

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

Venue:	Bailey House, Rawmarsh Road, Rotherham	Date:	Monday, 8 November 2004
		Time:	9.00 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Health, Welfare and Safety Panel held on 15th October, 2004 (Pages 1 - 3)
4. Yorkshire Bus Initiative Scheme - Local Transport Plan Major Scheme (Pages 4 - 11)
Streetpride Group Engineer to report.
 - to receive a description of the Yorkshire Bus Initiative LTP major bid and its links with the current Quality Bus Corridor Programme.
5. B6463 Todwick Road, Dinnington Improvement (Pages 12 - 16)
Streetpride Group Engineer to report.
 - to consider a proposal for the renewal of a bridge and associated highway improvements.
6. Rotherham Road, Parkgate - Signalised Pedestrian Crossing (Pages 17 - 19)
Schemes and Partnerships Manager to report.
 - to seek approval for details design and the implementation of a Puffin Crossing.
7. Cycle Training and Information Project (Pages 20 - 30)
Transportation Unit Manager to report.
 - to inform Members of Cycle Training and Information.
8. Bassingthorpe Spring Woodland Management Plan 2004-2009 (Pages 31 - 33)
Trees and Woodlands Officer to report.
 - to seek approval of the plan.
9. Petition - Requesting removal of highway trees at Rookery Road, Swinton (Pages 34 - 37)
Trees and Woodlands Officer to report.
 - to report receipt of the petition.

10. Historic Environment Champions (Pages 38 - 47)
Head of Planning and Transportation Service to report.
- to consider the appointment of Historic Environment Champions.
11. Recruitment of Development Control Manager - Incentive Measures (Pages 48 - 49)
Head of Planning and Transportation Service to report.
- to consider incentive measures to fill the vacant post.
12. Customer Satisfaction Survey - Forward Planning (Pages 50 - 54)
Forward Planning Manager to report.
- to report the detailed results of Forward Planning's Customer Satisfaction Survey.
13. Rotherham Construction Project (Pages 55 - 57)
Economic Strategy Manager to report.
- to update Members on the development and progress of the Rotherham Construction Project.
14. Streetpride Response Times (Pages 58 - 61)
Head of Streetpride to report.
- to report performance response times for the period July to September 2004.

Extra Urgent Item:-

15. Waverly Link Road: Report on Progress and Public Consultation. (report attached) (Pages 62 - 72)
Transportation Unit Manager to report.
- to propose a consultation methodology and to update Members on progress.
16. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under the paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972:-
17. Extension of Consultant Partnering Arrangements (Pages 73 - 76)
Head of Streetpride to report.
- to seek approval to extend the contract with Mouchel Parkman for Engineering Consultancy services for two years from 1st January 2005.
(Exempt under Paragraph 9 of the Act – report contains contractual information)
18. Economic and Development Services - Budget Monitoring - September 2004 (Pages 77 - 84)
Executive Director, Economic and Development Services to report.
- to report on performance against revenue budget to September

2004.
(Exempt under Paragraph 8 of the Act – report contained financial information)

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 15TH OCTOBER, 2004**

Present:- Councillor R. S. Russell (in the Chair); Councillors Burke, Hall, Pickering, Senior and G. Smith. and Mrs. S. D. Brook (NASUWT), Mr. R. Foster (NUT), Mr. M. Martin (UCATT), Mr. K. Moore (AMICUS), Mr. C. Oldfield (TGWU) and Mrs. H. C. Smith (UNISON)

Apologies for absence:- Apologies were received from Mr. J. W. Clay (ATL), Mr. G. Curd (UCATT), Mrs. P. Greenwood (GMB) and Mrs. C. Maleham (UNISON).

11. MINUTES OF THE MEETING OF THE HEALTH, WELFARE AND SAFETY PANEL HELD ON 16TH JULY, 2004

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 16th July, 2004, be approved as a correct record for signature by the Chairman.

12. STATISTICS OF ACCIDENTS, INJURIES AND INCIDENTS OF VIOLENCE TO EMPLOYEES

The Principal Health and Safety Officer submitted a chart summarising reported accidents to all employees, occurring from the fourth quarter in 2001 to the third quarter in 2004. Emphasis was placed upon the accurate recording all accidents.

Resolved:- That the information be noted.

13. HEALTH AND SAFETY BULLETIN

Consideration was given to the Health and Safety Bulletin, containing recent articles and reports of legal cases relating to health and safety. Fourteen recent health and safety articles and cases were highlighted.

Resolved:- That the Principal Health and Safety Officer distribute copies of the bulletin throughout the Authority.

14. WORK RELATED STRESS

Further to Minute No. 26(b) of the meeting of the Health, Welfare and Safety Panel held on 16th July, 2004, consideration was given to a report of the Principal Health and Safety Officer describing the way in which the Council was responding to the issue of work-related stress. The Council's draft revised policy on stress at work was appended to the report.

In noting the contents of the report, Panel Members agreed to submit their comments on the revised policy, to the Principal Health and Safety Officer, within the next two weeks.

15. REPORTS ON VISITS OF INSPECTION HELD ON FRIDAY, 17TH SEPTEMBER, 2004

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 17th September, 2004.

It was noted that the Executive Director, Economic and Development Services would investigate the relevant matters and the Heads of Service concerned would be notified accordingly.

The Executive Director of Economic and Development Services informed the Panel of the system whereby summaries of the issues raised by the Panel at its visits of inspection would be reported, at intervals of six months, to the Cabinet and to the Corporate Management Team, enabling the level of response to these issues to be monitored effectively. Detailed information about the issues raised and the way in which the issues are to be dealt with, will continue to be reported on a quarterly basis to the Health, Welfare and Safety Panel.

In respect of the visits of inspection made on 17th September, particular reference was made to:-

(a) Ferham Junior and Infant School

Heavy goods vehicles leaving the site of the demolished former primary school should have their wheels washed to prevent mud being deposited on the adjacent roads.

(b) Aston Fence Primary School

The surfacing of the timber steps to two of the external classrooms should be repaired, to prevent a tripping hazard.

(c) Green Arbour School, Thurcroft

The tree adjacent to the fire escape steps would be pruned and the steps cleared of fallen leaves and other debris.

16. REPORTS ON VISITS OF INSPECTION HELD ON 2ND JULY, 2004

Further to Minute No. 8 of the meeting of the Health, Welfare and Safety Panel held on 16th July, 2004, the Principal Health and Safety Officer submitted a report containing the responses received from individual Heads of Service to the various issues raised by the Panel during its visits of inspection held on Friday, 2nd July, 2004.

Panel Members emphasised the importance of being able to monitor the responses to the issues raised at visits of inspection, noting that Heads of Service are required to respond by stating how an issue or a defect is to

be rectified, or how a risk is to be managed.

17. ALTERATIONS TO DATES OF FUTURE MEETINGS

The Health, Welfare and Safety Panel agreed to the following alterations to the scheduled meetings:-

Friday, 21st January, 2005 (instead of 14th January)

Friday, 15th April, 2005 (instead of 8th April)

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Economic and Development Services
2.	Date:	8 November 2004
3.	Title:	Yorkshire Bus Initiative – Local Transport Plan Major Scheme All Wards
4.	Programme Area:	Economic and Development Services

5. Summary

To inform Cabinet Member of the above Major Scheme bid, submitted to the Department for Transport (DfT) in the South Yorkshire Local Transport Plan Annual Progress Report in July 2004 and to detail how this project links to the current Quality Bus Corridor (QBC) programme in Rotherham.

6. Recommendations

That Cabinet Member resolves that: -

- i. The Yorkshire Bus Initiative – Local Transport Plan Major Scheme bid is supported,**
 - ii. The links with the Quality Bus Corridor programme is noted.**
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7. Proposals and Details

Cabinet Member will be aware through discussions at the South Yorkshire Planning and Transport Steering Group of the joint initiative with West Yorkshire Passenger Transport Executive and First Group to promote the Yorkshire Bus Project.

Briefly, this proposal is a bid for £40m to deliver a series of “step-change” improvements (which individually are relatively small in scale) to key public transport corridors in West and South Yorkshire. The project aims to “improve bus services on both the core and secondary bus networks, achieving a uniform standard of excellence across the region and an increase of 30% in public transport patronage”.

The core network is defined as the high frequency and largely commercial services, for example radial services to and between main centres of activity. The secondary networks are the other services necessary to meet other social exclusion services linking into core networks at interchanges as well as the flexible demand response services and community transport.

To fully understand the proposal it is necessary to explain the current ongoing work on the QBCs in Rotherham. The drawing attached as Appendix 1 shows the 3 phases of QBC development across South Yorkshire: -

- a) The existing QBC programme (shown in green)
- b) The QBC proposals aimed at supporting the Objective 1 programme (shown in blue)
- c) The Yorkshire Bus Initiative (shown in purple)

a) The existing QBC programme

In Rotherham we have identified 7 QBCs and the current position and future programme is set out in Table 1, attached as Appendix 2.

b) The Objective 1 related programme

The Objective 1 QBC programme sets out to link the 4 South Yorkshire Districts by filling in any gaps between the Districts own QBC programme. A brief summary of these is given below: -

Sheffield to Doncaster and Finningley via Rotherham.

This includes the Rotherham to Sheffield, via J34 and Rotherham to Thrybergh corridors and links to the Barnsley – Dearne – Doncaster QBC at Conisbrough.

Rotherham to Sheffield via J33, Orgreave and Darnall.

This includes the Rotherham to Orgreave QBC.

Barnsley – Dearne – Doncaster (via Wath-upon-Deerne and Manvers)

This links into the work already completed on the Rotherham to Dearne QBC. The PTE are preparing a design brief with a view to appointing consultants to re-start work on this corridor, following on from a study completed in 1999/2000.

c) The Yorkshire Bus Initiative

This initiative is split into 4 phases.

Phase 1 has phases 1A and 1B. Phase 1A is the Sheffield to Hillsborough corridor, planned to commence in 2005/06 and run through to 2007/08. Phase 1B is the Barnsley to Doncaster (North via Thurnscoe), and work is planned to start in 2005/06.

