

TRANSPORTATION ADVISORY GROUP

Date and Time:- **Wednesday 15 March 2017 at 2.00 p.m.**

Venue:- **Microsoft Teams**

Membership:- **All Elected Members and Parish Council Representatives.**

The items which will be discussed are described on the agenda below and there are reports attached which give more details.

Rotherham Council advocates openness and transparency as part of its democratic processes.

AGENDA

- 1. Apologies for Absence**
- 2. Minutes of the previous meeting held on 23rd November, 2016 (Pages 5 - 9)**
- 3. Matters arising from the previous minutes (not covered by the agenda items)**
- 4. Questions on Transport Issues**
- 5. South Yorkshire Passenger Transport Executive - Update**
- 6. Bus Operators - Update**
 - (1) First Group
 - (2) Stagecoach
 - (3) Rotherham Community Transport
- 7. Railway Operators - Update**

8. Robin Hood Doncaster-Sheffield Airport - Update (Pages 11 - 29)

Minutes of the meetings of the Robin Hood Airport Consultative Committee, both held on 12th January, 2017 : (i) an ordinary meeting; and (ii) the annual general meeting.

9. RMBC Transportation Unit - Updates (Pages 31 - 33)

(1) Tourist, Temporary and Non-strategic Local Destination signing policies

The meeting received a presentation from the Assistant Engineer (Transport and Highway Design) about the strategy and rules for the provision of traffic signs on the public highway. Members were informed that signs were provided for:-

: Tourism;
: Non-strategic local destinations (eg: scout groups);

(2) Traffic Regulation Orders - procedure

10. Any other business

11. Date and time of the next meeting

- Wednesday 28th June, 2017 (2.00pm start)
- Wednesday 27th September, 2017 (2.00pm start)

Transport Liaison Group membership:-

Cabinet Member for Jobs and the Local Economy & Combined Authority Transport Committee Member - Councillor Lelliott (Chair)

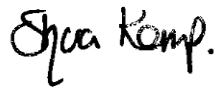
Combined Authority Transport Committee Member, Councillor Cusworth

The Leader and the Deputy Leader

One Council Member from each Ward as follows:-

Ward 1 – Jepson	Ward 8 – D. Cutts	Ward 15 - Cowles
Ward 2 – McNeely	Ward 9 – Beaumont	Ward 16 -
Ward 3 – Buckley	Ward 10 – Sheppard	Ward 17 - Reeder
Ward 4 –	Ward 11 – Walsh	Ward 18 – Watson
Ward 5 – Andrews	Ward 12 – Fenwick- Green	Ward 19 – Evans
Ward 6 – Pitchley	Ward 13 – Jarvis	Ward 20 – Hoddinott
Ward 7 –	Ward 14 –	Ward 21 – Williams

**The next meeting of the Transportation Advisory Board
will be held on Wednesday 5 July 2017
commencing at 2.00 p.m.
via Microsoft Teams.**

A handwritten signature in black ink that reads "Sharon Kemp". The signature is written in a cursive, flowing style.

**SHARON KEMP, OBE
Chief Executive.**

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RMBC TRANSPORT LIAISON GROUP
Wednesday, 23rd November, 2016

Present:- Councillor Lelliott (in the Chair); Councillors Andrews, Beaumont, Buckley, Cusworth, D. Cutts, Evans, Jarvis, Jepson, McNeely, Simpson, Walsh and Williams; together with Parish Councillor J. R. Swann (Woodsetts Parish Council), Mr. N. Broadhead (SYLTE) and Mr. A. Dickinson (Stagecoach).

Apologies for absence were received from Councillors Cowles, Fenwick-Green, Hoddinott, Mallinder, Reeder, Sheppard and Watson; and from Parish Councillor F. Hodgkiss (Brampton Bierlow Parish Council), Mrs. A. Bell (Arriva/Northern Rail) and Mrs. K. Naylor (Robin Hood Airport).

6. MINUTES OF THE PREVIOUS MEETING HELD ON 29TH JUNE, 2016

Consideration was given to the minutes of the previous meeting of the Transport Liaison Group, held on 29th June, 2016.

Agreed:- That the minutes of the previous meeting be approved as a correct record for signature by the Chairman.

7. MINUTES OF THE TRANSPORT SEMINAR HELD ON 28TH SEPTEMBER, 2016

The Transport Liaison Group noted the contents of the minutes of the Transport Seminar held on 28th September, 2016 for all Members of the Council.

Arising from discussion of the minutes, the revised terms of reference for this Transport Liaison Group were approved.

8. UPDATES FROM THE TRANSPORT OPERATORS

(1) First Group – issue relating to the closure of the maintenance depot at Midland Road, Masbrough, Rotherham (as detailed below).

(2) Stagecoach – specific concerns remain about the impact upon service punctuality of the traffic congestion affecting the bus routes between Rotherham, Parkgate and Rawmarsh;

(3) South Yorkshire Passenger Transport Executive – the following information was received:-

: Rotherham Passenger Transport Interchange – the proposed refurbishment and repairs to damage caused by fire will take place during late 2017 and early 2018; temporary bus stops will be positioned on roads within the Rotherham town centre due to reduced capacity within the Interchange whilst works take place; a specific concern was raised about the lighting within the Interchange needing to be brighter;

: the Tram-Train project is still subject to formal approval by the Department of Transport; in the meantime, the new vehicles are being tested on the existing Supertram network;

: Christmas and New Year holiday period 2016/17 – bus services will operate in accordance with the pattern used in recent years, which is generally a Saturday service; on Boxing Day, a trial by First buses is also being undertaken of services X1 (between Maltby, Rotherham, Meadowhall and Sheffield) and X5 (between Dinnington and Sheffield), to establish the extent of passenger demand on those routes;

: Brightbus, which provided a number of school bus services in the Rotherham area are making cuts to some services in January 2017. Impacts are being discussed with the local education service.

