the meeting of the Groundwork Trusts Panel held on 13<sup>th</sup>, July 2011, is attached.

**GROUNDWORKS TRUSTS PANEL  
WEDNESDAY, 13TH JULY, 2011**

Present:- Councillor Akhtar (in the Chair); Councillors Dalton, Rushforth, Sharman, Smith, Swift and Wyatt.

together with:-

Jamie Ferneyhough	Groundwork Dearne Valley
Carol Foster	Groundwork Dearne Valley
Alan Hartley	Groundwork Dearne Valley
Janet Johnson	Groundwork Dearne Valley
Rob Saw	Groundwork Dearne Valley
Caralynn Gale	Groundwork Creswell, Ashfield and Mansfield and Cresta Ltd
Nick Barnes	Greenspaces RMBC
Barry Deakin	Neighbourhood Services RMBC

**40. INTRODUCTIONS/APOLOGIES FOR ABSENCE**

The Chair, Councillor Akhtar, welcomed everyone to the meeting and introductions were made.

Apologies for absence were received from:-

Councillor Walker RMBC

**41. MINUTES OF THE PREVIOUS MEETING OF THE PANEL HELD ON 13TH APRIL, 2011**

The minutes of the previous meeting held on 13<sup>th</sup> April, 2011 were agreed as a correct record.

**42. MATTERS ARISING FROM THE PREVIOUS MINUTES**

Reference was made to the following:-

(i) Swimming complex in Dinnington

It was reported that this project was on-going but there was currently nothing further to report.

(ii) Groundwork Co-operation in Rotherham

It was reported that the issue of VAT was being discussed and when resolved the three Groundworks Trusts would move forward to establish joint working possibly through a joint venture company.

**43. QUARTERLY REPORT - GROUNDWORK CRESWELL, ASHFIELD AND MANSFIELD AND CRESTA LIMITED**

Caralynn Gale, Education Manager, Groundwork Creswell, Ashfield and Mansfield and Cresta Limited, introduced the quarterly report for the period 1<sup>st</sup> April to 30<sup>th</sup> June, 2011.

The following items were highlighted:-

- Harthill:- projects at Fir Vale Allotment and Woodall Lane were now complete
- Anston Stones Wood:- taking young people onto site to carry out general clearance and ground maintenance work
- Education and Training:- Community Task Force – last referrals on 1<sup>st</sup> June – approx 35 clients until September. Actively working on community related projects in Rotherham and improving relationship and perception of how the community see young people.
- Post 16 NEET working:- setting up of a programme in the Rotherham area, due to start in July, working with 16-18 year olds. Clients would work towards PECL qualification. This programme was supported by Connexions in Rotherham.

It was explained that local Councillors and community representatives put forward sites and projects for consideration on this programme. CTS Training (Rotherham branch) made referrals for 13 weeks mandatory training and engagement in community activities.

- Community Learning:- appointment of Owen Garrety to work in engaging and working alongside local community groups.

**It was agreed:-** That the officer from Groundwork Creswell, Ashfield and Mansfield and Cresta Limited, be thanked for their informative report and continued involvement in projects.

**44. QUARTERLY REPORT - GROUNDWORK DEARNE VALLEY**

Janet Johnson, Executive Director, Groundwork Dearne Valley, introduced the quarterly report covering the period 1<sup>st</sup> April to 31<sup>st</sup> June, 2011.

The following items were highlighted:-

**Jamie reported on:-**

- **Regeneration Projects:-**

**Rawmarsh:-** Rosehill MUGA development successfully completed. Continued to support the Friends of Rosehill Victoria Park group to merge with the Rawmarsh and Parkgate Partnership. Progressing Fitting Future of the Fitz project along the canalside with funding from the Community Wildlife Big Lottery Fund. Providing support to Greenash TARA.

**Maltby:-** work continued with residents and the community in China Town to deliver environmental improvements and looking for opportunities to extend the project. Work had continued with Maltby Crags Infant School on the creation of a wildlife garden but there was an issue with contaminated land on the site.

- **Health Activity:-**

This was based in the Dearne Valley Eco-vision area around sustainable transport and improving the health of local people through encouraging physical exercise e.g. cycling and walking.

- **Rotherham in Root**

Supporting the Steering Group to bring forward further activity including presence at Rotherham Show and a second "Rotherham in Root" conference next Spring.

- **Allotments:-**

A meeting had been held with officers from Greenspaces and the Allotment Officer regarding how to add value and support the Council's allotment provision and also working with other agencies that owned and managed allotments including the Parish Councils.

- **Dearne Valley Eco-Vision:-**

Continued to develop working relationships with Sheffield City Regional Eco Vision team and other local partners to delivery 2 main projects:- (i) Green Doctors and (ii) Community Champions.

- **Outdoor Explorers:-**

This was new project in Rotherham based on the Trust's successful "CU in the Wild" project. The project aimed to increase access to the local natural environment through the use of technology e.g. GPS devices.

- **Gardens Projects:-**

In conjunction with Rotherham 2010, other Council officers and tenants to identify "demonstrator plots" involving clients on a re-engagement programme to run and maintain gardens, including growing vegetables etc.

- **Cadbury Spots v Stripes:-**

Linked to the 2012 Olympics and working in partnership with the Council's Green Spaces team to deliver activities and events.

- **Miscellaneous Regeneration Projects:-**

Brampton Bierlow BMX track sports development:- this project was now

into its third year of development grant and a “pump track” had been built alongside.

**Janet reported on:-**

- **Key Green Space Projects:-**

discussions with key Council staff were in the early stages in respect of new strands of activity and identifying specific sites, and about ways of adding value to them. Discussion were also involving Councillors.

- **Volunteering:-**

Currently an area of growth with the Trust having seven volunteering roles. The Trust had six volunteers from RCAT (Best Programme) engaged through the Cadbury SvS working as Games Volunteers and helping at numerous events. The roles/opportunities were advertised through VAR's website.

**Rob reported on:-**

- **Alternative Curriculum Programme:-**

Work continued with schools in Swinton with pupils working towards a horticultural qualification. Groundwork was looking at setting up a small transition programme using ESF 14-16 funding for youngsters not formally classified as NEET until the September Agreement kicked in. The youngsters would join the Horticultural project.

Cohorts 2 and 3 had completed and left the programme with the majority having secured further education, training or employment.

Groundwork was also actively looking at ways of engaging the harder to reach groups to persuade them to come on to a programme.

- **Future Jobs Fund:-**

Groundwork had recruited to the last cohort in April. Currently there were approximately 50/55 on programme. Work continued on a number of Council and some Parish Council sites.

- **Bikes4All:-**

Bikeability training continued at a number of schools through the Rawmarsh Schools Sports Partnership. Groundwork was currently seeking suitable premises to develop the cycle re-use and maintenance programme, and following a successful bid to the SYPTTE hoped to set up the Rotherham Bike Library.

- **Groundwork Environmental Services (Dearne Valley) Ltd:-**

No activity this quarter

**It was agreed:-** That officers from Groundwork Dearne Valley be thanked for their informative report, their excellent work and continued involvement in projects.



**45. PRESENTATION:- TURNING THE CORNER PROJECT**

Carol Foster, Youth Worker, Groundwork Dearne Valley, spoke to a PowerPoint presentation in respect of the Turning the Corner project.

The presentation covered:-

- Aims of the project
- “Look Again” – to change people’s perception of young people
- Facts: made contact with 1446 young people over the last 12 months; 224 went on to be involved in the project; 31 local partners involved; 106 young people involved in further training of which 58 an accredited award
- Swinton Lock Activity Centre – Holiday Programme
- Rawmarsh Skatepark Support – worked along with the PCSO for 12 weeks
- Worked with Redroad to provide broadcasting experience
- Worked with British Cycling Talent Team Experience at Kimberworth and Brampton Bierlow
- Back to Nature Summer School
- Young people’s business and enterprise e.g. card craft
- Rise to the Challenge – worked with co-ordinators of after schools clubs on developing business and enterprise skills
- POD – providing supplies to garden centres; linked to the Ministry of Food and RCAT
- Charity CD: youngsters compiling, designing, selling with proceeds to Cancer Research
- Community Projects at the following:-
  - Alpine Shops, Rockingham: mural, garden and planting project
  - Fellowsfield Way, Kimberworth: mural, community clean up, community planting
  - Flandwerwell; mural; bin storage area; raised beds
  - Herringthorpe – Chaucer Road; art work on shop shutters
  - Kimberworth; art work on shop shutters
  - Rockingham 33 TARA: community social events and tea dances, including provision of transport
  - Wingfield: Business and Enterprise College: looking at a community volunteering accreditation
- Blooming Lovely:- using plants grown at the Horticultural Centre to provide planters and hanging baskets for local shops and businesses (at Greasbrough, Ferham, Bradgate, Kimberworth and Wingfield)
- Community clean ups organised, by Wingfield Business and Enterprise College, at Wingfield linked to Living Streets; also at Winterhill People’s Centre and Fellowsfield Way, Kimberworth

- Environmental work by youngsters from Winterhill Young People's Centre
- Residential breaks:- (i) at Crowden re: raising awareness of Gun and Knife Crime in conjunction with the Police, and (ii) at Rawmarsh re: exploring peer pressure.
- Young People's Forum: to share ideas and enjoy rewards

The positive outcomes of this Project were highlighted including improved relationship with the police and the development of community cohesion.

**It was agreed:-** That Groundwork staff be congratulated on this excellent work.

**46. ANY OTHER BUSINESS**

There were no further items of business.

**47. DATES OF FUTURE MEETINGS OF THE PANEL**

The following meeting dates were agreed:-

WEDNESDAY, 12<sup>TH</sup> OCTOBER, 2011 – 2.30 PM

WEDNESDAY, 18<sup>TH</sup> JANUARY, 2012 – 2.30 PM

WEDNESDAY, 11<sup>TH</sup> APRIL, 2012 – 2.30 PM

WEDNESDAY, 18<sup>TH</sup> JULY, 2012 – 2.30 PM

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>CABINET</b>
<b>2.</b>	<b>Date:</b>	<b>7<sup>TH</sup> SEPTEMBER, 2011</b>
<b>3.</b>	<b>Title:</b>	<b>MEMBERS' TRAINING AND DEVELOPMENT PANEL MINUTES</b>
<b>4.</b>	<b>Directorate:</b>	<b>CHIEF EXECUTIVE'S</b>

**5. Summary**

To consider Members' training matters.

**6. Recommendations**

To receive the minutes of the meetings of the Members' Training and Development Panel held on 28<sup>th</sup> July, 2011.

**7. Proposals and Details**

To ensure implementation of the Council's Training and Development Policy in accordance with the meeting's Terms of Reference.

**8. Finance**

The Panel has its own training budget.

**9. Risks and Uncertainties**

Without proper training and support being in place there is a risk that Members' capacity to make decisions is not soundly based.

**10. Policy and Performance Agenda Implications**

To consider best practice in relation to Member training and development.

The aim is for every Elected Member to be given suitable opportunities for development and training to help support all aspects of their role.