Phase 3 includes 2 routes into Barnsley from Penistone and Pontefract and is planned for 2007/08 and 2008/09.

Phase 4 is the Doncaster – Thorne Road corridor and is planned for 2008/09.

Phase 2 is the corridor primarily in Rotherham. This will link Dinnington, Aston, Swallownest with Orgreave, the Sheffield Airport Business Park and Sheffield city centre via the Rotherham to Sheffield QBC via J34. This phase is planned to commence in 2006/07, although the route through Orgreave will utilise the Waverley Link Road, a scheme that has not yet been approved by DfT. This scheme will be the subject of an Annex E bid in late 2004. It is likely that work on this corridor will run through to 2008/09.

As can be seen from the plan (Appendix A) the green, blue and purple routes will provide a comprehensive network of quality bus services linking nearly all the major and local centres of population in the County. It is anticipated that this will be achieved without impacting on the secondary networks. Indeed, it is believed that these will be enhanced, partly as a consequence of increased revenues.

This project envisages small-scale improvements aimed at reducing delays and improve journey time reliability. These improvements are likely to include Selective Vehicle Detection (SVD) at traffic signals to provide more priority to public transport and other localised improvements within the existing highway boundary. The works would build on and support the South Yorkshire Intelligent Transport Scheme being developed to help the Objective 1 programme. It is not proposed to carry out large-scale highway improvements that would require land, unless that land can be acquired by negotiation and agreement.

Cabinet Member will be aware that this project will place an additional burden on the design, construction and legal resources currently available within the Council and fully occupied with the existing programmes. We are currently discussing these issues with the Passenger Transport Executive and we will be investigating ways to resolve these problems in order to meet the timetables set out in the funding bid.

8. Finance

The Yorkshire Bus Initiative is a major scheme, estimated to cost a total of £116m, of which £42m is for works in South Yorkshire. The split of these costs is detailed in the table below: -

Cost Heading	South Yorkshire (£m)	West Yorkshire (£m)
Bus stop upgrades	9.2	17.7
Bus priority measures	8.2	35.9
Traffic signals (inc SVD)	3.1	6.6
New vehicles	19.7	9.9
Staff / monitoring costs	0.8	1.0
Marketing / consultation	1.0	3.0
TOTAL	42.0	74.0

The funding is subject to the DfT accepting the project. A decision is expected to be announced in the LTP settlement letter, due in December 2004.

9. Risks and Uncertainties

There is some uncertainty with this project in that, at present, a bid has been made to the DfT and until they respond there is no guarantee of funding. Even assuming the DfT support the scheme they are unlikely to support the whole project initially, preferring to approve each phase to ensure that the early phases can show a positive benefit from the funding received.

In addition, it is likely that due to the nature of the elements in each phase Traffic Regulation Orders (TROs) will be required and these TROs will be subject to statutory consultation. It is likely that some objections will be received as part of this consultation exercise.

10. Policy and Performance Agenda Implications

If successful the Yorkshire Bus Initiative will provide an extensive public transport network for all to use. It will contribute towards sustainability issues by increasing employment opportunities for local people by better links between residential areas and areas of employment. The initiative will meet people's transport needs and protect the environment by encouraging the use of public transport.

The initiative is likely to have a positive effect on the Council's CPA service score as it will show improved partnership working across the County and the Region, one of the issues that resulted in a "weak" assessment of the SYLTP Annual Progress Report in 2003. It is also likely to improve public transport

best value performance indicators by attracting people back onto public transport.

11. Background Papers and Consultation

The Yorkshire Bus Initiative LTP Major Bid document, prepared by Steer Davies Gleeve and submitted to the DfT in July 2004.

Contact Names :

Dave James, Local Transport Plan Delivery Manager, Streetpride Service, extension 2954, Email: dave.james@Rotherham.gov.uk

Ken Wheat, Transportation Unit Manager, Planning and Transportation Service, extension 2953, Email: ken.wheat@Rotherham.gov.uk

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Table 1: QBC Programme in Rotherham

Corridor	Current Status	Work in Progress in 2004/05	Work Planned for 2005/06	Target Date for Completion of Corridor
Maltby	Ongoing design and construction	Bus stop improvements (Construction) Bawtry Road, Wickersley bus lane extension (Design)	Construction of Bawtry Road, Wickersley bus lane extension.	March 2006
Dearne (North)	Ongoing construction	Lime Grove, Swinton junction improvement (substantially complete) Golden Smithies Lane, Swinton – junction improvement (Construction) Kilnhurst Road / Dale Road, Rawmarsh – junction improvement (Construction starts Nov 04)		March 2005
Dearne (South)	Ongoing design	Assessment / design for Rotherham Road, Parkgate improvements (in conjunction with extension to Retail World. Retail World Junction – puffin crossing (preliminary design). St Ann's Road (N) – puffin crossing (preliminary design).	Construction of new bridge to access Retail World from Beale Way, Parkgate Retail World Junction – puffin crossing	March 2006

Corridor	Current Status	Work in Progress in 2004/05	Work Planned for 2005/06	Target Date for Completion of Corridor
Thrybergh	Ongoing design and construction	Bus stop improvements (Construction) Doncaster Road, Dalton – bus lane (construction) Relocation of pelicans at Mushroom roundabout (construction) Fitzwilliam Road / Mushroom roundabout bus lane (design)	Fitzwilliam Road / Mushroom roundabout bus lane (design / land acquisition, construction ?) Fitzwilliam Road / St Ann's roundabout – bus lane (design)	March 2008
Sheffield (via J34)	Ongoing design and construction	Centenary Way / MSCP access – signalisation (design) Old Sheffield Road / Sheffield Road – signal alterations (planned construction) Meadowbank Road – bus stop improvements (construction) A6109 Meadowbank Road / J34(N) junction improvement (design) Sheffield Road, Templeborough – bus stop improvements (construction)	Centenary Way / MSCP access – signalisation (construction) A6109 Meadowbank Road / J34(N) junction improvement (construction)	March 2006
Worksop	Complete in South Yorkshire	All works in Rotherham are now complete.	Work in Nottinghamshire	March 2006
Chapelton	Consultation and design	Concept plan approved, public consultation underway.	Schemes yet to be prioritised.	March 2008
Orgreave	Not yet started	Assessment work not yet started. Now linked to Objective 1 schemes.		March 2009

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic and Development Services
2.	Date:	8 November 2004
3.	Title:	B6463 Todwick Road, Dinnington Improvement Ward 1, Anston and Woodsetts and Ward 4, Dinnington
4.	Programme Area:	Economic and Development Services

5. Summary

To inform Cabinet Member of a proposal to improve the B6463 Todwick Road, Dinnington, between the North Anston Trading Estate and Church Lane, Dinnington as part of the regeneration proposals for the former Dinnington Colliery site.

6. Recommendations

That Cabinet Member resolves to: -

- i. Approve Option 3 for the improvement of the B6463 Todwick Road, Dinnington, as shown on drawing No. 122/U301/HT1 and authorise detailed design work to continue, and**
- ii. Receive a further report following completion of the detailed design and the conclusion of the funding arrangements.**

7. Proposals and Details

The B6463 is the only all-purpose link between Dinnington and the A57 at Todwick crossroads and thence to the M1 Motorway at junction 31. The other route from the centre of Dinnington to the M18 Junction 1 has a weight restriction at Brampton and the B6060 route to the A57 is hindered by a low bridge on Ryton Road, North Anston.

At present the road is, in the most part, substandard and lacking modern day facilities for all road users, including pedestrians and cyclists.

The Todwick Road Railway Bridge carries the B6463 Todwick Road over the railway line near to the North Anston Trading Estate. This line links to Doncaster and is currently used by freight traffic. The South Yorkshire Partners do have longer-term aspirations to introduce passenger services on this line.

The Council and Renaissance South Yorkshire are currently working together to regenerate the former Dinnington Colliery Site. When completed it is hoped that over 85 hectares of derelict land will have been reclaimed creating over 2000 new jobs for the area. There is therefore a clear need to improve accessibility to and from the area, especially for pedestrians, cyclists and public transport. Such an improvement is identified in the UDP and the SY LTP 2001-06, although no funding has been identified or allocated.

The structural condition of the Railway Bridge has been assessed. The results are summarised in the Table 1 below.

Table 1: Summary of Assessment Results.

Element	Assessed Capacity BD 21/97	Assessed Capacity BE 4
Parapet beams (Edge Beam)	Less than 3 tonnes	N/A
Internal beams	40 tonnes	N/A

These results have been discussed with the bridge owners, Network Rail. Their inspectors are keeping the bridge under 3 monthly special examinations. The last inspection revealed further deterioration of the edge girders. This has led to Network Rail to conclude that the road widths should be restricted to remove the live load from the southern edge girder.

Consequently, traffic has been restricted to one-way working over the bridge due to the narrow carriageway width, these movements being controlled by traffic signals.

Bearing the above in mind, there is an urgent need for a highway improvement scheme that will address the concerns and provide further inward investment into this key regeneration area.

Option Appraisal

There are three possible long-term solutions and each is discussed briefly below: -

Option 1: Imposed Weight Restriction or Closure of Bridge

These are not feasible options as there are no suitable all purpose unrestricted roads available from the centre of Dinnington to the A57 and thence to the M1 Motorway.

Option 2: One Way Traffic Flows

This option would see the temporary traffic signals being made permanent to control one-way traffic flows across the bridge. This would restrict access to the area of development and severely hinder inward investment, regeneration and job creation.

Option 3: Construct a New Bridge with associated highway improvements

This option removes the most sub standard elements between the regeneration area and the Motorway network. This would also provide the opportunity to create improved access, cycling and pedestrian links into the regeneration area and by constructing a new bridge to current standards.

A plan, drawing No 122/U301/HT1 showing the proposed improvement scheme is attached, marked Appendix A.

This is the option which is being recommended, for the reasons outlined above.

8. Finance

To construct a new bridge would cost approximately £2.9m and take approximately 6 months to complete.