: several service changes will be effective from 28 and 29 January 2017;

- The SYPTE has removed funding for service 45 (Rotherham to Herringthorpe) due to alternative services being available and very low usage. A new bus stop is being provided for some residents to reduce walking distances to bus stops to 170 metres.
- The SYPTE has agreed to use some spare time in the 44 timetable to provide, on the basis of a twelve months' trial period, two trips per day to Wentworth Road and Celandine Rise in the Swinton Ward. These journeys will be numbered 106.
- Stagecoach changes to services 218 and 220 following changes to SYPTE contracts after European Union procurement of services.
- First buses punctuality improvements (minor timetable changes) for services 7/8, 14, 39/40/41/42, 70, 72, 73, X5 and X78.
- First buses and the SYPTE will include an additional stop on the BRT service in the Sheffield City centre, in response to feedback from Rotherham users of the service.

: a response had been provided to a question from a member of the public (via a Ward Councillor) about the changes to the 13/13a services affecting the Bramley and Sunnyside area;

: the First Group maintenance depot at Midland Road, Masbrough, Rotherham is to be closed, with the fleet operating from either the Doncaster or the Sheffield depots; it is anticipated that performance levels in terms of punctuality and vehicle reliability will be maintained, especially as many new and modern vehicles are in use;

: Barnsley Bus Partnership – this new partnership received approval from the Barnsley MBC Cabinet on 16 November, 2016;

: South Yorkshire County-wide review of the bus network – this review and accompanying public consultation process is expected to begin during the Summer, 2017.

(4) Rotherham Community Transport – no report.

(5) Arriva Rail (Northern Rail) – Consideration was given to the Northern Rail Customer Report for October 2016. The report included details of rail service performance between April and September 2016. Also included were details of the programme of transformation until the end of March 2017, which will be the completion of the first year as Arriva Rail North Ltd. The contents of the Customer Report were noted.

(6) Robin Hood Doncaster Sheffield Airport – Consideration was given to the minutes of the meetings of the Robin Hood Airport Consultative Committee, held on 14th July, 2016 and on 20th October, 2016. The contents of these minutes were noted. Additionally, Members noted the following information about the Airport:-

- : the Airport Transport Forum is being re-established;
- : the updated Airport Surface Strategy will be published for consultation;
- : the Airport shuttle bus (X4 service) is now in operation;
- : passenger figures are increasing, with August 2016 as the busiest month on record for the Airport.

9. UPDATES FROM RMBC TRANSPORTATION UNIT

The Transportation and Highways Design Manager reported on the following issues affecting highways, traffic and transportation in the Rotherham Borough area:-

- : Urban Traffic Scheme around the Rotherham town centre – implementation was nearly complete and the scheme would improve traffic flows on the highway network around the Rotherham town centre;

- : Alma Road and Moorgate Road junction, Rotherham – installation of a signalled pedestrian crossing facility is currently being implemented;

- : Bus Rapid Transit – the construction of the new road between Meadowhall Way and the A6178 Sheffield Road had improved journey times between Rotherham, the Meadowhall shopping centre and Sheffield;

- : Parkgate – linking of pedestrian crossing facilities currently being implemented, to aid traffic flow;

- : B6059 Wales Road, Kiveton Park – installation of zebra crossing;

- : Whiston crossroads – improvements to traffic flow, including some minor physical works; installation of signalled pedestrian crossing facility across the A631 East Bawtry Road;

- : Local Safety Scheme – reduction of maximum speed limit to 20mph on roads in the East Herringthorpe area;

: review of A57 – section from the Sheffield Parkway junction to the boundary of the Rotherham Borough area at Gateford; the review has implemented a 50mph vehicle speed limit and associated road safety features;

: review of A631 Tickhill Road – section near to the former colliery at Maltby;

: A630 Sheffield Parkway – proposed widening of the section near Catcliffe, on the approach to Junction 33 of the M1 motorway;

: Waverley Link Road – continuing discussions with Sheffield City Council about the line/route of the proposed Link Road at Waverley;

: Rotherham Passenger Transport Interchange – forthcoming refurbishment works and placement of temporary bus stops on roads within the Rotherham town centre;

: Department of Transport 'Pinch Point' funding – should the 2016 Autumn statement by the Chancellor of the Exchequer indicate the potential availability of funds for Pinch-Point schemes, this Council will consider bidding for funds accordingly;

: Wood Lane, Brinsworth – proposed consultation, during the 2017/18 financial year, about a possible experimental traffic regulation order for the re-opening of this highway for a limited period of time; a decision as to whether the road would be re-opened on a permanent basis would be made after the consultation period had ended;

: Brinsworth – traffic congestion and 'pinch points' at various highway junctions, where vehicular traffic from Brinsworth intersects with the A631 Bawtry Road - a feasibility study is to be undertaken;

: Greasbrough area – investigations are to be undertaken regarding congestion on the B6089 in the centre of Greasbrough.

Agreed: That the information about highways, traffic and transportation issues, now reported, be noted.

10. ANY OTHER BUSINESS

The following matters were discussed:-

(1) Traffic congestion on the A633 between Rotherham, Parkgate and Rawmarsh – discussions about the preliminary design and possible sources of funding for a relief road will begin during the 2017/18 financial year; a possible route between Aldwarke Lane and Retail World is to be investigated.