**11. Background Papers and Consultation**

A copy of the minutes of the meeting of the Members' Training and Development Panel held on 28<sup>th</sup> July, 2011, are attached.

**Contact Name** : Tracey Parkin, Human Resources Manager, Chief Executive's Directorate – Tel. 01709 823742 [tracey.parkin@rotherham.gov.uk](mailto:tracey.parkin@rotherham.gov.uk)

**MEMBERS' TRAINING AND DEVELOPMENT PANEL  
THURSDAY, 28TH JULY, 2011**

Present:- Councillor Gosling (in the Chair); Councillors Dodson, Pickering, G. A. Russell, Steele, Whelbourn, Wootton and Mrs. C. Cockayne.

Apologies for Absence were received from Councillors Buckley, Lakin, Rushforth, Sharman and Stone.

**53. MINUTES OF THE PREVIOUS MEETING HELD ON 21ST APRIL, 2011**

The minutes of the previous meeting held on 21<sup>st</sup> April, 2011 were agreed as a correct record.

With regards to Minute No. 45 (Member Development Charter) it was noted that the areas where further improvement could be made would be looked at in more detail and reported back to the next meeting.

Reference was also made to Minute No. 49 (Personal Safety Guide for Councillors) which should have been issued to all Members. Clarification would be sought on whether this had been done and re-issued in due course.

**54. CONFERENCE REQUESTS**

Consideration was given to the two Conference requests to be paid from the Members' Training and Development Budget made by Councillor Wyatt, Cabinet Member for Health and Wellbeing.

Agreed:- (1) That Councillor Wyatt be authorised to attend the Improvement and Development Agency - Adults', Children's, Health and Wellbeing Leadership Academy Programme on the 10th to 11th September, 2011 and 12th to 13<sup>th</sup> November, 2011 in Coventry.

(2) That the request for Councillor Wyatt to attend the Local Government Information Unit - Local Health Network 2011 in London be referred back to the relevant Directorate for consideration.

**55. FORTHCOMING TRAINING EVENTS**

Consideration was given to the information that had been circulated with the agenda relating to forthcoming training events for Elected Members.

In addition, attention was also drawn to the Safeguarding E-Module that was currently available. It was suggested that this be added to the training programme and all Members notified in due course.

Members also requested that a further safeguarding training session be provided, particularly for new Members.

The Self Regulation Select Commission had also received a presentation from a representative from the Local Government Group advising them on the provision available to all Local Authorities to contribute data to a Knowledge Hub, which would allow for the sharing of performance data for benchmarking

and comparison purposes. The Select Commission, therefore, requests that this be explored by this Panel.

A request had also been received from Councillor Darren Hughes, Chairman of the Self Regulation Select Commission, regarding the possibility of independent financial training being provided for Commission Members.

Discussion ensued on the merits of independent financial training and whether consideration could be given to this being provided in-house instead. This would be subject to further investigation and reported back to the next meeting.

Agreed:- (1) That the forthcoming training events be noted.

(2) That the Safeguarding E-Module be incorporated into the training programme and all Members notified.

(3) That the Local Government Group's Knowledge Hub be explored further by this Panel and that this be showcased as part of a presentation by Richard Copley at the next meeting.

(4) That investigation take place into the availability of independent financial training and the possibility of this being provided in-house.

## **56. TRAINING REQUIREMENTS/FORWARD PLANNING**

Tracey Parkin, Human Resources Manager, asked the Panel what sorts of training they wished to take forward this municipal year and if Personal Development Plans for Members should continue to be discussed and updated.

Discussion ensued on the merits of the Personal Development Plans, for what purposes they were used for and whether there was a need for them to be updated on an annual basis.

Agreed:- That all Personal Development Plans be completed by Members to facilitate planning of training interventions.

## **57. REGIONAL UPDATE**

Tracey Parkin, Human Resources Manager, gave an update following her attendance at the regional Member Development Officers Group.

Further information was provided on the e-learning package relating to the Modern Councillor, which required a separate license to the one currently purchased for staff.

A presentation had also been received on the project funded by R.I.E.P., relating to a resource package being developed by West Yorkshire colleagues which was a "one stop shop" facility providing the relevant links for Members.

Further updates would be provided in due course and it was suggested that this be showcased at the meeting in September by Richard Copley, Client Officer.

The Local Government Office Yorkshire and Humber had also forwarded some

information onto Councillors regarding the regional induction programme. Clarification was to be sought on whether all Members had received a copy.

The Panel were mindful about business continuity and stressed that an officer should take lead responsibility for Member Training and Development, including the budget.

Agreed:- (1) That the information, as reported, be noted.

(2) That Richard Copley be asked to give a short presentation on various issues at the next meeting.

(3) That a copy of the regional induction programme be provided for all Members.

**58. DATE AND TIME OF NEXT MEETING**

Agreed:- That the next meeting of the Members' Training and Development Panel take place on Thursday, 29<sup>th</sup> September, 2011 at 2.00 p.m.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO Cabinet</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet</b>
<b>2.</b>	<b>Date:</b>	<b>7<sup>th</sup> September 2011</b>
<b>3.</b>	<b>Title:</b>	<b>Waste PFI Project - Appropriation of Land at Bolton Road</b>
<b>4.</b>	<b>Directorate:</b>	<b>EDS</b>

### **5. Summary**

The Council owns land at Bolton Road, Wath upon Dearne, which for identification purposes is edged in red on the plan at Appendix A to this report and which has been earmarked for site of a waste treatment and processing plant for the joint PFI scheme between the Council, Barnsley and Doncaster councils (the BDR Waste Partnership). The land will in due course be transferred into the joint names of the councils.

The land was originally acquired under the general power of acquisition contained in section 120 (acquisition of land by agreement by principal councils) of the Local Government Act 1972. Consequently, in order to guard against the possibility of third party rights or interests of which the Council is unaware, the Cabinet is requested to resolve that the land be appropriated for planning purposes under section 237 (power to override easements and other rights) of the Town and Country Planning Act 1990. The Land is currently allocated for industrial and business purposes in the 1999 Unitary Development Plan.

The effect of appropriating land under section 237 is that any third party rights or interests in, on or over the land are overridden and affected persons compensated accordingly.

### **6. Recommendations**

**That the Cabinet resolve to appropriate for planning purposes, under section 237 of the Town and Country Planning Act 1990, the land known as land at Bolton Road, Wath upon Dearne, which is edged in red on the plan annexed to this report, to facilitate the development of the waste treatment and processing plant in accordance with the joint PFI scheme between Barnsley, Doncaster and Rotherham councils.**



## **7. Proposals and Details**

See Summary

## **8. Finance**

None

## **9. Risks and Uncertainties**

Appropriating the land for planning purposes will remove the risk of third parties interrupting the development of the land.

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

The Waste PFI project is part of the Council's waste strategy and the site of the waste treatment and processing plant an important part of that strategy.

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

Cabinet Report – 23<sup>rd</sup> March 2011.  
Cabinet Report - 20<sup>th</sup> October 2010

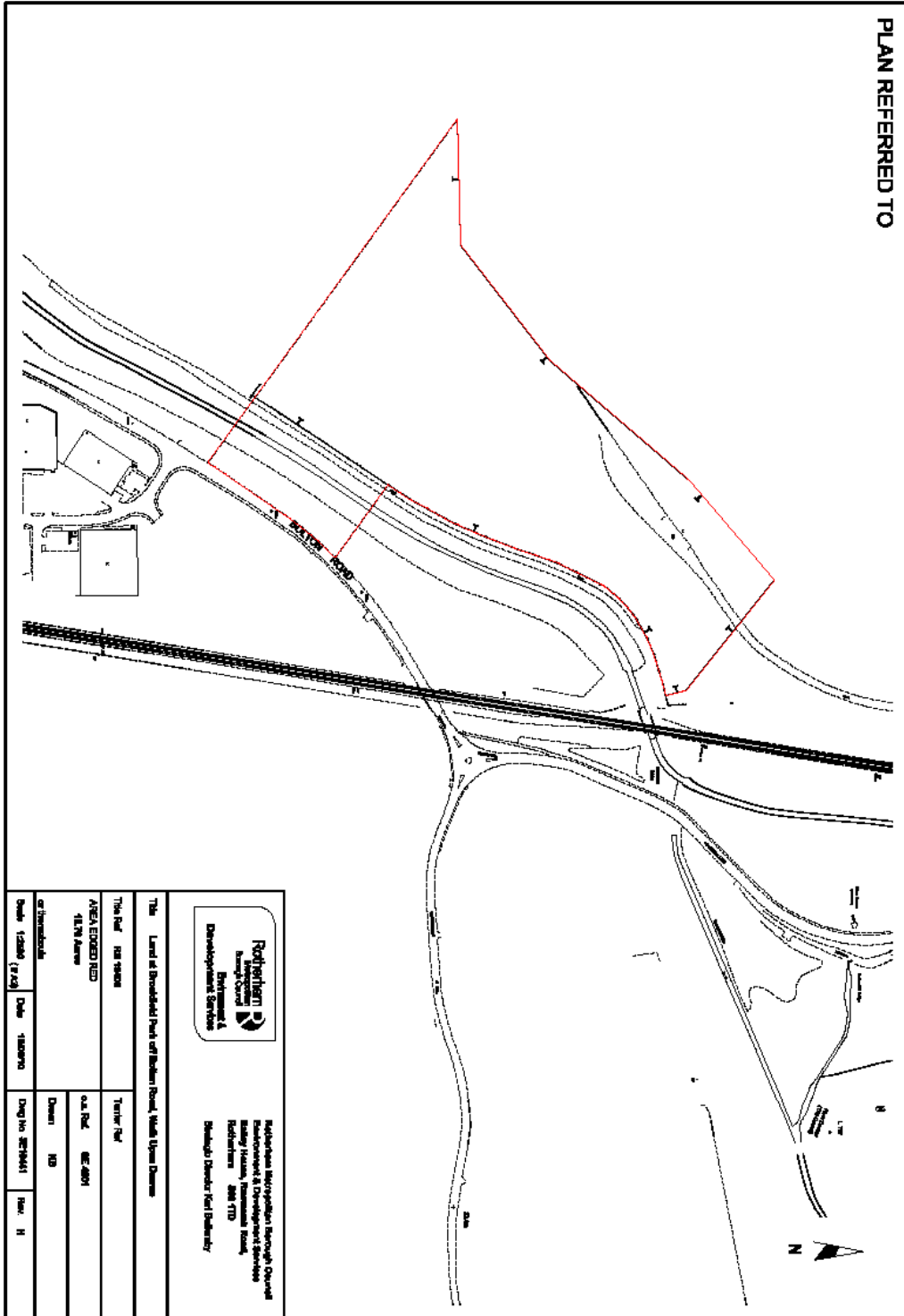
Compliance with Legislation and Regulations:  
S120 of the Local Government Act 1972 and S237 of the Town and Country Planning Act 1990.