Discussions are being held with Renaissance South Yorkshire / Yorkshire Forward about further contributions to the funding of the improvement scheme.

The s106 agreement for the first phase of the Dinnington Colliery site obliges the developer to make a significant contribution to the cost of the off site improvements, including towards the bridge replacement.

9. Risks and Uncertainties

The estimated cost of the works includes an assessment of the cost of diverting / protecting statutory undertakers apparatus. Further discussions are being held with

the undertakers to determine their needs and hence firm up the costs. This may lead to the cost of the scheme increasing.

10. Policy and Performance Agenda Implications

This scheme will contribute towards sustainability issues by increasing the employment opportunities for local people by contributing towards the regeneration of the former Dinnington Colliery site. It will create better links between residential areas and areas of employment and encouraging the use of sustainable transport modes such as walking and cycling.

11. Background Papers and Consultation

The Rotherham Investment and Development Office (RiDO) have been consulted on this proposal and are contributing to the discussions with Renaissance South Yorkshire.

The assessment report prepared by RMBC for Network Rail.

Contact Names :

Dave James, Local Transport Plan Delivery Manager, Streetpride Service,
extension 2954, dave.james@Rotherham.gov.uk

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Matters
2.	Date:	8 November 2004
3.	Title:	Rotherham Road, Parkgate (A633) – Introduction of Pedestrian Crossing
4.	Programme Area:	Economic and Development Services

5. Summary

To seek Cabinet Member approval to undertake detailed design and implementation of a pedestrian crossing on Rotherham Road, Parkgate. The A633 forms part of the Rotherham to Dearne Quality Bus Corridor (QBC)

6. Recommendations

It be resolved that

- i) **Cabinet Member gives his approval to the design and implementation of the measures identified in this report.**
-

7. Proposals and Details

Cabinet Member will be aware that the Rotherham to Dearne Quality Bus Corridor is one of the five priority corridors identified in the South Yorkshire Local Transport Plan (LTP) 2001 to 2006. There has been a long standing request for a pedestrian crossing to assist pedestrians when crossing between the bus stop at Retail World roundabout and Retail World. Preliminary design indicates that a crossing cannot be safely introduced on the eastern side of the roundabout access to Retail World (currently where the bus stop is located).

It is proposed to relocate the bus stop to the western side of the roundabout and introduce a signalised crossing to assist pedestrians in crossing. Cabinet Member may be aware that a study of the QBC route suggested that this roundabout may require full signalisation to ease congestion in this area. The assessment of this is ongoing, but the introduction of a crossing as shown on the attached drawing will not prejudice any future works.

It is proposed to link the works to future highway maintenance works, which are scheduled to commence early in the next financial year (2005/06). The current proposals are shown on drawing No. 126/5W1/TT12 at Appendix A.

8. Finance

The pedestrian crossing will be funded from the South Local Transport Plan 2005/06.

9. Risks and Uncertainties

Should the proposed crossing not be implemented then pedestrians will find it more difficult to cross Rotherham Road, creating a road safety hazard.

10. Policy and Performance Agenda Implications

Any proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with the Rotherham Metropolitan Borough Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

Consultation has been carried out with the South Yorkshire Passenger Transport Executive and South Yorkshire Police. Both of which have considered and fully support the proposals.

Contact Name : *Leigh Richmond, Streetpride Technician, ext 2970, leigh.richmond@rotherham.gov.uk*

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services
2.	Date:	8 November 2004
3.	Title:	Cycle Training and Information Project
4.	Programme Area:	Economic and Development Services, Planning and Transportation Service.

5. Summary

This report informs the Cabinet Member about a project to provide cycling training and information for Council employees and members of the public in Rotherham to encourage them to travel more by bicycle.

6. Recommendations

That Cabinet Member endorses the cycle training and information project.

7. Proposals

Cabinet Member will recall that the Council is participating in the Cyclists Touring Club Cycling Benchmarking (CTC) project to establish best practice in cycling planning and infrastructure provision and is also receiving regular performance assessments via the government appointed English Regions Cycling Development Team (ERCDDT).

During our work with the ERCDDT/CTC and other local authorities in Yorkshire and Humberside, it has become clear that many experienced cyclists do not perceive the road network as being a particularly dangerous place but inexperienced cyclists often take the opposite view and prefer to use off-road cycling facilities. The needs of inexperienced cyclists can be addressed in two ways: either by providing an extensive off-road cycling network (something that is very difficult to achieve because of cost, space considerations and the fact that cycle routes cannot go everywhere) or by treating inexperience as a temporary state that can be influenced by training and advice. Cycle training is now emerging as a cost-effective means of addressing inexperience and thereby encouraging more cycling trips.

As part of the development and sharing of best practice, a small-scale initial trial of cycle training was carried out in Rotherham on Saturday 11 September 2004 in partnership with CTC accredited trainers from Sheffield Pedal Pushers. Members of the public took a two hour training session to help build their confidence when cycling on the road between their homes and a destination specified by them e.g. work. The training included:

- Assertive road riding
- Integration with road traffic
- How to manoeuvre at junctions
- General safety tips
- Basic bike maintenance

Feedback from the trial was excellent and all those people taking part agreed that the training had given them more confidence to cycle on roads. A summary of feedback is attached as Appendix A. Based on the findings of the trial, it is suggested that cycle training should be offered to staff and members of the public wishing to improve their cycling skills. It is recommended that the training services of the CTC approved Sheffield Pedal Pushers are used.

Best practice has also indicated that cycling related information should also be targeted towards improving cycling skills rather than taking a more general approach towards information provision. A leaflet has also been developed to give cyclists basic tips about confident cycling. The leaflet is attached at Appendix B.

8. Finance

The training currently costs £20 per head plus a small amount to cover travelling expenses for the CTC trainers. Funding for training is available from the following existing budgets allocated:

- Funding for the Council's Travel Plan
- DfT grant funding to assist School Travel Plan development
- LTP TravelWise budget
- As part of conditions attached to planning applications requiring Travel Plans

9. Risks and Uncertainties

The risks connected with the Cycle training are associated with insurance issues. The Sheffield Pedal Pushers have arranged their own insurance through the CTC. The cover includes the trainer, trainee and full public liability.

10. Policy and Performance Agenda Implications

Enabling more people to cycle will contribute towards LTP targets and objectives (and the LTP Annual Progress Report) which feed directly into the Councils Corporate Performance Assessment.

Increasing use of bicycles will assist progress towards our Corporate Objectives and the development of sustainable neighbourhoods by improving access to employment, shops and community facilities - especially for people who do not own a car.

Increasing cycling also contributes significantly to the health section of the Community Strategy by improving fitness and by reducing the incidence of disease related to inactivity and obesity.

11. Background Papers and Consultation

Local Transport Plan 2001-6.
Rotherham Borough Council Travel Plan

Contact Name : Brian Igoe, Transport Planner, Ext 2951,
brian.igoe@rotherham.gov.uk

Question	Was the Cycle Training and Rider Assessment useful?		Was the Cycle Instruction Useful?		Was the riding in Traffic Training useful?		Overall how would you rate the Training?				Has the training made you more confident when cycling in busy traffic conditions?		Would you use Pedalpushers again or recommend them to others?	
	Yes	No	Yes	No	Yes	No	Exc	Good	Ave	Poor	Yes	No	Yes	No
Trainee														
Mr T. B. Moorgate	✓		✓		✓		✓					✓		✓
Mrs A. B. Moorgate	✓		✓		✓		✓					✓		✓
Mrs N. S. Broom	✓		✓		✓		✓					✓		✓
Mrs J. R. Dinnington	✓		✓		✓		✓					✓		✓
Mrs C. W. Bramley	✓		✓		✓				✓			✓		✓
Mrs S. A. Wickersley	✓		✓		✓		✓					✓		✓

Cycle Training Feedback Summary

Confident Cycling

Cycling is enjoyable and rewarding and Rotherham is a great place to cycle. You are more likely to get to your destination on time and in a good frame of mind than those who have travelled by other methods. Cycling also gives you more freedom to choose which route to take and can be less stressful than driving or taking public transport.

Travelling by bike is a very safe way to travel. In order to be as safe as possible you should always:

1. **Make sure you understand and pay attention to traffic regulations.**
2. **Be aware of other road users and road conditions.**
3. **Signal your intentions clearly to other road users, enabling them to predict your movements and take them into account.**
4. **Ride confidently, placing yourself on the road so that other road users can see you.**
5. **Make yourself visible by wearing bright or reflective clothing and using bright lights at night.**

Rotherham Metropolitan Borough Council's Transportation Unit has a large range of booklets and maps that will help you to get the most out of cycling in the Borough.

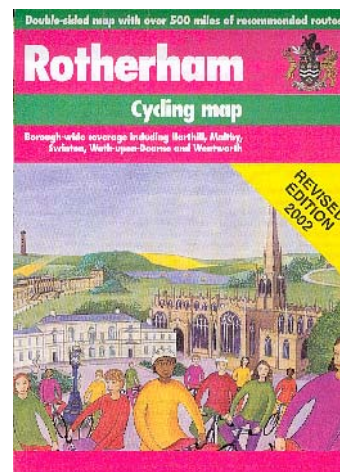
Cycling is becoming more and more popular, both for commuting and recreation, despite the idea that riding in today's traffic is dangerous. This leaflet will show that cycling, using the right

techniques, is safe and an excellent form of exercise for all-round fitness.



Confidence and awareness

Cycling with confidence and awareness of other road users can make a significant difference to how safe you will be on the road. If you are new to cycling it is a good idea to plan your route in advance, start on quieter roads and take your time. If you want to know which is the most suitable cycling route, ask for a free copy of the Rotherham Cycling Map.



If you are cycling somewhere that will be busy during the week then try it out at a weekend to familiarise yourself with the route first. Hesitation and indecision send an uncertain message to other vehicles.

Cycle training

An excellent way to improve your skills and confidence is to get some cycle training. There are a number of excellent cycle training providers and the Council occasionally offers free training. Cycle training is useful for beginners, returning cyclists and even old hands. You may learn the basics, or learn about road positioning and roundabouts or how to best tackle a route to work by riding with an instructor. For further information on cycle training contact the Transportation Unit at the telephone number or addresses on the back of this booklet.