(2) Waverley new development – concerns had been raised about inconsiderate vehicle parking on roads near to the educational establishment at the Waverley new development, which is annexed to the Advanced Manufacturing Park; the vehicle parking had prevented some bus services from travelling along certain roads as part of the service routes; the situation had begun to improve recently; it was noted that consideration of the need for vehicle waiting restrictions on some roads would begin after these highways had been approved for adoption as being maintainable at public expense.

(3) Kiveton Park Railway Station – the adequacy of vehicle parking at this railway station continued to be a cause for concern.

11. DATE AND TIME OF THE NEXT MEETING

Agreed:- (1) That the next meeting of the RMBC Transport Liaison Group be held at the Town Hall, Rotherham on Wednesday, 15th March, 2017, commencing at 2.00 p.m.

(2) That the next following meetings of the RMBC Transport Liaison Group take place on Wednesdays during June and September, 2017.

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Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ORDINARY MEETING

12 JANUARY 2017

PRESENT: Alan Tolhurst OBE (Chair)
 Councillor R Blake (Doncaster MBC), A Bosmans (FODSA), M Cotterill (Peel Airports Management), Councillor D Lelliott (Rotherham MBC),
 Parish Councillor N McCarron (Blaxton Parish Council), K Naylor (Doncaster Sheffield Airport), County Councillor C Pearson (North Yorkshire County Council), D Pidwell (Bassetlaw DC), M Di Salvatore (West Lindsey District Council), A Shirt (Committee Secretary), Y D Woodcock (Ex-Officio) and
 Parish Councillor J Worthington (Cantley with Branton Parish Council)

Apologies were received from: Councillor J Blackham, P Cole, Councillor J Cox, D Fell, Councillor R Franklin, Councillor B Mordue, Councillor P J O'Connor, Councillor I Saunders, Councillor P Skelding, Councillor A Smith and Councillor C L Strange

1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

The Chair welcomed everyone to the January meeting of the Airport Consultative Committee (ACC).

Introductions were made and apologies for absence were noted as above.

2 ANNOUNCEMENTS

None.

3 MINUTES OF THE MEETING HELD ON 20 OCTOBER 2016

RESOLVED – That the minutes of the ACC meeting held on 20 October 2016 be agreed as a correct record.

4 MATTERS ARISING

i) Vision for Transformational Growth

Members' asked whether Peel's 'Vision for Transformational Growth' document had been published. **ACTION: K Naylor to confirm.**

ii) Portable Noise Monitor

K Naylor reported that the portable noise monitor remained out of action, despite the equipment being sent to Denmark for repair.

The next step would be for an engineer to call onsite to hopefully rectify the fault.

In the meantime, an estimate had been received by the airport to upgrade its whole suite of noise monitoring equipment and associated software. This would be considered by Management shortly.

5 AIRPORT ACTIVITIES UPDATE REPORT

M Cotterill provided the Committee with an update on Airport Activities. In summary it was reported that:-

- Up to December 2016, this was the 26th consecutive month where there had been growth in passenger numbers at the airport.
- 2016 had been a record year for the airport in terms of passenger numbers. From 1st January to 31st December 2016, 1.2 million passengers had travelled from DSA, making it the best year ever in terms of the number of passengers since 2008.
- Thomson had introduced a new route to Dubrovnik commencing on 4 May 2017.
- Thomson's Winter 2017/18 holidays had recently been released, with two long-haul flights scheduled for 2 week cruises or holidays to the Caribbean. The two dates were, 28 November 2017 to Montego Bay (Cruise on Discovery 2) and 7 January 2018 to Barbados (Cruise on Discovery).
- Flybe services continued to do well at DSA. The 2016 terrorist attacks in Berlin had resulted in Flybe making changes to its schedule and routes.
- Flybe's Newquay service would return for summer 2017.
- Flybe's Dusseldorf service would not continue into summer 2017.
- Additionally, Flybe would be making various other capacity changes to ensure that its aircrafts were being utilised to their full capacity.
- Feedback had been received from Wizz Air which has stated that they were happy with their operations from DSA. In relation to Brexit, Wizz Air were currently not seeing any impacts.
- The Wizz Air Sofia route continued to perform well. There was a possibility of a new Wizz Air route later in the year.
- Wizz Air would be increasing capacity on its routes to Poland with the introduction of larger aircrafts to deal with passenger demand.
- 9,400 tonnes of cargo had been handled by the airport from 1st January to 31st December 2016, compared to 2,000 tonnes of freight which had been handled by the airport in the same period in 2015.
- Opportunities to attract scheduled freight carriers were being explored by the Cargo Team with some prospects looking promising.

- During 2017, modifications to the airport's infrastructure was scheduled to take place. The widening of the taxiways was currently taking place which would allow for larger cargo aircrafts to enter the hard-standing for truck and tail operations to facilitate the quick and easy loading of cargo.
- Improvements to the Cargo Sheds were also planned.
- Runway re-surfacing was currently taking place for a period of 3 months; all works were being completed at night.
- The 'Meet and Greet' car parking service had been exceptionally well received by passengers last year. An extension to the Meet and Greet car park was scheduled, creating an extra 750 new car parking spaces for Meet and Greet passengers.

Parish Councillor McCarron reported that Amazon (the e-commerce company) had recently let two large buildings at the iPort in Doncaster; she was of the understanding that there would be a further Amazon cargo aircraft utilising the cargo services at DSA.

M Cotterill reported that discussions were currently taking place with Amazon; there may be a possibility of them adding a further cargo flight to DSA.

Councillor Blake asked if the airport had received any feedback regarding the X4 bus service.

K Naylor reported that she had received feedback from First, (the operator of the X4 bus service) which had stated that the service was operating successfully. A Bosmans commented that he had observed that the service was being used sporadically throughout the day, with more Eastern European passengers using the service on an evening.