### **Contact Name :**

Richard Waller, Senior Legal Manager, Legal & Electoral Services  
Telephone: 8235553  
[richard.waller@rotherham.gov.uk](mailto:richard.waller@rotherham.gov.uk)

APPENDIX A

LAND AT BOLTON ROAD, [DISTRICT], ROTHERHAM



 <p><b>Rotherham Metropolitan Borough Council</b> Planning &amp; Development Services</p>		<p>Rotherham Metropolitan Borough Council Planning &amp; Development Services Meadow House, Rosewood Road, Rotherham, S66 7TD Sheffield District Local Authority</p>	
<p>Title: Land at Broadfield Park off Bolton Road, Wake Upson Down</p>			
<p>Title Ref: 181 91000</p>		<p>Terrace Ref:</p>	
<p>AREA EDGED RED 14.7M AROUND</p>		<p>U.S. Ref: 62 4901</p>	
<p>or/insertions</p>		<p>Drawn: 1/3</p>	
<p>Date: 12/06/17 (17/1)</p>	<p>Date: 1/10/16</p>	<p>Draw No: 27194/1</p>	<p>Rev: 11</p>

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet</b>
<b>2.</b>	<b>Date:</b>	<b>7 September 2011</b>
<b>3.</b>	<b>Title:</b>	<b>Waverley Link Road</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Environment and Development Services</b>

### **5. Summary**

The report outlines the current position relating to the Waverley Link Road Major Highway Scheme, which is currently in the Department for Transport's (DfT) 'development pool' of schemes that are required to submit a 'best and final funding bid' by the 9 September 2011. It outlines developments since late October 2010, following the Comprehensive Spending Review, and sets out amendments to the scheme previously submitted to the DfT, the revised costs and associated quantified risks contained within the estimate. It also outlines the further public consultation that was undertaken on the scheme, which was one of the issues that the DfT have sought particular clarification on. It seeks to gain Members' support for a 'best and final funding bid' to be submitted to the DfT for an amended scheme that has significant benefits at a lower cost than previously proposed, whilst acknowledging the risks associated with the submission.

### **6. Recommendations**

**That subject to the consideration of the results of the consultation:**

- i) Members approve a 'best and final funding bid' (BAFFB) to the DfT for the implementation of an amended scheme, with the bid to seek £6.961m from the DfT, with a £0.751m contribution from the Councils Local Transport Plan Integrated Transport (LTP IT) allocation, and developer contributions of £0.857m.**
  - ii) The agreement of the Mayor be sought to exempt this from the provisions of the call in procedure on the grounds that it is urgent. The BAFFB and documentation for the scheme must be received by the DfT by 12 noon on 9 September 2011, failure to submit the bid would mean that the DfT would not consider the scheme further.**
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## 7. Proposals and Details

### Background

On 20 April 2009 Cabinet Member for Regeneration and Development Services approved the submission of a Major Scheme Business Case (MSBC) to the Department for Transport (DfT) seeking funding for a revised Waverley Link Road (WLR) major highway improvement scheme. (Minute Number 221 refers).

A plan of the scheme as submitted to the DfT in 2009 is attached at Appendix A. It provided for a 1.9km long, 7.3m wide single carriageway, with one lane in each direction and a speed limit of 40mph and 3m wide footpath/cycleways were proposed on either side of the road. At its northern end, WLR was proposed to meet a realigned B6066 Highfield Spring and B6066 Highfield Lane at a new four-arm roundabout. At its southern end it would meet the B6200 Retford Road at the existing junction with B6064 Furnace Lane, converting the junction from a three-arm signal controlled junction to a four-arm signal controlled junction. The route of the link road passed through the Woodhouse Mill Playing Fields, owned by Sheffield City Council, and also required the demolition of 4 houses where the road is proposed to meet the B6200 Retford Road.

Previous WLR route options that have been considered by the Council and not taken forward include a route from the B6066 that crossed the River Rother and railway line before joining Fence Roundabout at its southern end, and a route that crossed the River Rother and then through the Sewage Treatment Works and joined the B6200 Retford Road at a former Petrol Filling Station.

The primary objectives of the Waverley Link Road scheme are to:

- a. Support regeneration and economic growth, and mitigate the impacts of increasing traffic levels which have resulted from the EU Objective 1 investment, including the development at the Advanced Manufacturing Park, and the reinvigoration of the economy of South Yorkshire.
- b. Tackle congestion to remove its constraint on development in the area.
- c. Divert traffic away from built-up roads with residential frontage through Handsworth and Orgreave to a more appropriate route therefore reducing noise levels and vehicle emissions experienced by residents.

A secondary benefit of the scheme is that it improves an alternative route into Sheffield that sometimes gets used when the M1 is heavily congested or blocked.

The total scheme costs were estimated at £13.033m of which £11.732m was sought from the DfT, £1.0m contributed by Harworth Estates (UK Coal) secured against the S106 agreements for both Waverley New Community and Helical Governetz planning permissions, and a £0.301m contribution from RMBC using Local Transport Plan funding, RMBC also met the scheme development costs from LTP. The preferred schemes benefit to cost ratio (BCR) was 3.64.

### Revised DfT Major Scheme funding process

Before the DfT were able to confirm the status of the scheme in June 2010 as part of the Comprehensive Spending Review the process for "Major Scheme" spending was suspended for review.

In October 2010, the new Major Scheme assessment process was revealed and the Waverley Link Road scheme was placed in the DfT's "development pool". In February 2011 this pool was oversubscribed by about 1:1.5 (50%).

The Department for Transport then wrote to all scheme promoters confirming that they would have to submit a 'best and final funding bid' (BAFFB) by the 9 September 2011, setting out the level of funding the Council will provide for the scheme, the level of funding available from third party contributions, and the maximum funding that will be required from the DfT to deliver the scheme. The Department for Transport will then announce in December 2011 which schemes are to be granted Programme Entry status.

Throughout this process the DfT have stressed that scheme promoters had to demonstrate that all reasonable efforts had been made to reduce costs and secure additional local and third party contributions, whilst carefully considering the impact of any changes to the scope of a scheme in terms of cost reduction which would impact on the overall benefits. The deliverability, including the management of and mitigation against risks, and the public opinion of schemes are also of interest to the DfT.

### **Revised scope**

As the third party contribution from Harworth Estates, which provides for a 10% contribution towards the total scheme costs, is now secured against planning permissions, and no new developments were anticipated, it is not considered possible to increase the amount of third party funding towards the scheme. It was therefore considered that in order to reduce the DfT's contribution towards the scheme a revised scope should be investigated.

Within the MSBC submission in 2009 a 'low cost alternative' (LCA) was also considered. This option did not realign B6066 Highfield Spring but retained the existing roundabout at the junction of B6066 Highfield Lane and with an additional 3-arm roundabout created to the east where Waverley Link Road would join B6066 Highfield Lane. The link road then continued along the same alignment through the UK Coal site and the recreational ground to a new 4-arm signalised junction on the B6200 Retford Road at its junction with B6064 Furnace Lane.

The LCA provided lower benefits than the preferred scheme, primarily due to the 'dog leg' in the route, and had a benefit cost ratio of 3.19.

It should be noted that the MSBC for WLR was prepared and submitted prior to the Waverley New Community and Helical Governetz developments securing planning permission and whilst a sensitivity test to assess the impact of trips associated with these developments was undertaken to ensure that WLR could accommodate them, the associated benefits arising from additional vehicles using the road could not be included at that time.

Given that these development sites have now been granted planning permission they can, as part of the assessment of the scheme, now be considered as committed and the project team therefore anticipated that if the LCA was taken forward as a way of reducing the DfT contribution that it was unlikely to result in the BCR being lower than the previously *preferred* option.

The project team therefore prepared an updated cost estimate for an amended scheme based on the LCA, and which also included:

- the change of junction type at the northern end of WLR from a roundabout to a signalised junction, required in order to meet relevant design standards;
- removal of a Pegasus crossing where a proposed bridleway crosses WLR, due to the anticipated low levels of use meaning it is unlikely to meet the Councils criteria for a controlled crossing, although uncontrolled crossing facilities will be provided;
- the removal of street lighting along the route to minimise the environmental impact of the scheme.

The total scheme costs of this amended LCA scheme are estimated at £8.57m which is a reduction of 34% from the previous MSBC submission. A plan showing the alignment of the amended LCA scheme is attached at Appendix B and a plan showing further detail of the route through the recreation ground is attached at Appendix C.

The updated analysis of the benefits of the scheme indicates that the BCR has risen to around 7:1.

As part of the appraisal for the BAFFB the DfT require an assessment of the Social and Distributional Impacts (SDI's) of proposed schemes. The SDI's are a set of potential scheme impacts and an assessment of how they affect particular vulnerable groups in society or different income groups. These impacts can be environmental impacts (eg Noise, Air Quality) or social impacts (eg severance). This work is ongoing and will be finalised before the 9 September 2011.

### **Consultation**

Whilst the DfT have acknowledged that the scheme submitted within the MSBC has merit, as shown from its inclusion within the 'development pool', they have also indicated that they felt that there had been a lack of further consultation on the preferred alignment through the Woodhouse Mill Recreation Ground since the original consultation which sought residents and businesses views on four options for Waverley Link Road in 2005.

The DfT indicated that when considering the best and final funding bids for schemes and taking decisions on which schemes to support, Ministers will want to understand what level of support a scheme has. The DfT suggested that to de-risk the age of the survey data further consultation should be undertaken.

Following a meeting between the Leaders and Chief Executives of Rotherham and Sheffield on the 22 July 2011 further consultation on the scheme has been progressed. This comprised of approximately 10,000 information leaflets and questionnaires distributed by post to local residents and businesses within the same area that was consulted in 2005. The leaflets were distributed from the 3<sup>rd</sup> August 2011 with the closing date for responses the 31 August 2011. A copy of the consultation leaflet and questionnaire is attached at Appendix D.

*N.B. Due to the reporting deadlines this report was prepared in advance of the closing date of the consultation and as such an addendum to this report detailing the response to the consultation will be provided for Cabinet's consideration.*

In addition to the above a public drop-in session was held on Tuesday 16<sup>th</sup> August 2011 from 2pm to 8pm at The Old Rectory in Handsworth. Officers from both

Rotherham and Sheffield Councils were in attendance in order to answer questions raised by local residents and residents could also submit comments on forms provided. Our records show that 224 people attended the drop-in session. The address information obtained when people entered the drop-in session indicates that the majority of those attending were from the Woodhouse Mill area. It was also clear that the vast majority of those present strongly objected to the proposals for the link road to cross the recreation ground. Comments received from residents at the drop-in session will be included within the consultation report mentioned above.

### **SCC position**

Whilst the Woodhouse Mill recreation ground is located within Rotherham the majority of the land is owned by Sheffield City Council (SCC). Previous SCC resolutions in relation to the scheme are set out in Appendix E but in summary SCC are currently opposed to plans to build a link road on Woodhouse Mill playing fields and have resolved to nominate the playing fields as a Queen Elizabeth II Field. They have also resolved to review the route of the Waverley Link Road scheme and alternative modifications to the existing highways network to accommodate the predicted increase in traffic from the Waverley development.