Cycling with a group

Cycling with a group can be a good way to improve your confidence: you will be shown new routes and have others to learn from. Rides are publicised by local cycling groups whose contact details can be found at the end of this leaflet. These include short easy rides and longer faster rides so you will find one that suits you.



Visibility

It is important to be visible to other road users and pedestrians whilst cycling, particularly at night. Motorists cannot hear you and may be distracted. Pedestrians may not

see or hear you coming and can step out in front of you.

It is advisable to wear light-coloured clothes, or attach reflective material to your clothing or bicycle, even in daylight. By law, cyclists are required to use front and rear lights at night. Front lights are usually white and rear lights should be red. It is well worth investing in good quality lights. Some cheap lights can be very dim. Halogen lights have a bright beam and are particularly effective if you cycle at night in unlit areas. Carry a set of spare batteries with you as they may require battery changes. Lights using LEDs (light emitting diodes) are increasingly popular but not all meet legal requirements. They can easily be seen by other road users, are light to carry and have a long battery life. It is not legal to only use flashing lights. The relevant British standards for lights are:

Front white light: BS6102/3 (or equivalent)
Rear Red light: BS3648 or BS6102/3 (or equivalent)
Rear Red Reflector: BS6102/2 (or equivalent)
Pedal Reflectors (amber) BS6102/2 (or equivalent)

Road positioning

One of the key principles of safe cycling is to cycle in a prominent position on the road where you can be clearly seen.

Avoid cycling very close to the kerb or edge of the road, which reduces your room for manoeuvre and makes you more likely to hit drain



covers and potholes. You should ride about a metre away from the edge of the road.

Proper road positioning can be summed up in the following points made by the cycling expert John Franklin:

"Increase your margin of safety ... by riding where you can obtain the best view, where you can best be seen by others and your movements predicted."

"Good road positioning is not about keeping you out of the path of other traffic as much as possible. Contrary to popular belief, this is not necessarily the best way to maximise safety."

John Franklin, *Cyclecraft*, The Stationery Office. 2004

In certain situations it may be safer to use all the space that your side of the road or lane allows. This may be necessary if there is not enough room for cars to overtake you without forcing you too close to parked cars or the side of the road. You should occupy the centre of the lane until it is safe to move back to the left.

You should also take all of your lane when approaching a junction where it might be unsafe for a vehicle to be next to you or to come alongside you, (for instance where it might turn across the front of you - "cutting you up").

Try to keep at least a door's width from parked cars, as doors may open into your path. If the road has parked cars on both sides and there is no space for you and an oncoming vehicle to pass, slow down and if necessary stop. You have equal right of way with other road users, but you must be concerned with your own safety first.

If you are stuck in traffic and vehicles are blocking your way forward you should not mount the kerb and ride on the pavement. Instead wait until you can safely cycle forward, or get off and walk your bike until you can cycle on the road again. You are still likely to be faster than other traffic.

Turning left and right

When turning left, it is a courtesy to signal your intention.

Turning right can be more awkward as you may have to negotiate two lanes of traffic. When turning right you need to look over your right shoulder and signal with your right hand. If the road behind you is clear, pull out into the centre of the road and turn right once there is no oncoming traffic. If there is oncoming traffic then stop in the middle of the road until it has passed.

Whenever you turn left or right, always look for pedestrians as they may be crossing the road you intend to turn into. If a junction is

very busy and there is no provision for a safe right turn, or you are in doubt about how to negotiate it, then get off and cross the junction on foot.

Cycle lanes and bus lanes

Cycle lanes are often created to encourage cycling in certain areas or along busy roads that may have previously been difficult to negotiate. Cycle lanes with unbroken white lines are for the sole use of cyclists. Some lanes have been designed in such a way that they encourage cyclists to ride too near to the kerb or close to parked cars where the risk of collision is higher. You should not feel bound to stay within the limits of cycle lanes in these circumstances. In some cases parked vehicles obstruct cycle lanes. Again you should check over your right shoulder in advance and pull out of the cycle lane to pass parked vehicles.



You may cycle in bus lanes if signposted for shared use.

Some bus lanes along busy arterial roads are wider than normal. An example can be seen along Wickersley Road near Stag roundabout. This allows cyclists and buses to use the lane at the same time. Be careful when using

bus lanes. Avoid passing the bus on the pavement side as the driver will not be able to see you easily and may pull into the kerb without warning.

Advanced stop lines

Advanced stop lines (ASLs) allow you to stop in front of other traffic at traffic lights. This means that when the traffic light turns to green you can start off before other traffic and dictate speed and any overtaking through the junction. They consist of a box with a bicycle painted on it. Some have a feeder lane running up to them.



Motorists are required to stop at the solid white line at the rear of this box. However, these are a fairly recent provision for cyclists and are not yet fully understood or acknowledged by all motorists. If a motorist does stop on the box, pull up alongside the stationary vehicle and try to make eye contact with the driver. Be careful in case the motorist turns left unexpectedly.

Overtaking

It is often necessary to overtake stationary or slow-moving vehicles in heavy traffic. Whatever the circumstances, watch out for pedestrians stepping through lanes of traffic or doors opening as you pass. When you overtake it is important to be aware of what is moving around you.

When overtaking parked vehicles, take a look behind over your right shoulder. If it is clear, signal and pull out towards the middle of the road. Leave at least one metre between yourself and a parked vehicle to allow for the hazard of an opening door. If you are not crossing over a lane marking during the manoeuvre, you have right of way over vehicles behind you.

When overtaking a slow-moving vehicle, you should again take a look over your right shoulder before signalling and pulling out. You should also check for oncoming traffic to ensure there is no risk of collision.

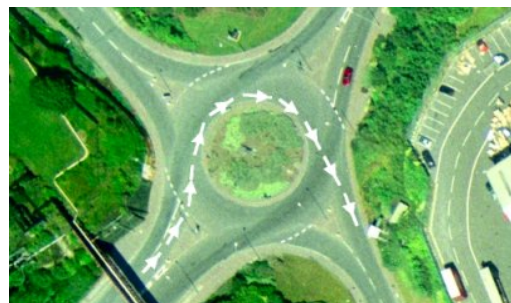
Roundabouts

Some roundabouts are relatively safe as traffic speeds are usually low. However, others are very busy and require care when negotiating them. Roundabouts should be approached with the same care as any other junction.

When approaching a roundabout you should join the appropriate lane for the exit you need. You should wait for traffic already in the roundabout to clear before you enter. If you are going to take the first turning then use the left lane. If you are going straight-on then you will need to be in the middle lane or in the left lane but adopting a position in the centre of the lane. Be aware of traffic that may be exiting to the left and could cut across you.

If you are turning right then you will need to be in the centre of the right hand lane until you are past the intermediate exits, after which you will need to signal left and move into the left hand lane. Beware of traffic coming up fast on the inside lane. The following illustrations are

examples of roundabouts in Rotherham.



If you feel that other road users may not understand your intentions, then you can indicate right at the entrances prior to the one you will exit at, and then left when you get to your exit.



Good positioning in the road is extremely important as it indicates where you will be turning before you signal. You should practise on quiet roads until you can signal and turn at the same time.

Some large roundabouts have traffic lights to control the speed of vehicles. Again you should take the centre of the correct traffic lane so you dictate the speed of traffic behind you. Even so, beware of motorists who accelerate through red lights in order to gain advantage or motorists who may try to pass you on either side of your lane.

Sharing the road

Wherever you cycle - whether on a busy main road, country lane or traffic-free path - you're likely to be sharing your route with other users.

Lorries

The draught of a large vehicle, such as an articulated lorry, can be a hazard for a cyclist if it passes too closely. Positioning yourself well out from the kerb - taking the centre of the lane where necessary - will leave you room for manoeuvre.

Be particularly wary of lorries turning left. Remember that an articulated lorry may swing right before it turns sharply left at a junction. Never edge forward alongside a long vehicle, even if there is a cycle lane, as you may be trapped when it turns leaving you no escape route. The presence of pedestrian guard railings increases the danger by blocking your escape route.

Large vehicles have blind spots, which can make it difficult for the driver to see a cyclist. Keep well behind a lorry in front, and position yourself so that you can be seen in its side mirrors. If you can see the driver in the side mirror, then he or she is able to see you - but you should never assume that you have been spotted. It is particularly easy for your presence to go unnoticed at busy junctions and gyratory systems.

Cars, motorbikes and mopeds

When cycling in traffic be aware of other road users so you can anticipate their movements. If you are unsure if someone has seen

you, then if possible make eye contact with them.



Beware of cars overtaking you and then turning left across your path, and of vehicles pulling out from side roads.

Motorbikes and mopeds can come up behind you very quickly, so always check behind you before moving sideways, even within a lane.

Cycling near pedestrians

Pedestrians can feel threatened when people cycle close to them. If you are cycling on a path sign-posted for shared use with pedestrians, you should show consideration by cycling at a speed which allows you to react to any sudden movements and giving way at all times. You should alert pedestrians to your presence if there is any risk of collision by sounding your bell or giving a polite verbal warning. Remember deaf people will not hear and blind people may not see you so please take this into account - sounding a warning does not give you right of way.

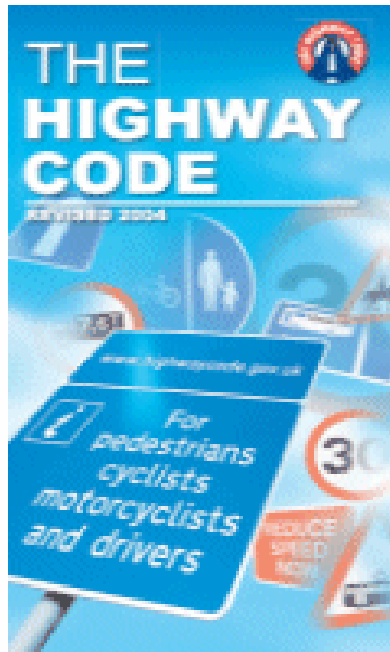


Some parks and open spaces have segregated cycle and pedestrian paths. Some pedestrians may not understand this and walk on the cycle path. Cycle with some consideration and be prepared to slow down.