Councillor Blake reported that the signage to the airport from the A1 motorway was still directing passengers through Bawtry, and not via the Great Yorkshire Way.

M Cotterill stated that it was not a desire for the airport to have passengers directed via Bawtry.

K Naylor added that the signage from the A1 motorway was historic, and that, as part of the review of the airport's surface access strategy, Peel Airports Ltd had submitted a report to Highways England asking for the signage to be changed.

A Tolhurst suggested that local residents and representatives also raised this issue with Highways England.

W Yoodcock suggested that Members could also raise this issue with their local MP's and the Mayor of Doncaster.

Councillor Pidwell asked how local authorities could support the airport regarding the proposal to build a rail link on East Coast Mainline to DSA.

M Cotterill explained that, building a rail link to DSA was currently a vision and part of the airport's 20-year extension plan. The next stage of the proposal was to undertake a feasibility study of the scheme. Members and local authorities were being encouraged to support the vision.

RESOLVED – That the update be noted.

6 NEW CAA GUIDELINES: MAKING AIR TRAVEL MORE ACCESSIBLE FOR PASSENGERS WITH HIDDEN DISABILITIES

Members were informed that the Civil Aviation Authority had issued new guidance to airports' on 8 December 2016, on how to support people with hidden disabilities through helping to improve journeys for those with conditions including dementia, autism, mental health problems, hearing loss and visual impairment.

Backed by a host of disability charities, the guidance aimed to help airport familiarisation and reduce stress and anxiety for passengers with hidden disabilities.

The guidance offered clear information on how airports' should support passengers, including providing clear and detailed information ahead of travel, as well as enhanced training for airport and security staff.

Members noted that the CAA had asked the 30 largest UK airports' to make the necessary improvements to their special assistance service, and had stated that, it would publish a report on the changes made next year.

RESOLVED – That the Committee noted the new CAA guidelines on making air travel more accessible for passengers' with hidden disabilities.

7 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 1 DECEMBER 2016

The draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 1 December 2016 were presented for Members' information.

RESOVLED – That the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 1 December 2016 be noted.

8 ANY OTHER BUSINESS

i) DSA's Responses to Complaints

Councillor Blake reported that a number of Bawtry residents had informed her that, when they did complain to the airport regarding aircraft noise etc., the responses received back from DSA to their complaint, had been un-sympathetic and defensive. Furthermore, residents had asked if there was any point in them complaining to the airport.

Additionally, Councillor Blake asked if she could also be given details of the type of response a complainant may receive.

A Tolhurst stated that it would be difficult for airport representatives in attendance at today's meeting to provide comment on the issue raised, given that there was no specific details. A Tolhurst asked that, if residents had specific concerns with the response they had received, then they should always follow this up directly with the airport.

It was confirmed that, all complaints received by the airport were investigated thoroughly using the Airport's Noise Monitoring and Track Keeping System and that written responses were issued. Furthermore, all aircraft arriving at, or departing from DSA did follow recognised and published procedures set by the Civil Aviation Authority.

Councillor Blake asked if a representative from the airport could attend a future meeting of Bawtry Town Council or it's Residents' Group to inform its Members of the airport's complaints procedure. **ACTION: Councillor Blake to provide details of future meeting dates and times to K Naylor.**

ii) Possible Visit to DSA

Councillor Pidwell reported that he had been approached by a local Youth Club asking if it would be possible for them to receive a tour of the airport. **ACTION: Councillor Pidwell to email K Naylor with further details of the request.**

iii) DSA Community Investment Fund

Councillor Pidwell asked if he could receive details of the airport's Community Investment Fund.

K Naylor confirmed that further details regarding the airport's Community Investment Fund and application form were available on the airport's website at the following link:-

http://flydsa.co.uk/uploads/documents/Community_Investment_Fund.pdf

9 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Airport Consultative Committee be held on Thursday 6 April 2017 at 10:00 am, in the Blenheim Meeting Room, Heyford House, Doncaster Sheffield Airport, Doncaster.

CHAIR

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Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

ANNUAL GENERAL MEETING

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1 WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE

The Chair welcomed Members to the eleventh Annual General Meeting of Doncaster Sheffield Airport Consultative Committee.

Introductions were made and apologies for absence were noted as above.

2 MINUTES OF THE ACC ANNUAL GENERAL MEETING HELD ON 14 JANUARY 2016

RESOLVED – That the minutes of the Annual General Meeting held on 14 January 2016 be agreed as a correct record.

3 MATTERS ARISING

No matters were noted as arising.

4 CHAIR'S ANNUAL REPORT

The Chair reported upon the national and global aviation scene and operations at Doncaster Sheffield Airport.

Travel Industry

The Chair reported that, 2016 had been a difficult year for the Travel Industry which had a clear impact on Aviation. Events such as the continuing Arab Spring, the war in Syria, terrorist activity, the drop in the value of the pound, and increases in the cost of fuel, had created challenging trading conditions.

During the year there was the demise of the Low Cost Holiday Group, as well as questions raised about the financial health of Monarch Airlines. Furthermore, only a week or so ago, there was the failure of the All Leisure Group.

There was also the referendum result on EU membership which served to add to the uncertainties.

Despite the media and political clamour for information on the Government's plans, it was not yet clear how Brexit would impact on the stream of industries and sectors, including Travel and Aviation, which are monitored by EU agencies under the jurisdiction of the European Court of Justice.

While the failures in the Travel Industry cannot be ascribed solely to the uncertainties over Brexit, it seems unlikely that the situation will change much in 2017. All the signs are that initially the focus of the EU negotiations will be on the immigration, the single market and trade developments with the wider market.