Officers of Sheffield City Council have recently advised their Leader that Sheffield Council needs to consider its formal position in light of the further public consultation and the Consultants report on the On-Line Alternative (i.e. improvements to the existing roads and junctions in Sheffield) before RMBC decide whether or not to submit a "Best and Final Funding Bid" to Central Government on Friday 9th September.

In early 2011 the potential cost and benefits associated with an On-Line Alternative (OLA) to the Waverley link Road were assessed in detail. The OLA included road widening on Retford Road, Handsworth Road and Highfield lane, and improvements at a number of junctions. A technical note detailing the assessment of the OLA is available on request although in summary the cost of the OLA is estimated at £24.09m and the BCR is 2.71.

The OLA would achieve many of the scheme objectives but would not achieve the objective of reducing the volume of traffic on roads with a residential frontage in Handsworth and Orgreave. Although it would provide similar time-saving benefits to WLR the OLA would cost around three times as much and the resulting BCR is around two-fifths of the WLR. The OLA is not included in the DfT's 'Development Pool' and as such could not seek funding until after 2014/15 and it is very unlikely that the DfT would look favourably on a scheme that costs three times as much as one previously brought to them, particularly as current DfT guidance to scheme promoters is that in order to increase their chances of securing funding that they should offer further reductions in costs.

The QEII Playing Field initiative aims to dedicate 2012 playing fields to celebrate the Queen's Diamond Jubilee and the Olympics. Whilst SCC have applied to Fields In Trust no deed of dedication has yet been signed and advice from RMBC's Legal Services team indicates that although QEII field status affords additional protection against development it does not preclude RMBC using its powers to compulsorily purchase the land.

The current design of WLR seeks to minimise its impact on the Recreation Ground and playing field, with the alignment of the road positioned to the eastern side of the playing field at the southern end. Should a BAFFB be submitted additional detailed

design will be required during which officers will consider the potential to further reduce the impact of the scheme on the Recreation Ground. Further design of the landscaping required and any alterations to the existing playing field would also need to be progressed. It should also be noted that the Waverley New Community proposal will also provide extensive new high quality open space areas, which would more than compensate for the loss of a part of the playing field at Woodhouse Mill.

### **Conclusion**

Previous assessments have shown that the only feasible alignment for Waverley Link Road that would meet DfT criteria for value for money is the route that crosses the recreation ground, with the route to Fence Roundabout and 'on line alternative' improvements both costing significantly more (land required on the route to Fence Roundabout has previously been considered to be of wildlife and ecological importance), and Yorkshire Water have recently reiterated that the land on the route through the Sewage Treatment Works is required for their operations.

Whilst the results of the consultation exercise are still being collated it is clear from the drop-in session that there continues to be a strong objection to the scheme from residents within predominantly, although not exclusively, the Woodhouse Mill area. However, until the overall response to the consultation is available, the level of support, or otherwise, that the scheme has received cannot be determined.

Further assessment of an amended scheme (based on the previous Low Cost Alternative) indicates that it produces significant benefits with a BCR around 7.

It should be noted that Waverley Link Road is a named major highway improvement scheme in the Sheffield City Region Transport Strategy (LTP3), required to open up development opportunities, which all South Yorkshire Authorities and the Sheffield City Region Local Enterprise partnership have endorsed. The scheme will also support the recently announced SCR Enterprise Zone.

Should the Council decide to continue to pursue the current alignment of the link road through the Recreation Ground and submit a best and final funding bid to the Department for Transport, in order to improve the chances of the bid being successful, the amended scheme outlined above and shown on the plan at Appendix B should be submitted as the Council's new preferred scheme.

### **8. Finance**

The total estimated cost of the proposed scheme is £8.57m, which is £4.463m or 34% lower than the scheme submitted to the DfT in 2009.

It is recommended that £751k is provided by RMBC as a contribution to fund all preparation costs using Local Transport Plan Integrated Transport Block funding. The £751k includes a risk / contingency allowance of £154k, which may not be required. Of the RMBC contribution £123k would be required in 2011/12 (post DfT decision in December) and up to £628k in 2012/13.

The proposed scheme would seek a contribution of £6.961m from the Department for Transport, providing an overall cost saving to the DfT of £4.771m, which represents a 41% saving.

Whilst the DfT are seeking increased contributions from third parties the current proposal sees these reduced by 14% to £857k due to the contribution from Harworth Estates, included within the signed S106 agreements, being 10% of the total scheme



costs. However, this contribution does not take into account the cost of the land that Harworth Estates are providing to the Council or the cost of the earthworks and land compaction that they have already undertaken on the alignment of the road as part of the site remediation works, which was valued at £2.2m by Harworth Estates, which means that their actual financial contribution towards the project as a whole is already higher than the further 10% contribution secured through the S106 agreement.

At the start of August 2011 the DfT confirmed with Scheme Promoters that schemes granted Programme entry following the submission of BAFFBs will be required to undertake either a full impact evaluation or scheme monitoring report, the costs of which cannot be requested from DfT. The costs of such evaluation and monitoring are likely to be in the region of £25k and it is intended that funding would be allocated from Local Transport Plan Integrated Block funding, to be incurred in 2015.

To date the Council has capitalised £890K in developing this scheme. If the scheme does not continue to completion it has been confirmed that the expenditure will not lead to the construction of a new asset (i.e. the road). As such these costs will be abortive in nature and will have to be charged to revenue.

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

There is a risk that the DfT will consider that the amended scheme does not reduce their contribution enough and/or does not provide sufficient third party contributions, which may result in the amended scheme failing to receive Programme Entry. However, it is considered that further reductions to the cost estimate are not viable.

All the risk of any overspend in the delivery of the scheme will lie with RMBC, as does the risk of any Part 1 (Land Compensation Act 1973) claims subsequent to the scheme being completed, however this is now normal practice associated with the procurement of major highway schemes. Included in the estimate is a quantified risk assessment (QRA) figure of approximately £1.165m – effectively a contingency against increased cost

The estimated cost also includes an inflation element, even though market conditions for the construction industry are perceived to be very competitive and likely to continue to be so. Ultimately, however, the scheme is a major civil engineering project, and risks do remain. However, it is anticipated that with sound risk management procedures and the QRA figure, that these can be contained within the available budget.

Company searches have also been undertaken in respect of the third party Section 106 agreements that are a part of the DfT funding requirements. Whilst the total scheme expenditure assumes that there will be a 10% contribution from third parties, the risk of business failure has been assessed as “high”, on account of a combination of an unfavourable audit opinion and a negative assessment of the health of the ultimate parent, UK Coal plc. However, in August 2011, UK Coal plc published their unaudited six monthly results which showed some improved performance in the group’s results. It is a DfT requirement of the bidding process that the Council have to agree to underwrite any contributions that do not materialise. Therefore, should the company cease to trade the Council would have to attempt to recover this money as a result of insolvency proceedings, or alternatively fund this shortfall itself when the potential for recovery of monies has been exhausted.

The implementation of the scheme is also subject to securing the required planning permission and confirmation of Compulsory Purchase Orders for land and property that the Council cannot acquire through negotiation and any Side Roads Order that may be required. Should objections to the CPO/SRO be received a Public Inquiry would be required.

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

The scheme is a named major highway improvement scheme in the Sheffield City Region Transport Strategy (LTP3), which all South Yorkshire Authorities have adopted, and accords with the aims and objectives to assist the improved management of traffic, and support regeneration and economic growth. The improvement supports the aims and objectives of the Traffic Management Act 2004 in reducing congestion.

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

Financial Services have been consulted on, and approved, the content of this report.

Sheffield City Region Transport Strategy 2011 – 2026.

Minute No. 236 of the Cabinet Member for Economic and Development Services delegated powers meeting on 18 April 2005 receiving the results of the Waverley Link Road consultation report and approving that a further report on which option should be pursued brought to a future meeting.

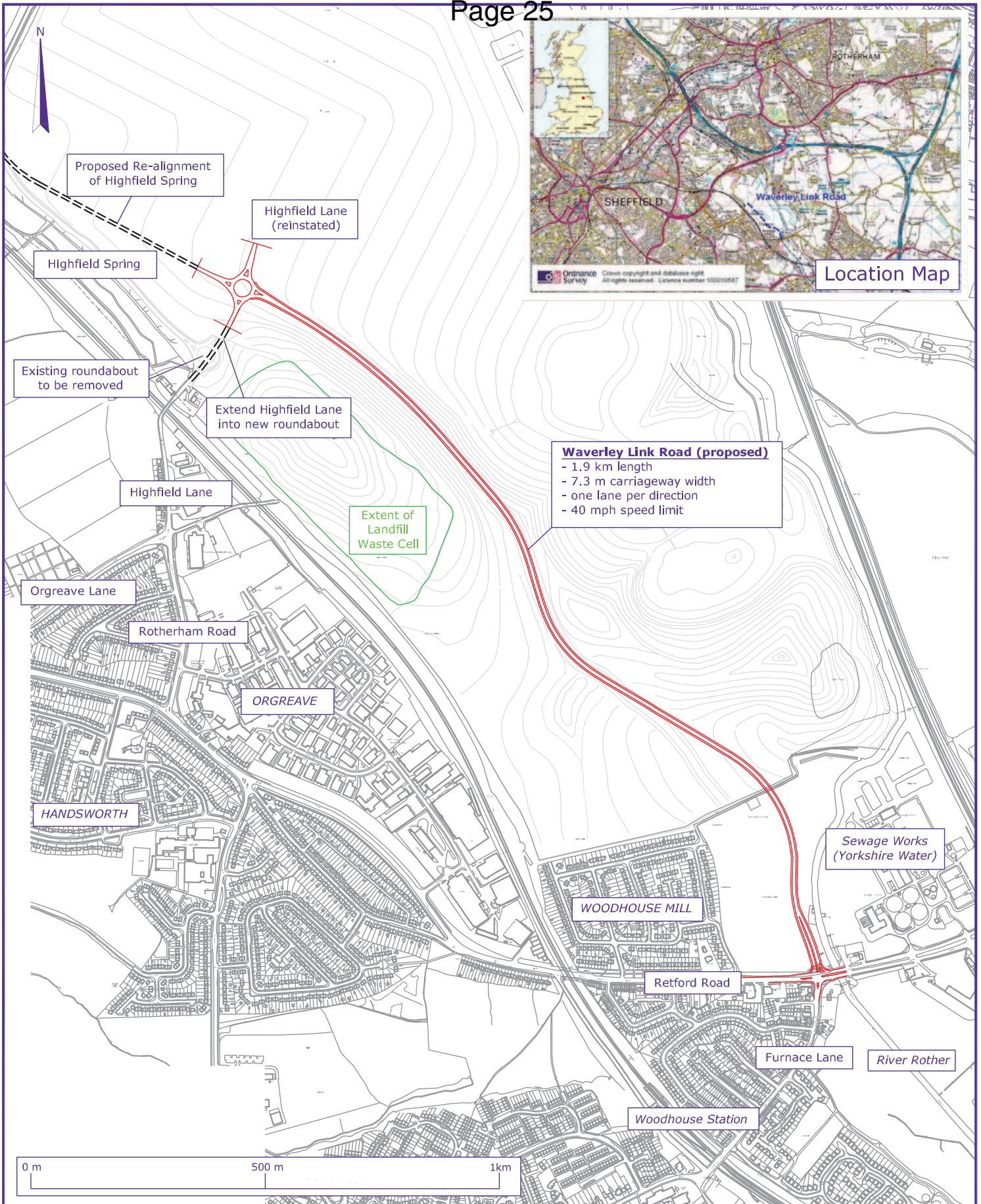
Minute No. 4 of the Cabinet Member for Economic, Regeneration and Development Services delegated powers meeting on 23 May 2005 approving that option E (across Sewage Treatment Works) be progressed and submitted to the DfT.