John Franklin (1997) *Cyclecraft*
The Stationery Office.

The Highway Code

The Highway Code includes a section on cycling. Many cyclists have learnt to drive at some stage and have studied the Highway Code. If you have not then you should read this before you start cycling. Most of the code applies to cyclists in the same way as any other road user. Only where it explicitly says so should cyclists behave differently.



Further Reading

The following books and articles will give you more detailed information on various aspects of cycling. A series of leaflets produced by Sustrans are available free of charge from the Transportation Unit.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member – Delegated Powers Meeting
2.	Date:	8 November 2004
3.	Title:	Bassingthorpe Spring Woodland Management Plan, Kimberworth Park
4.	Programme Area:	Economic and Development Services

5. Summary

A new management plan has been prepared for Bassingthorpe Spring, Kimberworth Park. It outlines the Council's general position regarding the proposed long term development of the woodland and includes a detailed work programme for the next five years.

6. Recommendations

That:

The Bassingthorpe Spring Woodland Management Plan 2004 to 2009 be approved

7. Proposals and Details

Bassingthorpe Spring has been treed in some way for at least four hundred years. Records show it is ancient woodland and this is one of the most important woodland types in Britain. It extends to 8.2 hectares and has been in public ownership since 1950.

The management plan is a requirement of fulfilling the Heritage Lottery Fund Award 'Fuelling a Revolution – The Woods that Fuelled the Steel Country'. The overall aim of the Award is to restore fourteen of Rotherham's most important ancient woodland sites and enhance their future prospects and enjoyment by the local community.

The plan has been prepared in accordance with local and national policies. It provides an integrated and sustainable approach to the future care and development of this woodland. Particular features of the plan are protecting its landscape importance and conserving the valuable wildlife interests, together with providing safe and appropriate access.

A light and selective thinning is proposed for the first year of the plan. This will benefit the remaining trees and other wildlife. Coppicing is necessary to maintain the safe operation of the overhead electricity cables. Natural seeding of trees will be encouraged to extend the woodland into selected areas of the grass verge along Fenton Road. The site entrances will be strengthened to deter problems caused by off road vehicles. This supports similar work already done in association with the Safer Rotherham Partnership in other parts of the woodland. Also, selected footpaths will be improved to make the site more welcoming.

8. Finance

The total value of the Heritage Lottery Fund Award is £448,578 over a five year period until March 2006 with £336,000 from the Heritage Lottery Fund, £56,675 from the Forestry Commission and Countryside Agency. The contribution from Rotherham MBC is £55,903. The total amount allocated to Bassingthorpe Spring over the five year plan period is £22,720.

9. Risks and Uncertainties

There are a number of potential difficulties attached to this site, particularly in respect of controlling appropriate access, vandalism and rubbish tipping. These are identified within the plan and the appropriate remedial measures are included in the work programme.

10. Policy and Performance Agenda Implications

(a) Corporate Plan

The Authority's Woodland Estate is important in contributing to the following Priority identified in the Council's Corporate Plan:

“A place to live”. The policy commitment is to **“create a... sustainable environment and develop and maintain the Borough’s public places to a quality that our citizens can take pride in and fully enjoy”**. A well-treed and wooded environment where people live and work helps to improve their health and well-being.

(b) Cross Cutting Issues

Regeneration: Development of Rotherham’s woodland estate addresses several of the Regeneration Priorities including **“Improve and promote the image of Rotherham”** and **“Provide sustainable neighbourhoods and a good environment”**.

Sustainable Development: Rotherham’s woodland estate offers a valuable setting in which to promote social and environmental well being close to where people live.

Environmental Action Strategy 2003/06: Management of trees and woodlands and the successful achievement of the Forestry Stewardship Council Certificate are specific actions/targets in the Strategy.

11. Background Papers and Consultation

The Plan has been prepared in accordance with the Forestry Stewardship Council’s principles and criteria to ensure the Council maintains its woodland management certificate. The proposals are also in accordance with the South Yorkshire Forest Plan (2002).

Wide and detailed consultation has taken place with 140 local households, Ward Members and eleven interested groups. This is in accordance with Section 5 of The Consultation Procedure for the Development, Review and Implementation of Management Plans for Council Owned Woodlands. In addition there was a presentation at the Rotherham North Area Assembly meeting on 20 July 2004 attended by 30 people and a guided walk in the wood with 12 members of the general public in attendance. The responses to the proposals are all positive and there are no adverse comments to report.

Subject to the approval of the plan, the light selective thinning of closely spaced trees will be preceded with a further short period of consultation with local residents.

Contact Name: Roger Gaynor, Trees and Woodlands Officer, Streetpride Service, Economic and Development Services. Ext. 2174. Roger.gaynor@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member – Delegated Powers Meeting
2.	Date:	8 November 2004
3.	Title:	Petition – requesting removal of highway trees at Rookery Rd, Swinton
4.	Programme Area:	Economic and Development Services

5. Summary

To report the receipt of a petition signed by the residents at Rookery Road, Swinton requesting the removal of all 16 roadside trees in a cul-de-sac.

6. Recommendations

That:

- (a) Streetpride Service carry out a detailed tree survey and prepare a recommended programme of works taking into account residents concerns.**
 - (b) A further Cabinet Member report be presented, outlining the results of the consultation with local residents and detailing the programme of tree work for consideration.**
-

7. Proposals and Details

The petition, **attached as Appendix A**, refers to 16 mature roadside Lime trees at a short cul-de-sac serving properties 22 to 52 Rookery Road, Swinton (even numbers only).

The trees are closely spaced and residents have drawn attention to associated problems of shading, heavy leaf fall, "honey dew" and "trips" around tree roots in the pavement. Despite these difficulties the trees provide considerable local amenity. All these issues will be taken into account during a detailed tree survey and the formulation of any tree work proposals. Also, in accordance with the Council's normal procedures the work will be preceded with a short period of consultation with local residents.

The results of the consultation with local residents, together with details of the tree work recommendations will be the subject of a further report.

8. Finance

The survey will be carried out using existing resources funded from the Trees and Woodlands budget.

9. Risks and Uncertainties

None at this initial report stage.

10. Policy and Performance Agenda Implications

(a) Corporate Plan

Roadside trees contribute to the following Priority identified in the Council's Corporate Plan:

"A place to live". A well-treed environment where people live and work helps to improve their health and well-being.

(b) Cross Cutting Issues

Regeneration: Development of Rotherham's stock of roadside trees helps support several of the Regeneration Priorities including **"Improve and promote the image of Rotherham"** and **"Provide sustainable neighbourhoods....and a good environment"**

Environmental Action Strategy 2003/06: An action is to "Maintain, manage and conserve trees in the Borough" and a target to "plant approximately 500 tree/shrubs each year in the Borough".

11. Background Papers and Consultation

Consultation with local residents will be undertaken in accordance with the consultation procedure for the removal of highway trees in Council ownership.

Contact Name: Roger Gaynor, Trees and Woodlands Officer, Streetpride Service, Economic and Development Services. Ext. 2174. Roger.gaynor@rotherham.gov.uk

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	DELEGATED POWERS
2.	Date:	8TH NOVEMBER 2004
3.	Title:	HISTORIC ENVIRONMENT CHAMPIONS
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

English Heritage are asking Local Authorities to appoint historic environment champions at Member/Senior Officer level.

6. Recommendations

That Cabinet Member notes the content of this report, which is referred to Regeneration Board with a recommendation as to whether a champion is appointed and who is considered suitable to take on this role.

7. Proposals and Details

English Heritage are looking for elected Members (ideally Cabinet portfolio holders) or Senior Officers to take on the role of champion. The role of the champion is to persuade colleagues in the Local Authority and the wider community that the historic environment offer many opportunities to improve the quality of life for everyone.

The attached leaflet sets out the role that the champion would be expected to fulfil. English Heritage are commissioning a number of specific training events to share best practice.

8. Finance

No direct implications.

9. Risks and Uncertainties

This is an opportunity to raise the profile of the historic environment, and for a member to champion this particular cause. The risk in not appointing a champion is that Rotherham may be seen as not attaching importance to the historic environment.

10. Policy and Performance Agenda Implications

This initiative will have a positive impact on the role of the Council in preserving and enhancing the historic environment. At this stage there are no BVPI or CPA implications, but if the initiative is successful it may be subject to a performance indicator in the future.

11. Background Papers and Consultation

A guidance note on historic environment champions.

Karl Battersby

Head of Planning & Transportation Service

Telephone: 01709 823815

e-mail: karl.battersby@rotherham.gov.uk

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	DELEGATED POWERS
2.	Date:	8th November 2004
3.	Title:	Proposed incentive measure to assist recruitment of Development Control Manager
4.	Programme Area:	Economic and Development Services

5. Summary

The post of Development Control Manager has remained vacant since March 2004, when the previous post holder was promoted to Head of Planning and Transportation. Since that time the Assistant Development Control Manager (South Team) has been acting up into that role.

The post is graded at PO14 level. The post has been advertised and only two applications were received. Only one of the two applicants met the essential criteria, and he was interviewed and was unsuccessful.

It is now crucial that the post is filled, in order that the Service can move forward with certainty and put measures in place to drive improvement.

6. Recommendations

That the Cabinet member approves the use of an incentive payment, as outlined in this report.

7. Proposals and Details

Due to the previous poor response rate and the pressing need to fill the post, it is recommended that the post is re-advertised with an incentive payment. The recommendation is that the successful candidate would be entitled to a one-off payment of £3,000 which would be refundable if the post-holder left the Council's employment within two years. This is much the same arrangement that the Council operates with respect to re-location allowance.

8. Finance

The payment would be financed from the Service's current budget from staff savings incurred due to the vacant post.

9. Risks and Uncertainties

Should we re-advertise the post in the same manner as previously, there is a risk that no suitable applicants will apply, and the same scenario will continue, whereby one person is effectively filling the posts.