Terrorism

The Chair highlighted that there was the ever present threat of Terrorism; the Terrorist attacks in important aviation hubs such as Brussels, Paris, Nice and Istanbul adversely affected the travel business to these cities and reenergising the traffic did take time. Fortunately, the travel trade public is more stoical; even defiant and gradually the travel trade to major important cities is being restored including the Flybe flights to Paris, Amsterdam and Berlin.

Airport Commission

The Chair commented that it was not all bad news, and that, there were some bright points, many of which had an impact on Doncaster Sheffield Airport.

The announcement in October that there would be a third runway built at Heathrow had prompted a debate on how better use could be made of regional airports. Certainly those airports located furthest from the south east could see opportunities opening up for them. Whether the developments in the south east would have a significant impact on DSA remained to be seen. Against this backdrop Peel's proposals on the development of a main line station at the airport is an excellent strategic move.

APD

Air Passenger Duty continued to make it into the headlines; despite stalwart efforts by airport operators and airlines for the government in England to reduce the crippling financial burden on passengers by reviewing its APD plans, the tax was still being applied, albeit with some reductions in charges for children. The reluctance to change, grates, given the decision in Scotland to remove the Duty.

Drones

Turning to operational matters, the increasing use of Drones during the year produced some worrying reports of near collisions between unmanned vehicles and aircraft in the vicinity of airports. The problem has grown to such an extent that the CAA is consulting on ways in which Drone operators might be regulated. The sad point is that, the vast majority of operators act with due respect for the safety and privacy of others; it is the thoughtless few who get the whole a bad name. The Chair commented that, if penalties are introduced, they will be stringent and act as a deterrent.

As part of Members keeping abreast of developments, the ACC and Noise Monitoring and Environmental Sub-Committee had received a briefing on Drones and the use of Lasers near airports. So far, there had not been a major problem at DSA.

Local Scene – Developments

Turning now to the local scene, 2016 had seen many interesting developments. The Chair commented that he had selected a few which he believed showcased the considerable strides Peel Airports Ltd is making as a generator of economic wealth in the region.

Passengers

During the year, DSA celebrated welcoming its 10 millionth passenger, which was a significant milestone, especially bearing in mind the challenges which the Aviation Industry has faced since the start of the economic downturn in 2008. It was also good to note that August had been the busiest month on record for passenger throughput, compared to similar months in other years.

Surface Access

Access to the airport for Sheffield City Region and further afield was greatly enhanced with the opening of the Great Yorkshire Way in February; and this, coupled with the introduction of the Meet and Greet service, had been a real benefit to business and leisure travellers alike, speeding up their passage through the system. Furthermore, Flybe's offering of services to major European destinations had increased even more DSA's connectivity as a major international destination for the North.

Towards the end of the year Members had received the announcement that plans were being developed to build a direct rail link to the Airport. The proposal included the construction of a spur of the East Coast Mainline service, which would permit trains to stop within the boundary of the airport. Such a service, together with the improved access which the Great Yorkshire Way offers, must surely make DSA more attractive to travellers, than, say, Leeds-Bradford. The extension to the Great Yorkshire Way was expected to be started in the next few months.

Business Developments

The news the Aerocentre Yorkshire had been selected as one of the schemes put forward by the Sheffield City Region for inclusion in the Northern Powerhouse

Investment portfolio gave a tremendous boost to local regeneration plans and served as a strong endorsement of Peel's commitment to the regional economy.

Marketing

In keeping with other changes, a new Airport website was introduced during the year. The new layout and content had been widely welcomed as was the Airport's first commercial in prime-time programmes on ITV Yorkshire. Exposure to a much wider audience than was the case previously, can only be good.

Noise Monitoring and Environmental Sub-Committee

The Noise Monitoring and Environmental Sub-Committee held quarterly meetings during the year and received some very interesting briefings on the Policing services at the airport. Members also received a most informative briefing on the use of Drones and Laser pens near airports. UK Border Force staff had given the ACC an insight into the valuable security and customs service which the Agency provides; the briefing was so good, that Members even felt sorry for the people who face the wrath of passengers asked to unpack their luggage when suspicions are aroused.

One item of particular note for the Noise Monitoring and Environmental Sub-Committee was the important part played by local representatives in creating an effective liaison between the Airport and the local community. As a result of a misunderstanding on the part of local representatives from Tickhill there was a sharp increase in complaints from that Town following the introduction of services by Flybe. The Tickhill residents had been told that aircraft from DSA should not be flown over the Town and that they should complain when they did. In the event, the problem was solved when local representatives realised that they had misunderstood the aircraft departure information and that, all aircraft were being operated to approved standards and procedures. Since then, the number of complaints from Tickhill had fallen considerably.

Complaints

In relation to complaints, the overall number of complaints received by the airport had significantly increased during the year. There had been an increase over the summer due to complaints received from Tickhill residents and training flights continued to generate high numbers of complaints.

Looking Ahead

The publication of Peel's document 'Vision for Transformational Growth' demonstrated that the Airport is primed for growth. The document set out the considerable potential the airport offers and how the key developments in 2016 were but steps along an ambitious journey which will see the Airport play an even greater part in the prosperity of the city region, in the Northern Powerhouse and nationally.

The Chair rounded-up his Annual Report by thanking his colleagues for their contribution to the oversight of the Airport, which the Committee performs. Understanding the complexities of Aviation is not easy and the part Members play in creating an effective link between the Airport and local communities is crucial to the success of the Airport as a critical element in the regeneration of the city region.