Minute No. 221 of the Cabinet Member for Regeneration and Development Services delegated powers meeting on 20 April 2009 approving the submission of a revised MSBC for Waverley Link Road to the DfT.

Minute No. C174 of Cabinet on 20 January 2010 approving, subject to the DfT granting WLR Programme Entry, the submission of a planning application for WLR, and approval for the detailed design to continue.

#### **Contact Name:**

Tom Finnegan-Smith, Transportation and Highway Projects Manager, Planning and Regeneration, extension 22967, [tom.finnegan-smith@rotherham.gov.uk](mailto:tom.finnegan-smith@rotherham.gov.uk)



1	25/03/09	-		
No.	Date	Rev/Isn		
<h2>Waverley Link Road - Major Scheme Business Case</h2>			<p>Title Proposed Alignment of Waverley Link Road</p>	
<p>Project No. C37242</p>		<p>Figure No./Drawing No. Figure 2.3</p>		<p>Rev No. -</p>
<p>Drawn GM</p>		<p>Scale 1:7,500 at A3</p>		
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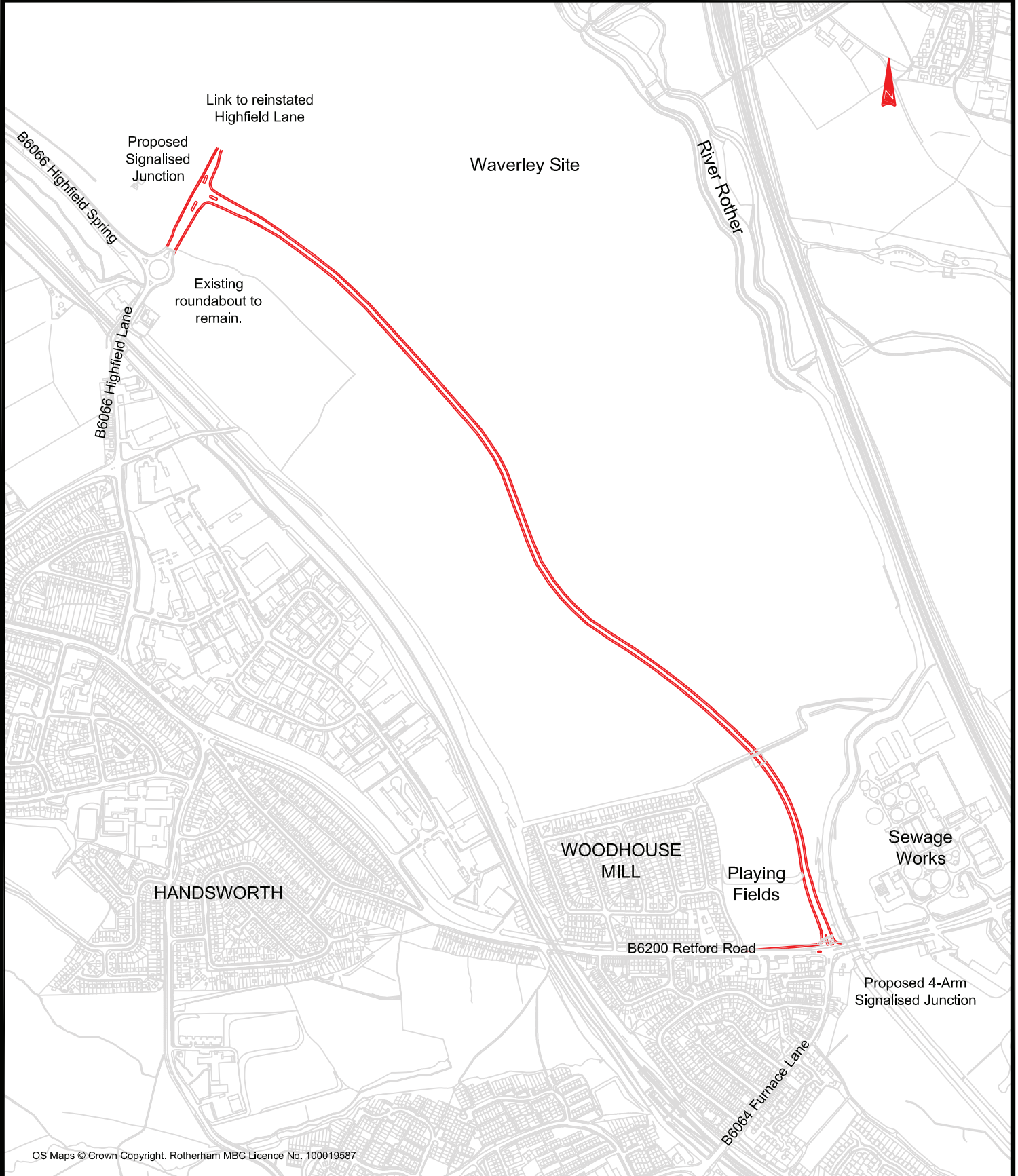
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Strategic Director:  
Karl Battersby Bsc (Hons) MTPM MRTPI

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

Client:



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Title **Waverley Link Road**  
Plan 1: Overview

Dwg. No. **N/A**

Scales (if A4) **1:10,000**

Drawn **CA**

Date **Aug 11**

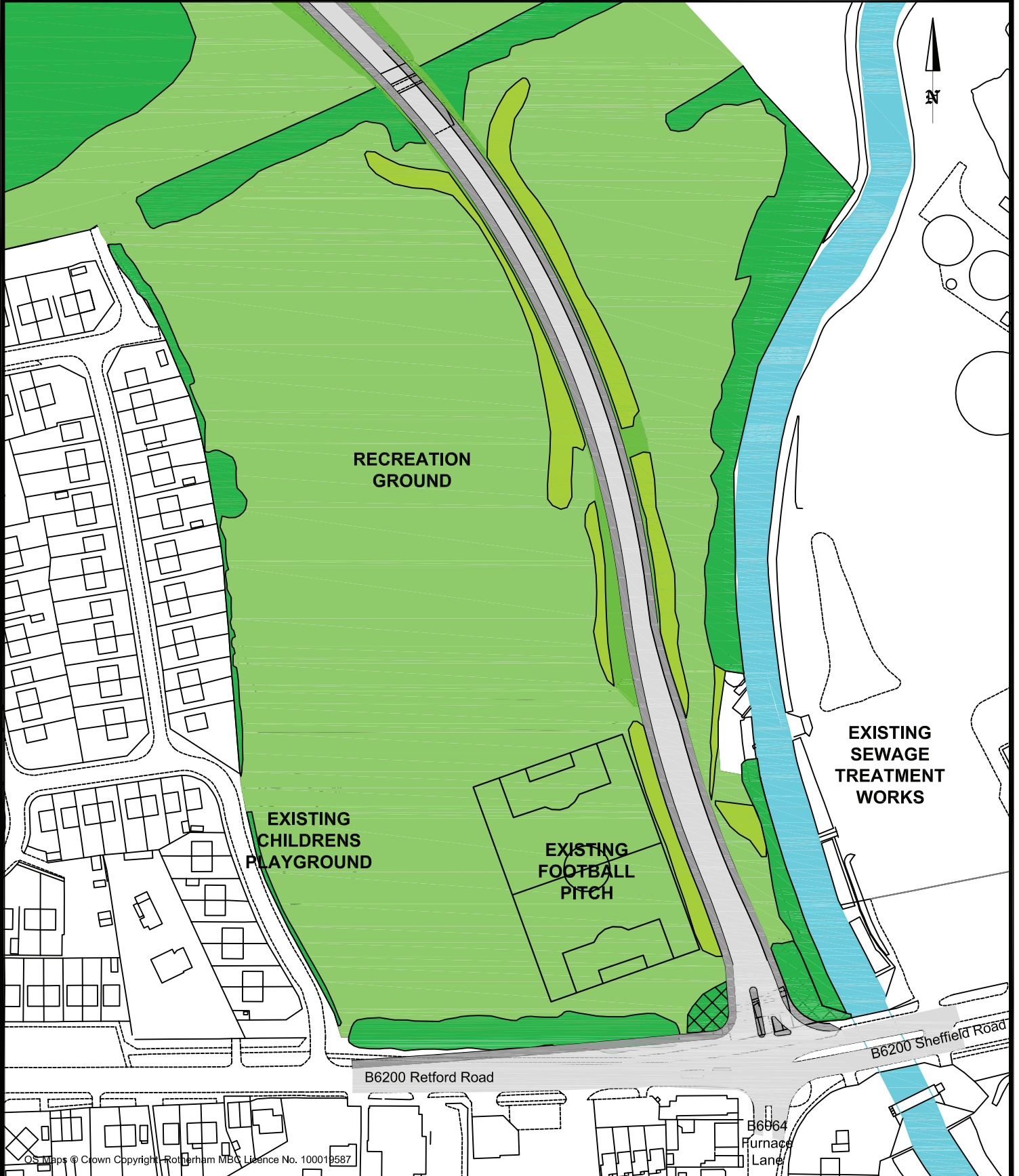
Chd. by **TFS**



Strategic Director:  
Karl Battersby Bsc (Hons) MTPL MRTPI

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

Client:



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Title **Waverley Link Road**  
Plan 2: Playing Fields Detail

Dwg. No. **N/A**

Scales (if A4) **1:2000**

Drawn **CA**

Date **Aug 11**

Chd. by **TFS**

## Equalities Monitoring

To help us make sure that the services we provide are fair to everyone in Sheffield/Rotherham we would like to ask you some additional questions.

By answering these questions you will help us identify gaps in our service provision, target resources more effectively, and establish who our customers are.

Any answer you give is strictly confidential. Thank you for your assistance.