10. Policy and Performance Agenda Implications

The key consideration is that the performance of the Development Control Team against the national Best Value Performance Indicator (BVP109), feeds into the Council's overall CPA rating. As such, the Development Control Manager post is a key post within the Planning and Transportation Service. Without an effective manager leading the team and driving performance there is a risk that performance will drop, which could have a negative impact on the Council's CPA rating.

11. Background Papers and Consultation

None.

Karl Battersby

Head of Planning and Transportation Service

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e-mail: karl.battersby@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Delegated Powers Meeting
2.	Date:	8 November 2004
3.	Title:	Customer Satisfaction Survey – Forward Planning All wards affected
4.	Programme Area:	Planning and Transportation

5. Summary

A report to Cabinet Member detailing the results of Forward Planning's Customer Satisfaction Survey.

6. Recommendations

That the Cabinet Member notes the conclusions of Forward Planning's Customer Satisfaction Survey.

7. Proposals and Details

Many aspects of the development plan process, policy formulations, and planning information functions, along with associated management mechanisms, contribute to the achievement of excellence within a planning service.

A key element, however, of achieving an excellent planning service is continually seeking to develop performance through monitoring and review as an integral part of a performance management approach. RMBC acknowledges this fact through the Forward Planning Team Plan, which refers to the production of customer/colleague satisfaction surveys to achieve this aim.

In seeking to assess the unique contribution forward planning makes to the creation of sustainable communities, a survey was developed (see appendix 1) to attain views on the contribution officers of the Forward Planning Team make in delivering a quality planning service. This contribution could include attendance at working parties, involvement in negotiations and discussions to take forward planning applications or provision of informal planning advice regarding the implementation of the Unitary Development Plan.

An in-depth analysis of the results is attached as Appendix 2. In conclusion this exercise displays the very positive contribution the Forward Planning Team makes in its relations with partners.

8. Finance

There are no financial implications involved other than those of providing the pre-paid envelopes and distributing the surveys. These costs were absorbed within the current budget.

9. Risks and Uncertainties

There were no risks and uncertainties involved in undertaking this survey, other than those associated with receiving an appropriate level of response in order for meaningful analysis and conclusions to be derived.

10. Policy and Performance Agenda Implications

Each of the policy and performance agenda priorities detailed within the guidance notes contribute to the attainment of a comprehensive, inclusive and sustainable development plan. Given that the Forward Planning Team's key role is the production and delivery of the development plan, assessing the quality of this delivery is crucial to enable the team to evaluate its contribution from a user perspective and allow the strengths and weaknesses of the team to be identified and acted upon.

11. Background Papers and Consultation

Analysis of results (appendix 2)
Team Plan and Service Area Plan

Contact Name :

Noel Bell, Assistant Planner, Ext 3831, E-mail: noel.bell@rotherham.gov.uk

Appendix 1: Forward Planning Customer Satisfaction Survey

Question 1

What type of working relationship do you have with officers from the Forward Planning Team?	Please tick relevant box(es) below				
Informative/Consultative					
Partnership working					
Client/Contractor/Consultant					
Member of working group/party					

Question 2

How would you rate staff on the following?	Very Good	Good	Fair	Poor	Very Poor
Courtesy					
Honesty					
Efficiency					

Question 3

Please indicate whether you agree or disagree with the following statements:	Strongly Agree	Agree	Neither agree/nor disagree	Disagree	Strongly Disagree
I am satisfied by the quality and nature of the service I received					
Forward Planning staff added value to my work/project					

Question 4 - Open Ended

Please write your name and name of the business, company, institution etc you represent.

We welcome your comments and suggestions on how you feel we can improve our service. Thank you very much for completing the questionnaire.

Appendix 2: Analysis of results

Introduction

A total of 39 questionnaires and covering letters were distributed to the various lead representatives of working groups that forward planning has involvement with. 24 were returned which equates to a very pleasing 62% response rate.

Question 1

What type of working relationship do you have with officers from the Forward Planning Team?	Number of responses (% of total)
Informative/Consultative	17 (35%)
Partnership working	15 (31%)
Client/Contractor/Consultant	2 (4%)
Member of working group/party	14 (29%)

Question 2

How would you rate staff on the following?	Very Good	Good	Fair	Poor	Very Poor
Courtesy	19 (76%)	5 (20%)	1 (4%)		
Honesty	17 (71%)	5 (21%)	2 (8%)		
Efficiency	12 (50%)	8 (33%)	3 (13%)		1 (4%)

Key trends:

- For each of the assessment criteria, between a half and three quarters of respondents thought contributions from members of the forward planning team were very good.
- Only one negative response was received.

Question 3

Please indicate whether you agree or disagree with the following statements:	Strongly Agree	Agree	Neither agree/nor disagree	Disagree	Strongly Disagree
I am satisfied by the quality and nature of the service I received	11 (46%)	8 (33%)	4 (17%)		1 (4%)
Forward Planning staff added value to my work/project	12 (52%)	8 (35%)	2 (9%)		1 (4%)

Key trends:

- Over 8 out of 10 thought forward planning added value to their work/project
- Only 2 negative responses however these can be attributed to one individual respondent.

Question 4 – Comments received

- Forward planning team member was an “extremely effective chair of group”.
- “Ref: Efficiency – I am uncertain as to whether the inefficiencies are within forward planning or elsewhere, but they do restrict the quality of the Service. More internal cooperation within RMBC would help move things along more smoothly with partners”.
- “My sole concern is that the service may on occasions be too conservative, acting as a gatekeeper for particular interests rather than as a can-do player in a broader interest”.
- “The survey could have been used to find out more information”.
- “Be more appreciative of timescales and ability to provide information in too much detail at early stages of outline applications, when follow on detailed applications can be conditioned accordingly”.

Conclusions

On balance this exercise indicates that partners have a very positive view of the Forward Planning Team. The negative responses that were received can be attributed to one respondent and this has been dealt with on a one-to-one basis which revealed that many of the concerns raised were misplaced in terms of their targeting at Forward Planning.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Service Matters
2.	Date:	8th November 2004
3.	Title:	Rotherham Construction Project
4.	Programme Area:	Economic and Development Services

5. Summary

To update members on the development and progress of the Rotherham Construction Project.

6. Recommendations

- **That the Cabinet Member notes the progress of the Rotherham Construction project and the recruitment of a Construction Co-ordinator for the Borough.**
 - **That the Cabinet Member refers this report to the Regeneration Board for information.**
-

7. Proposals and Details

In March 2004, the Cabinet Member received a report on "Employment and Training in the Construction Sector". This provided information on the current position with regard to initiatives to maximise local employment and skills development within the Construction sector. It identified that there was a lack of co-ordination in this area and that there was a need to establish a mechanism for ensuring that the links from the construction sector into the local economy were maximised. The Cabinet Member endorsed the need to develop a co-ordinated response to this.

The Rotherham Construction Project has been developed to achieve such co-ordination. The project brings together a key partnership for Construction activity in the Borough and consists of representatives from Education, Colleges, Training Providers and strategic partners/funders such as the LSC and Job Centre Plus and Employers. The group has met twice and has established a schedule and work programme for the coming months. It has developed links with EDS' Strategic Partnership and one of the appointed partners is now a member of this group.

In addition a successful NRF bid was submitted for funding to recruit a post to co-ordinate and bring the partnership together, engage construction related employers and match their needs with local labour. The aim is to bring together all of the key funding sources and make it easy for employers to access local labour. This approach is currently being tested with Hall Construction, the contractors for Moorgate Crofts, and early discussions have also taken place with the Decent Homes Partnership and the officer responsible for developing the documentation for the Leisure PFI scheme. It is envisaged that the process of including the use of local labour in such regeneration projects, will become much more systematic in the future when the Co-ordinator is in post. For this reason, the post will be based within RIDO's Development Team. The post is funded for an 18 month period.

In addition to this, the Academy for Construction Trades will be a key element of the approach being developed. The Cabinet Member approved a CERB grant of £50,000 for the Academy in June 2004, to contribute to its development. The Academy have worked alongside RIDO officers to ensure that the above activity has taken place, in advance of the co-ordinator being appointed. It is therefore proposed to maintain these links by basing the co-ordinator approximately 2 days per week with the Academy. The Academy have also expressed an interest in taking the post holder into permanent employment with themselves, once the NRF funding has expired. This will obviously be dependant upon the success of the project in its formative 18 months.

8. Finance

The costs involved in the development of this project will be met from mainstream budgets, in terms of officer development time, and from Neighbourhood Renewal Fund. The total value of NRF over 18 months is £53,000 which is sufficient to fund the costs of the co-ordinator post.

9. Risks and Uncertainties

The success of this project depends on the very much on the recruitment of the right person, with a unique mix of skills and experience. It also depends on the continued involvement of the key partners in the sector group which has been established.

10. Policy and Performance Agenda Implications

This project has been developed from a specific commitment within the Regeneration Plan, under Priority 4 “Provide an excellent environment for people to fulfil their potential” to ensure that local people benefit from employment opportunities in the Borough, specifically in growth sectors such as Construction.

It also contributes to the Neighbourhood Renewal Strategy, Theme 4 – Improving the Position of the Economically Disadvantaged through Sustainable Employment. The NRS is fundamentally about tackling inequalities and ensuring that the most deprived neighbourhoods and disadvantaged groups have access to opportunities. This project therefore contributes to the Equalities agenda.

The project also aims to promote sustainable regeneration through maximising local employment opportunities for local people, therefore regenerating the local economy and retaining wealth within it.

11. Background Papers and Consultation

Neighbourhood Renewal Strategy
NRF Commissioning Framework
NRF Bid – Rotherham Construction Project.

**Contact Name : Deborah Fellowes, Economic Strategy Manager, ext 3828,
Deborah.fellowes@rotherham.gov.uk.**

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member - Delegated Powers Meeting
2.	Date:	8 November 2004
3.	Title:	Streetpride Performance Response Times
4.	Programme Area:	Economic and Development Services

5. Summary

Results for the third quarter of 2004 are presented in tabular form in Appendix 1. They show that overall, performance is slightly improved compared to the previous quarter with most now achieving 100%

6. Recommendations

(a) That the report be noted, and

(b) That Streetpride continue to monitor performance response times and report to the Cabinet Member quarterly.