On behalf of the Committee, the Chair thanked Steve Gill and his colleagues for their support of the Committee and for their openness in tackling some sensitive, challenging issues, especially regarding noise.

Y Woodcock along with all other Members of the Committee thanked A Tolhurst for his continued work on behalf of the Airport Consultative Committee.

Y Woodcock referred to the Airport's Special Assistance Service, asking if this service could be publicised further. Y Woodcock suggested that the airport made contact with Doncaster Deaf College to inform them of this additional service.

K Naylor reported that information regarding the Airport's Special Assistance service was available on the airport's website and that contact would be made with the Chair of Doncaster Deaf College.

K Naylor reported that airport personnel carrying out front-line customer service roles were due to receive general disability awareness training shortly. Additionally, a Disability Access Audit of the airport's facilities had been carried out late last year; the results were awaited.

In relation to Drones, Parish Councillor McCarron informed the Committee that the Government had launched a consultation on drone safety which included new measures to ensure the successful uptake of drones is matched by strong safeguards to protect the public. The consultation put forward a number of proposals to develop the UK's policy and regulatory framework which included:-

- Mandatory registration of new drones;
- Tougher penalties for illegal flying near no-fly zones and new signs for no-fly zones at sensitive sites such as airports and prisons;
- Making drones electronically identifiable so the owner's details can be passed to the Police if they are spotted breaking the law; and
- The consultation will also consider whether there is a need for a new criminal offence for misuse of drones.

A copy of the DfT's press release 'New proposed measures for drones in the UK' (21 December 2016), along with a news article published in The Guardian on 21 December 2016 are attached to the minutes for Members' information.

Parish Councillor McCarron suggested that Members display the above press release and news article on their village noticeboards.

RESOLVED – That the Chair's Annual Report be noted.

5 MEMBERSHIP UPDATE

A report of the Committee Secretary was presented setting out the current membership of the Airport Consultative Committee and the Noise Monitoring and Environmental Sub-Committee.

Councillor Blake reported that she represented both the Rossington and Bawtry ward and asked that this be updated on the membership report. **ACTION: A Shirt**

Councillor Pidwell informed the Committee that he was of the understanding that Jim Bamford had retired from Nottinghamshire County Council. **ACTION: A Shirt to obtain confirmation from Nottinghamshire County Council.**

RESOLVED – That the Committee notes the current membership of the Airport Consultative Committee and Noise Monitoring and Environmental Sub-Committee.

6 SCHEDULE OF MEETINGS 2017

RESOLVED – That the following schedule of meetings be agreed:-

Airport Consultative Committee

Thursday 12 January 2017 (AGM and Ordinary)
Thursday 6 April 2017
Thursday 13 July 2017
Thursday 19 October 2017

Noise Monitoring and Environmental Sub-Committee

Thursday 16 March 2017
Thursday 22 June 2017
Thursday 14 September 2017
Thursday 7 December 2017

All meetings will commence at 10:00 am in the Blenheim meeting room in Heyford House, Doncaster Sheffield Airport, unless stated otherwise.

CHAIR



News story

New proposed measures for drones in the UK

From: Department for Transport (<https://www.gov.uk/government/organisations/department-for-transport>), Lord Ahmad of Wimbledon (<https://www.gov.uk/government/people/lord-ahmad-of-wimbledon>) and Civil Aviation Authority (<https://www.gov.uk/government/organisations/civil-aviation-authority>)

First published: 21 December 2016

Part of: Aviation and airports (<https://www.gov.uk/government/policies/aviation-and-airports>)

Government launches new consultation on drone safety.

The government plans to introduce new measures to ensure the successful uptake of drones is matched by strong safeguards to protect the public.

- Measures out for consultation (<https://www.gov.uk/government/consultations/benefits-of-drones-to-the-uk-economy>) today (21 December 2016) include:
- mandatory registration of new drones
- tougher penalties for illegal flying near no-fly zones and new signs for no-fly zones at sensitive sites such as airports and prisons
- making drones electronically identifiable so the owner's details can be passed to police if they are spotted breaking the law

The consultation will also consider whether there is a need for a new criminal offence for misuse of drones.

The government is determined to make the most of this emerging technology

(<https://www.gov.uk/government/speeches/unlocking-the-uks-high-tech-economy-consultation-on-the-safe-use-of-drones-in-the-uk>), estimated to be worth around £102 billion by 2025. But ministers are clear it will only be a success if it is done safely, and with the consent of the public.

Aviation Minister Lord Ahmad of Wimbledon said:

“ Drones have enormous economic potential and are already being used by emergency services, transport and energy providers and conservation groups to improve services, respond to incidents and save lives.

While the vast majority of drone users are law-abiding and have good intentions, some operators are not aware of the rules, or choose to break them, putting public safety, privacy and security at risk. The government is taking a common sense approach to tackling this behaviour, ensuring the safe roll-out of this technology.”

Current regulations balance clear rules on safety and strong penalties for misuse, and companies using drones for commercial purposes need permission to ensure they are operated responsibly.

Tim Johnson, Policy Director at the Civil Aviation Authority (CAA) said:

“ Our priority is the safe operation of drones and we cannot underestimate the importance of understanding how to use drones safely and responsibly. The new CAA Dronecode, which forms part of our wider drone awareness campaign, is designed to help protect the safety of the wider aviation industry. Drones have significant potential to drive benefits across a range of sectors, from farming to emergency response, healthcare to logistics. We encourage anyone with an interest in this area to respond to the government’s consultation.”

The CAA’s safety code (<http://dronesafe.uk/drone-code/>) and dronesafe website (<http://dronesafe.uk/>), and the recently released NATS safety app for drone users Drone assist (<http://dronesafe.uk/drone-assist/>) are important tools in encouraging safe and legal drone use.