**Q1** Are you?  
Male  Female

**Q2** Do you consider yourself to be disabled?  
Yes  No

**Q3** If you answered yes to the above question, and if you wish, please tick as many boxes below that you consider applies to you:

Physical or mobility impairment  Learning disabled person   
Sensory impairment (hearing, vision or speech ...)  Non-visible condition such as epilepsy or diabetes   
Mental health service user

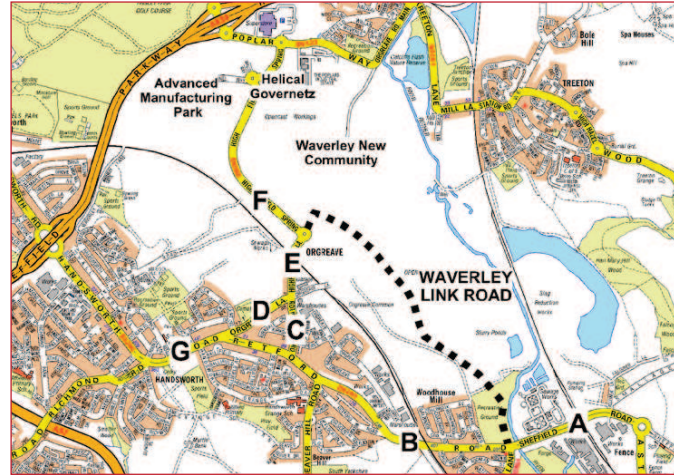
**Q4** What is your age?  
Under 25  45 to 54   
25 to 34  55 to 64   
35 to 44  65 or older

**Q5** How would you describe your ethnic origin (please tick only one box)

White British  White Irish  Other White Background   
Black Caribbean  Black African  Other Black Background   
Chinese  Yemeni  Other Ethnic Background   
Indian  Pakistani  Bangladeshi   
Kashmiri  Other Asian Background  Decline to answer   
White & Black Caribbean  White & Black African  White & Asian   
Other Mixed Race Background   
Other White Background   
Other Black Background   
Other Ethnic Background   
Other Asian Background   
Other Mixed Race Background

Thank you for completing this form. The information provided will help us to improve our services to you and others in Sheffield/Rotherham.

## Key Plan



If you or someone you know needs help to understand or read this document, please contact us:  
☎ 01709 823869 ✉ forward.planning@rotherham.gov.uk Minicom: 01709 823536

Ak vy alebo niekto koho poznáte potrebuje pomoc pri pochopení alebo čítaní tohto dokumentu, prosím kontaktujte nás na vyššie uvedenom čísle alebo nám pošlite e-mail.

مگر تو یان کمینک کہ تو ددیناسی پیوستی ہمارماتی ہمیت بو نوادی لام ہلگنامہ بہ تیگت یان بیخوینینو، تکایہ یامو شیدمان پیوہ بکہ نامسر نو ژمار دیہی سار دودا یان یو نیمایہ.

إذا كنت أنت أو أي شخص تعرفه بحاجة إلى مساعدة لفهم أو قراءة هذه الوثيقة، الرجاء الاتصال على الرقم اعلاه، أو مراسلتنا عبر البريد الإلكتروني

اگر آپ یا آپ کے جانتے والے کسی شخص کو اس دستاویز کو سمجھنے یا پڑھنے کیلئے مدد کی ضرورت ہے تو براہ مہربانی مندرجہ بالا نمبر پر ہم سے رابطہ کریں یا ہمیں ای میل کریں۔

اگر جناب عالی یا شخص دیگری کہ شما اورا می شناسید برای خواندن یا فهمیدن این مدارک نیاز به کمک دارد لطفاً ما بوسیله شماره بالا یا ایمیل تماس حاصل فرمایید.

# Waverley Link Road Consultation Document

## We need your views please!

Rotherham Council is currently preparing a revised bid for funding to the Department for Transport for Waverley Link Road. Before we submit this bid, we want to know what people think about the scheme. This leaflet sets out key information about the link road and has a questionnaire for you to fill in to let us know how you feel.

## Why the link road scheme?

In 2000, we looked at what new transport improvements would benefit South Yorkshire and help provide new jobs and homes. We identified a number of possible schemes, one of which was a new relief road in Waverley. In 2003, we tried to find the best route for this new relief road. We looked at a number of options and decided that the best one would be a new link road between the B6066 Highfield Spring and the B6200 Retford Road.

In January 2005, Rotherham Council consulted the public on two possible routes for the proposed new link road. One crossing the middle of the Woodhouse Mill playing fields and one crossing the River Rother and railway line and then joining into the existing roundabout at Fence. The response from local residents at that time showed that over 80% of those who answered were in favour of a link road, but there was no clear preference for either of the two routes. Subsequently it was shown that the route to Fence was too costly and went through an environmentally sensitive area.

As a result of comments made by the public during that consultation, a third route crossing the River Rother and the Yorkshire Water sewage works was produced. However, meetings with Yorkshire Water soon showed that this route was unacceptable to them as it affected future expansion of the Sewage Treatment Works. As a result, the proposed route was changed to run to the west of the river, on the east side of the playing fields and this is the current preferred route. This is shown on Plan 1 in this leaflet.

Residents were informed of this change to the route at a series of public meetings held in 2008. A funding bid was then submitted to the Department for Transport in July 2009 for that route.

Since 2009, a lot of development has taken place in the area, particularly at the Advanced Manufacturing Park. Waverley New Community and the Helical Governetz office campus have obtained planning permission and further development

is planned at Sheffield Airport and throughout the Don Valley.

The 4000 new houses, schools and businesses in the Waverley New Community and the Helical Governetz office campus will lead to extra traffic in the area. As part of their planning conditions these developments are required to contribute money towards the proposed Waverley Link Road. However the developments can still go ahead even without the link road being built and construction of the first houses in Waverley is expected to begin in 2012.

Waverley Link Road would provide a new access to these developments, taking traffic away from the already congested B6200 Retford / Handsworth Road and from the A630 Sheffield Parkway and M1 Motorway.

The table below shows the predicted effect of these developments and background traffic growth on key roads throughout the area. Locations are shown on the Key Plan on the back of this document.

Proportional traffic flow on key roads in 2007 and in 2028 with and without the link road			
Road (Location shown on Key Plan)	2007 traffic flow (baseline)	2028 traffic flow (do nothing)	2028 traffic flow (with link road)
B6200 Sheffield Road (A)	100	125	128
B6200 Retford Road (B)	100	116	78
B6066 Rotherham Road (C)	100	126	90
B6066 Orgreave Lane (D)	100	199	192
B6066 Highfield Lane (E)	100	160	134
B6066 Highfield Spring (F)	100	134	169
B6200 Handsworth Road (G)	100	139	142

For example the table shows that without the link road traffic flow on the B6066 Rotherham Road would increase by +26% by 2028 and with the link road it would reduce by -10% by 2028. Similarly on the B6066 Highfield Spring, traffic flow would increase by +34% by 2028 without the link road and increase by +69% with it.

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Artists impression of the link road looking north from the southern end of Woodhouse Mill Playing Fields

### What will the new link road look like?

Waverley Link Road would be a 1.2 mile long single-carriageway road, 7.3m wide, with a shared footway / cycleway on each side. The speed limit would be 40mph. A three arm traffic light controlled junction would be created where it joins Highfield Lane. At its southern end it will join the B6200 Retford Road at the existing junction with the B6064 Furnace Lane. The southern junction will be converted from a three-arm traffic light junction to a four-arm traffic light controlled junction.

The proposed scheme is different from that originally proposed in 2009 because it now stops at Highfield Lane and joins it close to the existing B6066 Highfield Lane / Highfield Road roundabout.

The route of the link road is shown on Plan 1.

### Plan 1



### What else have we looked at?

We have looked at whether the same benefits that the proposed link road would provide could be achieved by just improving Retford Road. A study has shown that the majority of the key benefits could be achieved but at a much greater cost (approx. £24 million) which is around 2 1/2 times more expensive than the new link road. This is because we would need to acquire a lot of land to enable Retford Road to be widened and junctions improved. This would also bring traffic closer to properties on Retford Road and would do nothing to reduce the amount of traffic using it, leading to increased noise and pollution to those living alongside it. It is also very unlikely that Central Government could afford to fund this expensive alternative scheme.

The only other alternative is to do nothing. Again, this was looked at in the study but showed that by not building the link road, traffic flow and noise on Retford Road increased. A copy of this study can be found on the Consultation on Transport Issues page on our website at: [http://www.rotherham.gov.uk/info/200107/transport\\_policy/150/consultation\\_on\\_transportation\\_issues](http://www.rotherham.gov.uk/info/200107/transport_policy/150/consultation_on_transportation_issues).

### What about the playing fields, houses and open space?

One of the key issues with the link road is that it will result in the loss of some of the green space provided by the playing fields. The proposed link road would run along the east side of the Woodhouse Mill playing fields and it has been designed to use as little of the playing fields as possible.

A lot of new landscaping would be provided as part of the scheme between the link road and the playing fields. The existing football pitch would be moved slightly and re-marked together with new goal posts.

The Waverley New Community proposal will also provide a lot of new high quality open space areas, which will help to make up for the area lost from the playing field at Woodhouse Mill.

In order to build the scheme we would need to purchase and then demolish four houses on Retford Road.

The route of the link road over Woodhouse Mill playing fields is shown on Plan 2.

### Your views please!

Please answer the questions on the sheet attached to this leaflet and also let us have your comments in the space provided. Please return the questionnaire to us by **31st August 2011** in the pre-paid envelope provided.

**A drop in session will be held on Tuesday 16th August 2011 from 2pm to 8pm at The Old Rectory on Handsworth Road where officers from both Rotherham and Sheffield Councils will be available to answer any questions you may have.**

### Background information

Further information on the link road, such as the funding bid (Major Scheme Business Case) from July 2009 and the study into the alternatives, can be found on the Rotherham Council website at: [http://www.rotherham.gov.uk/info/200107/transport\\_policy/150/consultation\\_on\\_transportation\\_issues](http://www.rotherham.gov.uk/info/200107/transport_policy/150/consultation_on_transportation_issues)

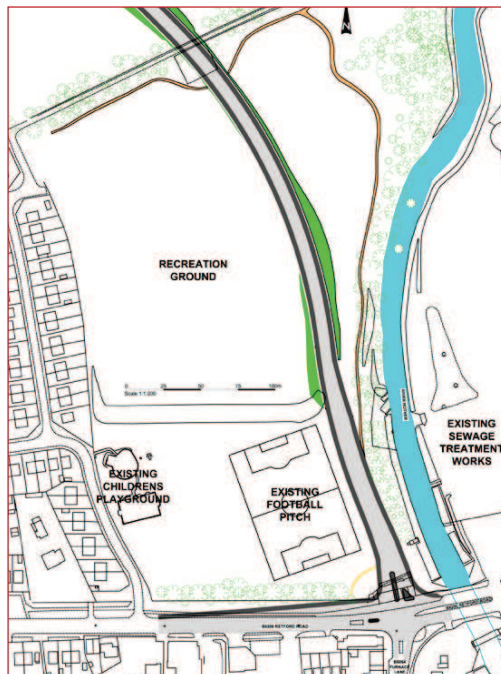
You can also make comments on the link road via the website.

### Next steps

Rotherham Council will consider all of the responses made to this consultation. A decision will then be made on whether or not to make a funding bid to the Department for Transport on 9 September 2011 for the Waverley Link Road scheme.