7. Proposals and Details

The Streetpride Service has a set of targets covering 'response times' for 26 key services. Our actual performance achieved in respect of each of these targets is recorded and monitored monthly.

The results for the last quarter (see Appendix 1) show that 84% of these key services are now consistently being delivered within the target response times 100% of the time. In September 2004, those services which did not meet the specified targets 100% of the time were as follows:

Streetlight out	(79%)
Removal of fly tipping	(91%)
Removal of dog mess	(94%)
Estimate for vehicle access crossing	(97%)

Action is continuing to further improve performance in these 4 areas.

8. Finance

All costs incurred in meeting these response times are contained within existing budgets.

9. Risks and Uncertainties

Streetpride is now a high profile Council Service. There is a risk that if the demand for services rises, there may be some reduction in performance response times compared to current levels.

10. Policy and Performance Agenda Implications

Improving Streetpride's response times in respect of all 26 services makes a significant contribution to the delivery of the Council's Sustainability and Safer Rotherham agendas - particularly in respect of the removal of abandoned cars, fly tipping and graffiti, as well as the repair of street lighting faults and highway defects.

11. Background Papers and Consultation

Appendix 1 - Streetpride response times (produced jointly with Housing and Environmental Services)

Contact Name : *Jon SurrIDGE, Specialist Support Manager, Streetpride Service*
Extension 2908 e-mail: jonathan.surrIDGE@rotherham.gov.uk

APPENDIX 1 - STREETPRIDE RESPONSE TIMES

STREETPRIDE RESPONSE TIMES		Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	% meeting target response times	% meeting target response times	Comments
Resp	Request for Action	Jul-04	Aug-04	Sep-04	Cumulative (Year to Date)	Average this quarter						
	Target Response 2004/05											
Steve Wibberley	1(a) Make safe dangerous overhanging trees/vegetation on highway/land. 1(b) Cutting back will be carried out within 5 days.	0	100%	1	100%	0	100%	0	100%	100%	100%	Target fully met this quarter
Steve Wibberley	2(a) Make safe dangerous overhanging trees/vegetation on private land. 2(b) After 14 days a 14 Day notice will be served on the owner and then cutting back will take place.	3	100%	5	100%	8	100%	0	100%	100%	100%	Target fully met this quarter
Graham Weaver	3 Estimate/license for vehicular dropped crossing.	1	100%	1	100%	0	100%	0	100%	100%	100%	Target fully met this quarter
Bob Stevenson	4 Street light out.	26	100%	28	100%	17	100%	32	97%	98.5%	98.0%	Target fully met this quarter
Mick Powell	5(a) All lights out - 4 hrs 5(b) Faulty traffic lights.	34	97%	21	100%	2	100%	18	100%	100.0%	97.3%	Target fully met this quarter
Steve Wibberley	6 Dangerous defect in carriageway.	196	88%	285	82%	354	79%	2	100%	78.8%	83.0%	There has been a significant increase in the number 'resident' reports in the last 2 months. The number reported per month has almost doubled since June. The average response time during the quarter was 2.96 days
Steve Wibberley	7 Dangerous defect on footpath.	4	100%	11	100%	2	100%	14	100%	100.0%	96.7%	Target fully met this quarter
Nigel Deffley	8 Removal of fly tipping	7	100%	12	92%	18	100%	24	100%	98.7%	76.3%	Performance improved in September following resolution of the problems with asbestos disposal. The average response time during the quarter was 0.85 days
Janet Walklate	9 Removal of dog mess	15	93%	20	100%	14	100%	229	91%	79.5%	98.0%	Target fully met in July and August
		35	100%	24	100%	24	100%	17	94%	99.0%	98.0%	Target fully met in July and August

APPENDIX 1 - STREETPRIDE RESPONSE TIMES

Resp	Request for Action	Target Response 2004/05	Jul-04			Aug-04			Sep-04			Cumulative (Year to Date)	Average this quarter	Comments
			7	100%	3	100%	1	100%	100%	100%	100%			
Steve Finley	10(a)	Burnt out - within 24 hrs	7	100%	3	100%	1	100%	100%	95.8%	100.0%	Target fully met this quarter		
	10(b)	Removal of abandoned car.	7	100%	6	100%	5	100%	100%	100%	100%	Target fully met this quarter		
	10(c)	Runner - 15 working days	4	100%	3	100%	4	100%	100%	100%	100%	Target fully met this quarter		
Steve Wilberley	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus. 4 hrs to make safe and inform the owner. Owner to carry out repairs.	19	100%	18	100%	15	100%	99%	100%	100%	Target fully met this quarter		
Janet Walklate	12	Clear up spillage on carriageway. 4 hrs	33	100%	41	100%	36	100%	100%	100%	100%	Target fully met this quarter		
Janet Walklate	13	Empty overflowing litter bin/dog bin. 4 hrs	3	100%	1	100%	3	100%	100%	100%	100%	Target fully met this quarter		
Graham Kaye	14(a)	Clear blocked gully causing severe ponding. 4 hrs to sign and guard with, blockage relieved within 1 working day.	18	100%	51	100%	3	100%	100%	100%	100%	Target fully met this quarter		
	14(b)	Empty missed wheelie bin (if reported within 24 hrs of being missed). Same or next working day.	18	100%	51	100%	3	100%	100%	100%	100%	Target fully met this quarter		
Adrian Gabriel	15	Remove bulky item (after receipt of payment). 10 working days.	638	100%	579	100%	594	100%	100%	100%	100%	Target fully met this quarter		
Nigel Deffley	17	Remove racist or offensive graffiti. Within 24 hrs subject to agreement of property owner.	11	100%	11	100%	14	100%	100%	100%	100%	Target fully met this quarter		
Mark Ford	18	Request for a Warden visit. 98% within 5 working days.	147	100%	151	100%	128	100%	99.7%	100.0%	100.0%	Target fully met this quarter In the quarter 122 litter and 36 dog fouling fixed penalty notices were issued. Of these 29 arose in part from the "Don't Be a Tosser" campaign and the Eyes and Ears initiative particularly promoted to the Streetpride workforce. The total number of fixed penalty fines from the 1st April 2004 is 199 and 61 respectively.		
Mark Ford	19	Clear up drug litter. 95% within 3 hours	25	100%	15	100%	13	100%	100%	100%	100%	Target fully met this quarter The collection of drug litter from public places is a cross Council initiative and overall for the year all 142 notifications have been removed to safety within the 3 hour target. Of these the Neighbourhood Warden team have removed more than 50% (79) of the total.		
Mark Ford	20	Report of a stray dog. 85% actioned within 24 hrs.	101	100%	87	97%	115	88%	90.5%	95.0%	95.0%	Target fully met this quarter For the year to date there have been 557 reports of stray dogs and despite there being only one employed Dog Warden overall response performance (90%) has exceeded target. This has been the result of both the realignment of support for the Dog Warden and also re-engineering of the handling of service requests within the Neighbourhood Enforcement team.		

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors for E & DS Meeting
2.	Date:	8 November 2004
3.	Title:	Waverley Link Road. Report on Progress and Public Consultation
4.	Programme Area:	Transportation Unit, Planning and Transportation Service

5. Summary

It is proposed to post questionnaires to at least 8,000 householders in the vicinity roads that could be affected by the proposed Waverley Link Road and to hold three public exhibitions regarding the proposal.

6. Recommendations

That Cabinet Member receive the report and approve the methodology for consulting the public regarding the Waverley Link Road options.

That the report is referred to the Regeneration Board and the Planning Board for information.

7. Proposals and Details

Background

Members will recall a report recommending a new link road linking the A630 with B6200 Retford Road, which helps accommodate increased vehicular movements associated with the development of the Waverley/Orgreave site, while minimising adverse impacts on people and the environment. A number of options were examined and Cabinet Member resolved to receive the feasibility report and support the preferred option. In order to make progress a number of steps need to be taken;

- Appraise options in line with DfT guidance
- Show broad public support
- Submit an annex E statement to the DfT, which includes the above information

Progress is contingent on the successful completion of the above steps and on a positive outcome of DfT's consideration of the Annex E submission.

Framework transportation consultants have been appointed to undertake traffic modelling and associated work across the borough for the next three years. The contract was tendered and won by MVA. MVA are currently preparing the Annex E statement. Amongst other things an annex E submission has to show broad public support for it to be acceptable to the DfT. MVA have suggested a model for the consultation exercise, which is summarised below. In considering this round of consultation recognition has been taken of the consultation that has been carried out so far and the information that has already been collected. It also anticipates further consultation in the future regarding design details and what can be done to mitigate adverse impacts. It is recognised that new highways can lead to controversial decisions and there is likely to be a high level of public interest. It is likely that there will be conflicting views since, even if a link road is deemed to be a 'good thing', no one is likely to want it in their own back yard. The responses obtained will inform the decision regarding whether or not to proceed with the procurement of a link road. It is also worth remembering that the high level of public involvement, regarding the whole of the Waverley proposals, has led to a high expectations with regard to further consultation in this area.

Methodology

At this stage in the consultation process it is considered that direct consultation with the people who are most likely to be affected should form the basis of the exercise. To this end self-completion surveys will be distributed to residents in a defined area. By this means we should be able to obtain the first hand views of local people. To encourage people to respond, and to answer queries where possible, it is proposed to hold three one-day exhibitions, which will hopefully raise interest in the project and enhance the response rate. The

suggested venues are Catcliffe Memorial Hall, Treeton Reading Rooms and Woodhouse Mill Working Mens Club.

There are a number of community organisations operating in the vicinity of Waverley whose views need to be taken into account. These groups are likely to be well informed about the plans for the Waverley area so their contribution will be valuable. It is proposed to write to these to keep them updated and to invite them to comment on the alternative proposals and raise any other issues regarding a possible link road.