Andrew Sage, RPAS Director at air traffic control company NATS said:

“ NATS fully supports the development of the drone industry and is committed to creating a safe and efficient airspace environment that meets the needs of both manned and unmanned aircraft operators. We’d encourage all users of the UK’s airspace to respond to the consultation; it’s only by understanding all perspectives and working together that we’ll be able to find the solutions that will see successful manned and unmanned aviation industries both safely operating in the UK.”

Aviation and maritime media enquiries

Press enquiries 020 7944 3021

Out of hours 020 7944 4292

Public enquiries 0300 330 3000

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- Share on Facebook (<https://www.facebook.com/sharer/sharer.php?u=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fnews%2Fnew-proposed-measures-for-drones-in-the-uk>)
- Share on Twitter (<https://twitter.com/share?url=https%3A%2F%2Fwww.gov.uk%2Fgovernment%2Fnews%2Fnew-proposed-measures-for-drones-in-the-uk&text=New%20proposed%20measures%20for%20drones%20in%20the%20UK>)

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Drone users face safety test under new UK regulations

Ministers propose measures to prevent potential collisions with passenger jets and increase in fines for violating ‘no-fly zones’

Casual users may have to register their drones and take a test similar to the driving theory test. Photograph: Andrew Matthews/PA

Nadia Khomami

Wednesday 21 December 2016 09.17 GMT

Anyone who buys a drone in the UK may have to register it and take a safety test under new measures to prevent potential collisions with passenger jets.

Measures proposed by ministers also include criminal liability for anyone who flies a drone in “no-fly zones” surrounding airports and prisons, and an increase in fines, which currently cannot exceed £2,500.

Ministers also want to make drones electronically identifiable on the ground, in order to make it easier for police to track devices to their owners.

The government wants the drone industry – estimated to be worth £102bn by 2025 – to grow safely and with public consent.

While there are already strict rules for drone users, the unmanned aerial vehicles, which can operate under remote control or autonomously by onboard computers, have become increasingly widespread, and are cheaply available in high street shops and online.

Their popularity has led to a spike in the number of near-misses with passenger jets, with aviation chiefs receiving reports of 56 near-miss incidents in the 10 months to October – up from 29 in all of the previous year and six in 2014.

Fears that drones could cause a major air accident were reignited after two near-misses this month. In the first incident, investigators said a drone about 2ft (60cm) wide had just missed the right wing of a Boeing 767 coming in to land at Manchester airport. In the second, a drone the size of a football came within 20 metres of an Airbus A320 as it circled above London on its way to Heathrow.

The aviation minister, Lord Ahmad, said drones had enormous economic potential and were already being used by emergency services, transport and energy providers and conservation groups to improve services, respond to incidents and save lives.

He added, however, that while the vast majority of drone users were law-abiding and had good intentions, “some operators are not aware of the rules or choose to break them, putting public safety, privacy and security at risk”.

Current regulations by the Civil Aviation Authority require drones to be kept in line of sight and flown no higher than 120 metres. They also forbid any drone with a camera from flying within 50 metres of buildings, vehicles, people or over large crowds, and anyone using a drone for commercial purposes has to register it with the CAA. But the new plans would mean casual users would also have to register their drones – if they weigh over 250g – and take a test similar to the driving theory test.

Tim Johnson, the policy director at the CAA, said: “Our priority is the safe operation of drones and we cannot underestimate the importance of understanding how to use drones safely and responsibly. Drones have significant potential to drive benefits across a range of sectors from farming to emergency response, healthcare to logistics. We encourage anyone with an interest in this area to respond to the government’s consultation.”

Steve Landells, flight safety specialist at the British Airline Pilots Association (Balpa), said: “We need to understand more about the threat drones pose, and Balpa is working with the government and regulators to ensure this is an issue that’s being taken seriously in the corridors of power.

“Drones are here to stay and, as this technology develops and becomes more important in the aviation world, it is vital they are integrated into the airspace in a safe and sensible manner.

“Pilots are concerned about the growing number of near-misses and the potential for catastrophe should a collision occur.

“At the same time, Balpa believes drone operators, especially hobbyists, need to be made aware of the potential dangers of irresponsible flying. We support the Department for Transport in pressing for better education, compulsory registration and high-profile prosecution for careless operators.”

More news

Topics

Drones (non-military)