Further consultation on the proposals will be held if the scheme is taken forward and a planning application submitted.

### Plan 2



## QUESTIONNAIRE

**There is now a clear choice. We either bid for funding to provide a new link road on the route as shown on Plan 1 and Plan 2, or we accept that no significant improvements to the existing highway network will be pursued to offset the predicted increase in traffic in the area.**

**Q1** Do you support the route of the proposed link road as shown in plan number one?

YES  NO

**Q2** If you answered YES to Q1 please indicate the reason for your support (please tick all that apply)

- Will improve access to jobs
- Will reduce traffic congestion
- Will encourage regeneration
- Will improve the environment
- Is better than doing nothing
- Other (please state)

**Q3** If you answered NO to Q1 please indicate why you do not support the proposal (please tick all that apply)

- Will damage Woodhouse Mill playing fields
- Will result in the demolition of 4 existing houses
- Will be harmful to the environment
- Will cost too much
- Don't see the need for it
- Other (please state)

Detach here

**Q4** Please use the space below for any other comments you may have.

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Please return this questionnaire to us by 31 August 2011 in the pre-paid envelope provided.

**At the full meeting of the Council on the 28 July 2010, a motion was put forward and approved that the Council:**

- a) Notes that following consultation with the local community at the joint meeting of the East and South East Community Assembly on 22<sup>nd</sup> April 2010, the local community are overwhelmingly opposed to the proposals for a link road through Woodhouse Mill playing fields; and
- b) Resolves that:
  - i. All plans to build a link road on or around Woodhouse Mill playing fields should be opposed;
  - ii. The local Community Assemblies will be the first point of consultation before any new proposals for a different alignment of the link road is formulated; and
  - iii. Woodhouse Mill playing fields should be nominated as a Queen Elizabeth II Field.

**A further report to Sheffield Cabinet Highways Committee on 12 August 2010 resolved that the Council:**

- (a) notes (i) the contents of this report, (ii) the uncertainties caused by the likely impact of significant reductions in capital funding for Major Road Schemes, (iii) the resolution of the Council on 28<sup>th</sup> July 2010 and (iv) the outcome of the of the joint meeting of the East and South-East Community Assemblies held on 22<sup>nd</sup> April, 2010 and thanks the respective Assemblies for arranging the meeting;
- (b) agrees to the undertaking of a detailed review of the routing of the Waverley Link Road scheme and alternative modifications to the existing highways network to accommodate the predicted increase in traffic from the Waverley development;
- (c) agrees that further development work is in accordance with the resolution of the Council on 28<sup>th</sup> July, 2010;
- (d) endorses the nomination of playing field land at Woodhouse Mill as a Queen Elizabeth II field; and
- (e) requests that Rotherham Metropolitan Borough Council be advised accordingly.

**On 19 August 2011, we advised our Leader that:**

The following steps need to happen before Rotherham Council decide whether or not to submit a "Best and Final Funding Bid" to Central Government on Friday 9th September:

- 1) Receive analysis of Public Consultation responses from the Drop In session and Postal Questionnaires.
- 2) Establish Sheffield Council's formal position in light of the above and in consideration of the Consultants report on the On-Line Alternative (i.e. improvements to the existing roads and junctions in Sheffield).



<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet</b>
<b>2.</b>	<b>Date:</b>	<b>7 September 2011</b>
<b>3.</b>	<b>Title:</b>	<b>Bus Rapid Transit North – Submission of Major Scheme Best and Final Funding Bid</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Environment and Development Services</b>

### **5. Summary**

The report outlines the current position relating to the Bus Rapid Transit 'North' Major Scheme, which is currently in the Department for Transport's (DfT) 'development pool' of schemes that are required to submit a 'best and final funding bid' by the 9 September 2011. It outlines developments since late October 2010, following the Comprehensive Spending Review, the revised costs and associated quantified risks contained within the estimate and highlights those elements of the scheme for which Rotherham Metropolitan Borough Council will have responsibility.

### **6. Recommendations**

- i) **Members approve the submission by the SYPTTE on behalf of the project partners of a 'best and final funding bid' (BAFFB) to the DfT for the implementation of the BRT North scheme, with the bid to seek £19.406m from the DfT towards the total scheme cost of £36m.**
  - ii) **The agreement of the Mayor be sought to exempt this from the provisions of the call in procedure on the grounds that it is urgent. The BAFFB and documentation for the scheme must be received by the DfT by 12 noon on 9 September 2011, failure to submit the bid would mean that the DfT would not consider the scheme further.**
-

## 7. Proposals and Details

### Background

On 1 March 2010 Cabinet Member for Economic Development, Planning and Transportation approved the submission of Major Scheme Business Cases (MSBC) to the Department for Transport (DfT) seeking funding for two Bus Rapid Transit schemes. (Minute Number G124 refers). The two BRT schemes were:

BRT North – which would operate a limited stop service from Rotherham to Sheffield via Templeborough, Meadowhall (under the Tinsley Viaduct on a new Fixed Link), Carbrook, Attercliffe and loop around the City Centre – serving end to end trips but also new development in the Lower Don Valley.

BRT South – which would operate a limited stop service from Rotherham to Sheffield via Canklow, Brinsworth, Waverley (stopping at the proposed Waverley Interchange and Park & Ride), on the A630 Parkway to loop around the City Centre – serving end to end trips but also key development sites in Waverley.

The BRT projects are jointly promoted by South Yorkshire Passenger Transport Executive (SYPTe), RMBC and Sheffield City Council (SCC). Within the Project team the PTE take a lead on the overall project management of the scheme, and the bus service matters, with both RMBC and SCC leading on those elements of the schemes within their respective districts referred to as 'Work Packages'. The Project Board comprises of senior officers from each of the Districts and is chaired by the Director General of SYPTe.

In March 2010 the Major Schemes Business Case (MSBC) for BRT North was submitted to DfT. In June 2010, as part of the Comprehensive Spending Review, the process for "major" spending was suspended for review. The MSBC for the BRT South scheme was not submitted to the DfT before the major scheme process was suspended and the DfT would not accept any further submissions and would only consider the MSBC for BRT North.

In October 2010, the new process was revealed. The BRT North project was in the "pre-qualification pool". In December 2010, an Expression of Interest (EOI) form was submitted to DfT for BRT North to be considered for inclusion in the 'Development Pool'.

In February 2011, the DfT announced this had been successful and the project was in the "Development Pool" of projects. This pool was at that time oversubscribed by about 1:1.5. Since then the Project team have been working to improve the project, ready for submission of the 'best and final funding bid' (BAFFB) to DfT by 9th September 2011.

### The benefits of BRT North

The primary objectives of the BRT North scheme is:

- (i) To allow the residents of the region sustainable and affordable access to jobs and services in the Lower Don Valley and Sheffield and Rotherham centres;
- (ii) To enable full development of the Lower Don Valley by providing the required additional capacity in the public transport and local highway networks.

This would be achieved by providing:

- (i) A limited stop, high frequency bus service using high quality, low emission vehicles provided by private sector operators.
- (ii) A new highway link under the M1 (named Tinsley Link or Fixed Link) between Meadowhall Way and Sheffield Road, incorporating high levels of priority for public transport.
- (iii) BRT priorities at congested sections of the route (i.e. Attercliffe Road, Arena Square, and Ickles roundabout).
- (iv) Signal improvements and minor highways works to reduce delays and support BRT priorities (Westgate, Carbrook, Attercliffe).
- (v) Purpose built stops for BRT services.

A map of the proposed route is shown in Appendix 1.

The costs associated with this project have been developed by the Project team since the announcement that the project was in the Development Pool on 4<sup>th</sup> February 2011.

There has been a variety of increases and reductions, resulting in the current total cost estimate of £36,000,625. This compares with an estimate of £35,231,815 at the EOI stage. Some of this cost increase has occurred in the costs prior to programme entry.

Discounting ineligible preparatory costs spent in developing the scheme before Programme Entry status is potentially achieved, which are not eligible for funding from the DfT, the scheme cost is £34,347,524.

The current analysis of the benefits of the scheme indicates that the benefit cost ratio (BCR) is currently 3.48. The main transport benefits produced by the project are:

- Net increase in the use of Public Transport
- Reduced congestion for all road users
- Reduction in CO<sup>2</sup>

## **8. Finance**

The funding for the scheme and its current status is summarised below:-

FUNDING BODY	AMOUNT	STATUS
DfT	£19.41m	The subject of the BAFB
ERDF	£9.94m	Outline Business Case approved. Full Business case being prepared. Decision on ERDF forecast to be made in February 2012
Third Party Contribution	£3.0m	£2.2m committed as part of existing consents. Balance to be funded from future consents. All payments dependent on rate of build-out of developments.
Local Contributions	£2.0m	To be funded from SYPTE's LTP Integrated Transport Block allocation between 2011/12 and 2012/13.
<b>Total</b>	<b>£34.35m</b>	

It is recommended that the local contribution be rounded up from £1.922m to £2.0m. The additional £78,000 is to be funded from SYPTE's element of the LTP Integrated Transport (IT) Block grant over the next four years.

In addition, the pre-programme entry costs of £1,653,100 will be funded from the SYPTE's IT Block allocation for 2011/12.

The current cost estimate for the infrastructure improvements to be delivered within Rotherham is £518k, which along with the other elements of the scheme will be funded from budget outlined in the above table. No additional RMBC contributions are required. Within the overall risk allowance for the scheme £137k is allocated as a contingency for the work in Rotherham.

### Financial Implications

Whilst the scheme is significant in total terms, the Rotherham aspect amounts to £518k worth of capital funding which will be provided by the PTE, thereby ensuring that no RMBC contributions are required. Should the funding arrangements require revision as a result of the approvals process the financial implications of this will be assessed and reported as is appropriate at that time.

### 9. Risks and Uncertainties

There is a risk that the DfT will consider that the amended scheme does not reduce their contribution enough and/or does not provide sufficient third party contributions, which may result in the amended scheme failing to receive Programme Entry status.

The proposals for implementing the project envisage each work package being lead by one of the three partners, (SCC, RMBC, and SYPTE). The lead partner for each work package will carry the risks associated with that package and the requirement to comply with any funding conditions. The details of how all this will work are contained in the Partnership Agreement. If the project is granted Programme Entry, the agreement will need to be entered into by all Partners. Included in the estimate is a quantified risk assessment (QRA) figure of approximately £5.410m – effectively a contingency against increased cost.

The estimated cost also includes an inflation element, even though market conditions for the construction industry are perceived to be very competitive and likely to continue to be so. Ultimately, however, the scheme is a major civil engineering project, and risks do remain. However, it is anticipated that with sound

risk management procedures and the QRA figure, that these can be contained within the available budget.

The full implementation of the scheme is also subject to Sheffield City Council securing the required planning permission and confirmation of Compulsory Purchase Orders for land and property in their borough that it cannot acquire through negotiation. Should objections to the CPO be received a Public Inquiry would be required.