Questionnaires

A draft mock-up of the proposed questionnaire is attached to this report.

Bearing in mind the likely response rate it is suggested that questionnaires be distributed to between 8,000 to 10,000 households. It is proposed to define an area, which includes those who are most likely to be affected by any decisions taken. This is likely to include households in the Woodhouse Mill, Orgreave, Handsworth, Catcliffe and Treeton areas. It is the intention to deliver a questionnaire to every household in the area selected.

The survey will ask respondents to rank scheme options, rather than just identify their preferred option. This will help in balancing the views of the consultees with other factors such as cost and environmental impact. If the public were just asked to select a preferred option the information obtained would not help if this option proved to be unfeasible. In addition we propose to seek the reasons for their most preferred and least preferred option to assist in understanding the public's viewpoint.

The suggested options for consideration are; do nothing, do minimum (capacity improvements to the existing roads), a link road across the playing field and a link road around the back of the sewage works. The questionnaire will give the benefits and drawbacks of each of the options. It should also mention that that other options have been considered but these are not being developed as they are not considered to be viable. However, any comments about these or any of the other schemes will be accepted.

Each respondent will receive a personally addressed envelope containing the questionnaire together with a covering letter and a pre-paid return envelope. Three weeks will be allowed for the return of completed questionnaires.

Analysis and Feedback

Questionnaires will also be made available at exhibitions but these will be analysed and reported separately to those received from the selected area. In part this is to try and reduce the possible effect of multiple returns from individuals. Weighting by geographical area could be considered if the sample is biased by a unrepresentatively large response from a particular area.

It will be relatively easy to feedback the results of the consultation exercise to community groups but much more difficult to reach the individual respondents. This needs to be considered further.

8. Finance

The cost of the postal survey is estimated to be £10,000. The cost of holding public exhibitions and any press advertising is additional. It will be paid for from funds allocated for implementing the LTP.

9. Risks and Uncertainties

We cannot show broad public support for a link road, in which case there is no point in proceeding with the scheme. If this happens the Objective 1 funds allocated to this scheme may be lost as there is unlikely to be enough time to allocate them elsewhere.

People who are antagonistic to any proposals often criticise consultation processes. There is always more that can be done and some will claim, rightly or wrongly, that they have been excluded from the process. This could lead to adverse publicity against the council.

10. Policy and Performance Agenda Implications

A link road is proposed to assist with the regeneration of the Waverley/Orgreave site and hence supports the economy by encouraging new businesses and reducing unemployment,

A link road will remove some of the traffic from residential areas, creating a safer and pleasanter environment.

11. Background Papers and Consultation

Extensive consultation was carried out regarding the Waverley Masterplan which included the proposed link road. The public were asked 'How important is it to provide a new link road through the site to Retford Road to relieve local communities of traffic?' 66% of respondents considered it to be important and 18% considered it not to be important. Other transportation issues raised during the Waverley Masterplan consultations, which are relevant to a proposed link road, included;

- possible impact on property,
- the impact on the playing field,
- severance,
- alternative alignments,
- pollution,
- noise,
- justification, and
- timing.

Some of these issues will be addressed in detail as part of the preparation of an Annex E submission.

The following consultations were carried out during and following the preparation of the Feasibility Study as requested;

- 5 August 2003 - A presentation and a public meeting was held in Woodhouse Mill Working Mens' club,
- 17 December 2003 - Local Ward Members,
- 22 December 2003 - Feasibility Study reported to Cabinet Member for Economic and Development Services.
- 12 January 2004 - Report to Rother Valley West AA,
- 29 January 2004 - Report to South Yorkshire Technology Corridor Partnership,
- 17 June 2004 - Orgreave Parish Council

Further public participation is anticipated if the scheme is approved. This will cover the detailed design and the statutory consultation required as part of seeking planning permission and land acquisition, if required.

Waverley Masterplan - Public Consultation Response report to DPM 10 December 2003.

Contact Name: Tony Sarjeant, principal, extension 2958, e-mail: tony.sarjeant@rotherham.gov.uk. Designated Manager: - Ken Wheat, Unit Manager, extension 2953 e-mail: ken.wheat@rotherham.gov.uk

Waverley Link Road

We would be grateful for your views on the proposed options for a new link road. Please consider the information provided in the leaflet carefully and then answer the questions as fully as possible. This should be done by ticking the appropriate boxes or writing your answers in the spaces provided. The survey is being administered by MVA Ltd on behalf of Rotherham District Council.

Please return your completed questionnaire by **Monday ??th December 2004** in the pre-paid envelope provided. If you require any assistance completing the questionnaire, please telephone 0161 236 0282. **ALL INFORMATION WILL BE KEPT STRICTLY CONFIDENTIAL AND ONLY USED IN RELATION TO THIS STUDY.** We adhere to the Data Protection Act and the guidelines of the Market Research Society.

Serial

SECTION 1: YOUR VIEWS

Q1 How strongly do you agree or disagree that a link road is needed to support the proposed Waverley Masterplan?

- | | | | | | |
|---------------------|--------------------------|---------------|--------------------------|------------------------|--------------------------|
| Strongly agree..... | <input type="checkbox"/> | Neither..... | <input type="checkbox"/> | Strongly disagree..... | <input type="checkbox"/> |
| Agree..... | <input type="checkbox"/> | Disagree..... | <input type="checkbox"/> | Don't know..... | <input type="checkbox"/> |

Q2 Please explain why you agree or disagree: (Please write in)

PLEASE CONSIDER EACH OPTION FOR THE LINK ROAD IN THE LEAFLET

Q3 Please rank the four options in order of preference, with '1' being your MOST preferred option, and '4' being your LEAST preferred option: PLEASE NOTE THAT ONLY FULLY COMPLETED ANSWERS WILL BE ACCEPTED FOR ANALYSIS I.E. JUST STATING THE PREFERRED OPTION IS NOT APPLICABLE

WRITE IN RANK 1 - 4

- Option A - Do nothing
- Option B - Do minimum
- Option C - Link road across playing field forming a junction with Retford Road
- Option D - Link road around the sewerage works forming a junction with Fence roundabout

Q4 Please give the reason for your MOST PREFERRED option: (Write in comments)

Q5 Please give the reason for your **LEAST PREFERRED** option: (Write in comments)

Q6 Please use this space if you have any further comments to make on the proposed Waverley Link Road. (Write in)

SECTION 2: ABOUT YOU

Q7 Are you? (Please tick one box only)

Male.....

Female

Q8 Which of the following age categories are you in? (Please tick one box only)

16-24 years

55-59 years.....

25-34 years

60-64 years.....

35-44 years

65 -74 years.....

45-54 years

75 years and over.....

Post Codes are required in order to prevent duplicate entries and for analysing responses by location of respondents. This information will not be retained longer than necessary and not used for any other purpose. No information will be made available which will identify individual responses.

Q9 Please write in your Post Code:

Thank you very much for completing this questionnaire.

Please return your completed form in the reply paid envelope provided by Monday ?? December 2004.

PUBLIC CONSULTATION

Waverley Link Road



The Waverley Masterplan

The Waverley Development Site is owned by UK Coal Mining Ltd and is the largest single source of brownfield land in Rotherham and the wider South Yorkshire area.

The development of the site has the potential to bring major economic, social and environmental benefits to Rotherham, Sheffield and beyond.

Part of this plan includes the potential to accommodate a link road providing a connection between the B6200 and the Sheffield Parkway extending the existing Highfield Spring. This link would improve access to the M1 at J31.

Proposed mix of uses

- A mix of housing and employment (job creating) development set within a new high quality landscape environment, with a key aim being to reduce the need for people to travel by providing job opportunities and community facilities for people living on the site and in adjacent areas.
- The concentration of employment development on the northern part of the site (53 hectares in total) and at public transport interchanges. The majority of buildings for employment purposes are proposed on an Advanced Manufacturing Park (AMP) with further employment development proposed immediately to the south of AMP. In total the proposals would provide the opportunity to create some 7,000 jobs, of which 4,500 are forecast by Yorkshire Forward to be created on AMP.
- Around 3,500 homes concentrated to the south of the employment development, benefiting from an attractive new environment aimed at accommodating the number of people (around 8,000) needed to support a good range of amenities, shops and essential public transport links.

**Have your say about proposals:
respond by Monday?? November 2004**

PUBLIC CONSULTATION

More information is available from these public 'Drop In's', where you can talk to us;

Date ?? ??-??pm Location

NEXT STEPS

The Council will consider all of the responses to the consultation. A decision will then be made on whether to make a bid to the Department of Transport for the necessary funding.



If the bid is successful, before any development there will be further detailed local consultation.

Further information on the proposals can be found at the following website:-

www.?????????

CONTACT OFFICERS

For further information on this project please contact:

?????

If you have any difficulty reading this leaflet and would like a larger print version or alternative format, please contact ????????????????

In order to provide adequate transportation links to development sites in the South Yorkshire Technology Corridor area (formerly known as the M1 SEZ), a study report by the Babbie Group recommended the construction of a link road, between the B6200 at Woodhouse Mill and B6066 Highfield Spring, amongst other things. Such a link road would relieve a significant proportion of the local community from the affects of additional traffic.

Map of proposed routes



For: No cost

Against: Residents of Retford Road in particular will face additional traffic.

Option B - Do minimum

For: Relatively low cost, some improvements to mitigate effects of additional traffic.

Against: Residents of Retford Road in particular will face additional traffic.

Option C - Link road across playing field forming a junction with Retford Road

For: Additional traffic to Waverley will divert from Retford Road to the new link road.

Against: Playing field divided by a road, proposed junction with Retford Road could impact on properties, some traffic may be attracted from other routes.

Option D - Link road around the sewerage works forming a junction with Fence roundabout

For: Additional traffic to Waverley will divert from Retford Road to the new link road and will bypass the edge of Woodhouse Mill.

Against: Less likely to be viable due to additional environmental impacts and cost, possible impact on properties on Smallage Lane.



By virtue of paragraph(s) 9 of Part 1 of Schedule 12A
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