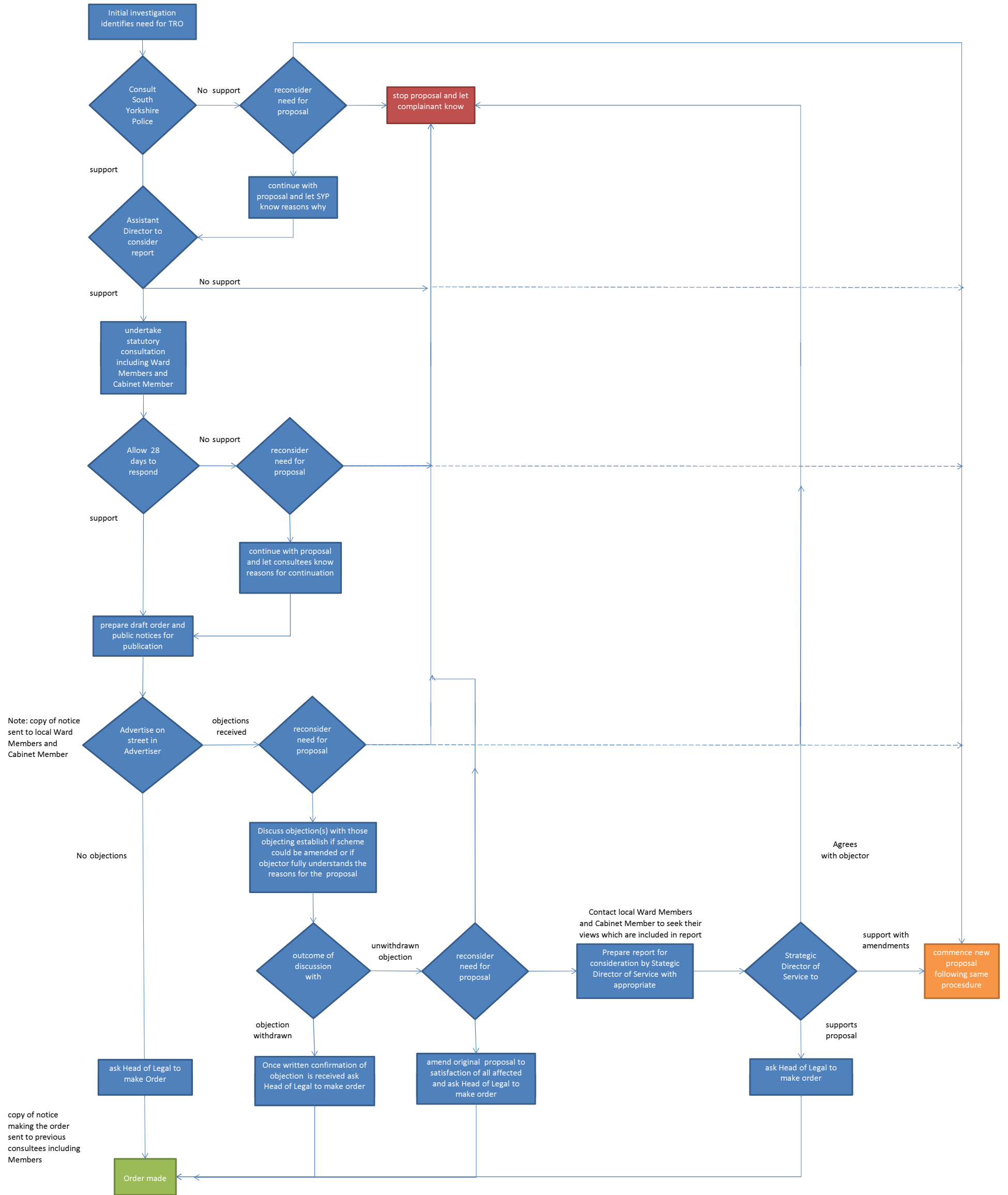
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Rotherham Metropolitan Borough Council**Transport Liaison Group 15 March 2017****Traffic Order Procedure:**

1. The initial starting point for a Traffic Regulation Order (TRO) is generally from one of the following sources:
 - Contact from a member of the public
 - Contact from a Member of the Council
 - Contact from Area Assembly or Parish Council
 - As a consequence of a highway scheme such as a new junction
2. The request is investigated by officers of the Transportation unit and if it is felt that a TRO is required to maintain the 'Safe and efficient movement of traffic (which includes pedestrians) on the highway' then the TRO process is initiated.
3. The initial proposal is forwarded to South Yorkshire Police (SYP) for their consideration in some cases SYP do not offer their support it would be then for the Transportation Officer to decide whether to continue, to amend or to stop the process.
4. If the proposal is to progress then a report outlining why the TRO is required should be submitted to the Assistant Director of Planning, Regeneration and Transport. This should include a drawing, the reasons for the proposal, any consultation and a recommendation.
5. If the report is supported by the Assistant Director then the formal consultation process should be initiated; the Council has bodies that it statutorily has to consult such as the Emergency Services and bus operators. We also at this stage consult with affected Ward Members and Portfolio Cabinet Member. More recently we have also started to consult with affected Parish or Town Councils if one exists. Consultees are given 28 days to respond and a nil response is deemed to support the proposal. If unsupported by the Assistant Director then the proposal should be reconsidered or terminated. All interested parties should be made aware of this decision.
6. If supported by consultees then the Transportation officer should prepare the draft order and public notices. The Head of Legal Services places an advertisement in the Rotherham Advertiser and provides street notices for the Transportation officer to post on site. The Transportation officer will also forward a copy of the notice to all those consulted in item 5 and will let affected property owners know of the proposal. If unsupported by consultees then the proposal should be reconsidered or terminated. All interested parties should be made aware of this decision. The proposal has a 28 day consultation period this is 7 days longer than the statutory requirement of 21 days.

7. If there are no objections raised at this stage then the Head of Legal Services is asked to make the order, consideration should be given to the time required to implement the necessary signs and road markings that make the TRO effective. If there are objections then the need for the proposal should be reconsidered, it may require amendment or termination. In each case affected parties should be made aware. Any objectors should be consulted and given the chance to withdraw their objection. If unwithdrawn then local Ward Members should also be made aware of the objection and their views sought.
8. If it is determined that the proposal should proceed even though objections have been raised a report should be prepared and presented to the Strategic Director of Regeneration and Environment for their consideration. This report should identify why the proposal was initially required, the grounds for the objection and any other pertinent representations such as the views of local Ward Members, it should also make a recommendation on how to proceed.
9. There are 3 potential outcomes of the consideration by Strategic Director:
 - Implement as originally proposed
 - Amend the proposal and implement if less onerous or if more onerous recommence TRO procedure
 - Terminate proposalIn each case all interested parties should be made aware of the outcome of the Strategic Directors' decision.
10. The typical timeframe for the delivery of a TRO is 6 to 9 months depending upon the complexity of the proposal.



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