The bid assumes the BRT service can be operated without public subsidy; there is a small risk that this is not correct, the liability for overcoming this problem would lie with SYPTE, although ultimately this may have an impact on the Levy.

The ERDF grant has not yet been approved and a decision is expected in February 2012. Approximately £1.8m of the third party funding is not yet confirmed and are based on developer contributions that Sheffield City Council considers will be forthcoming associated with future planning applications, predominantly in the Lower Don Valley and the remaining S106 contributions already secured are in part dependent on the build-out of development sites.

SCC in their capacity as Highway Authority will have the duty to maintain the proposed highway works in Sheffield. Until the introduction of the PFI contract for maintenance this would be funded as the need for works arose, and would be funded from the maintenance budget. However, now SCC require a commuted sum to cover the cost of future maintenance. SCC are still to determine how they will fund this.

The financial impact of most risks up to full approval can be mitigated by terminating the project, this carries a reputation risk for partners, and a proportion of the costs to the date of termination would be abortive. Some expenditure, e.g. Design, will provide outputs that could be used if the project or parts of it were delivered in a different way.

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

The scheme is a named major scheme in the Sheffield City Region Transport Strategy (LTP3), and accords with the aims and objectives to:

- develop public transport that connects people to jobs and training;
- improve connectivity between major settlements
- develop user-friendly public transport, with high quality of integration between different modes;
- ensure public transport is accessible to all; and support development, regeneration and economic growth, assist the improved management of traffic.

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

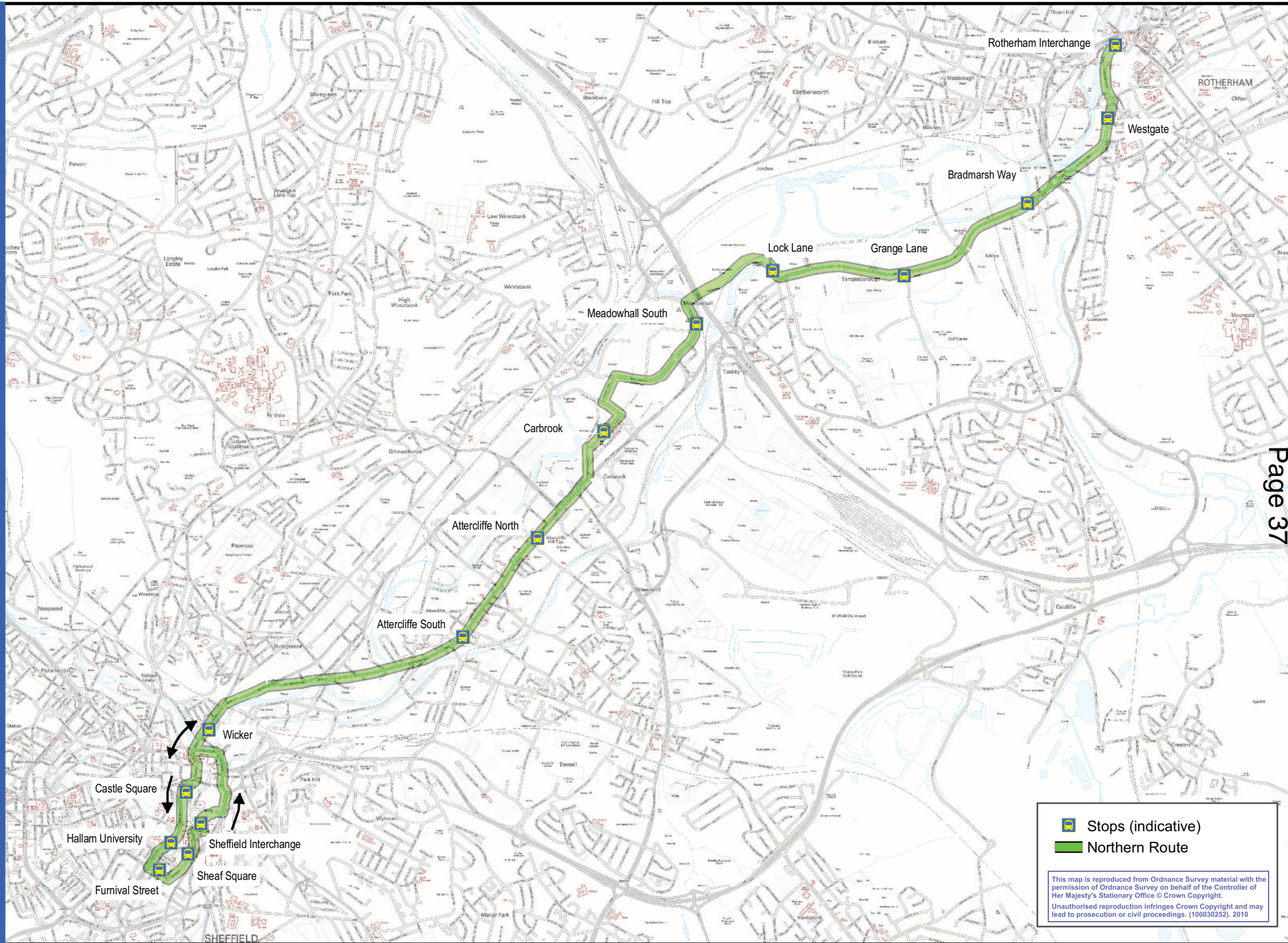
Financial Services have been consulted on, and approved, the content of this report.

Sheffield City Region Transport Strategy 2011 – 2026.

Minute No. G124 of the Cabinet Member for Economic Development, Planning and Transportation delegated powers meeting on 1 March 2010 approving the submission of Major Scheme Business Cases (MSBC) to the Department for Transport (DfT)

### **Contact Name:**

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<b>ROTHERHAM BOROUGH COUNCIL – CABINET</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet</b>
<b>2.</b>	<b>Date:</b>	<b>7 September 2011</b>
<b>3.</b>	<b>Title:</b>	<b>Delegation of Statutory Powers to the Director of Housing &amp; Neighbourhood Services</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Neighbourhoods and Adult Services</b>

### **5. Summary**

The report details of changes required to the list of powers delegated to the Director of Housing and Neighbourhood Services with respect to food safety and animal health. The list is appended to this report as Annex 1.

The report sets out some of the changes in the legislation and the requirement to update the delegated powers list.

### **6. Recommendations**

- **That the Council's powers in relation to the legislation detailed in Annex 1 be delegated to the Director of Housing and Neighbourhood Services**
- **That the legislation detailed in Annex 1 is added to the Scheme of Delegation to members and Officers at the next review**



## **7. Proposals and Details**

Several new pieces of legislation have recently come into force, or taken effect in relation to the Council's activities.

In order for the Council to effectively discharge its functions, the powers contained within the legislation need to be delegated to the Director of Housing & Neighbourhood Services, who can then authorise individual officers as appropriate.

The legislation is detailed in Annex 1, along with a short description of its scope.

The legislation should also be added to the Council's Scheme of Delegation to Officer and Members at the time of next review.

## **8. Finance**

There are no additional financial implications on services as a result of this legislation being delegated to the Director of Housing & Neighbourhood Services.

## **9. Risks and Uncertainties**

Failure to appropriately authorise officers under specific pieces of legislation will hinder the effective discharge of the council's statutory functions.

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

The delegation of powers to the Director of Housing & Neighbourhood Services will ensure that officers are fully equipped to address public and animal health issues within the Borough, and contribute to the council's objective of helping to create safe and health communities.

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

[Trade in Animals and Related Products Regulations 2011](#)

[Veterinary Medicines Regulations 2010](#)

[Eggs & Chicks \(England\) Regulations 2009](#)

[Zoonoses \(Monitoring\) \(England\) Regulations 2007](#)

[Avian Influenza \(Vaccination\) \(England\) Regulations 2006](#)

[Salmonella in Turkey Flocks and Slaughter pigs \(Survey Powers\) \(England\) Regulations 2006](#)

[Breeding and Sale of Dogs \(Welfare\) Act 1999](#)

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## ANNEX 1

### **Trade in Animals and Related Products Regulations 2011**

These Regulations revoke and replace the three main sets of Regulations which cover imports from third countries of, and trade within the European Union in, animals and animal products: The Products of Animal Origin (Third Country Imports) (England) Regulations 2006; The Animals and Animal Products (Import and Export) (England) Regulations 2006; and The Products of Animals (Import and Export) Regulations 1996.

### **Veterinary Medicines Regulations 2010**

These Regulations revoke and remake with amendments the Veterinary Medicines Regulations 2009. These Regulations implement—(a) Commission Regulation (EC) No 1234/2008 concerning the examination of variations to the terms of marketing authorisations for medicinal products for human use and veterinary medicinal products. They make a number of other changes with respect to veterinary medicines. They also require records to be kept and create offences of importation, possession and supply of unauthorised veterinary medicinal products.

### **Eggs & Chicks (England) Regulations 2009**

These Regulations revoke and replace the Eggs and Chicks (England) Regulations 2008. The Regulations make provision for the enforcement and execution of directly applicable EC marketing standards relating to eggs for hatching and farmyard poultry chicks and directly applicable EC marketing standards relating to eggs in shell for consumption. They also make new provision for the enforcement of directly applicable EC controls for *Salmonella* serotypes with public health significance in relation to the marketing and use of eggs in shell for human consumption. These Regulations provide for food authorities and the Secretary of State to enforce the Regulations and impose a duty on enforcement authorities to give assistance and information to each other.

### **Zoonoses (Monitoring) (England) Regulations 2007**

These Regulations provide inspectors with powers of entry to monitor for zoonoses and antimicrobial resistance to zoonotic agents and other agents that pose a threat to public health. The Regulations set out what inspectors may do on those premises, including take samples, examine records and make inquiries of any person. It also requires food business operators involved in primary production to preserve isolates that have been tested for a zoonosis and to keep the results of those tests and provide them to the Secretary of State on demand.

### **Avian Influenza (Vaccination) (England) Regulations 2006**

These Regulations transpose, in relation to England, Council Directive 2005/94/EC on Community measures for the control of avian influenza repealing Directive 92/40/EEC insofar as it deals with vaccination against avian influenza. They

impose a general prohibition on vaccination of birds against avian influenza except where required or licensed by the Secretary of State.

**Salmonella in Turkey Flocks and Slaughter Pigs (Survey Powers) (England) Regulations 2006**

The Regulations provides that the occupier or person in charge of a turkey holding must, within 7 days of a request, send information to the Secretary of State to assist him with the survey of turkey flocks. It also provides that the occupier or person in charge of a slaughterhouse must, within 7 days of a request, send information to the Secretary of State to assist him with the survey of slaughter pigs. The Regulations provides inspectors with powers including to enter, to take samples, to examine records and to make inquiries of any person.

**Breeding and Sale of Dogs (Welfare) Act 1999**

This Act amends and extends certain enactments relating to the commercial breeding and sale of dogs; regulates the welfare of dogs kept in commercial breeding establishments; extends powers of inspection; and establishes records of dogs kept at such establishments. This Act substantially amended the Breeding of Dogs Acts 1973 and 1991.

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