

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

Venue: 3rd Floor conference
room, Bailey House,
Rawmarsh Road,
Rotherham

Date: Monday, 9 May 2005

Time: 1.00 p.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. Bus Strategy 2006-2011
4. South Yorkshire Passenger Transport Authority Bus Strategy Consultation (Pages 1 - 43)
Transportation Unit Manager to report.
 - to consider the response to the consultation.
5. Regional Transport Matters (Pages 44 - 47)
Transportation Unit Manager to report.
 - to report items on the agenda of the Regional Transport Forum – 6th April, 2005.
6. Petition requesting Traffic Calming on Melton Green, West Melton (Pages 48 - 50)
Transportation Unit Manager to report.
 - to report receipt of a petition.
7. Kimberworth Road/Bradgate Lane/Psalters Lane, Kimberworth (Pages 51 - 53)
Transportation Unit Manager to report.
 - to consider a danger reduction scheme.
8. Cortworth Lane, Wentworth (Pages 54 - 56)
Transportation Unit Manager to report.
 - to consider the provision of footway and pedestrian dropped kerbs.
9. Road Safety in Wales - Minutes of a meeting with Wales Parish Council (Pages 57 - 60)
Transportation Unit Manager to report.
 - to report the minutes of a meeting with Wales Parish Council held to discuss road safety issues in Wales.

10. Local Transport Plan - Performance Monitoring Control System (Pages 61 - 63)
LTP Delivery Manager to report.
 - to seek approval to purchase software system.

The Chairman authorised consideration of the following extra item:-

- 10.1 - Local Transport Plan 2001-2006 - Integrated Transport Capital Schemes:
2003-2005
11. Traffic Management Act 2004 - Implementation of the Act (Pages 73 - 80)
Network Regulation Engineer to report.
 - to consider how to deliver the requirements of sections of the Act.
12. Streetpride Performance Response Times (Pages 81 - 86)
Head of Streetpride to report.
 - to report the response times for 2004/2005.
13. Petition - Highway Trees, Rookery Road, Swinton (Pages 87 - 89)
Trees and Woodlands Officer to report.
 - to update Members following receipt of a petition from local residents.
14. Tender Report for Maltby Sure Start (Pages 90 - 93)
Design Consultancy Manager to report.
 - for information.
15. Minutes of a meeting of the Parish Liaison held on 29th March, 2005 (Pages 94
- 100)
 - to receive the minutes.
16. Minutes of a meeting of the Transport Liaison Panel held on 31st March, 2005
(Pages 101 - 108)
 - to receive the minutes.
17. Minutes of a meeting of the Local Development Framework Steering Group
held on 1st April, 2005 (Pages 109 - 112)
 - to receive the minutes.
18. Minutes of a meeting of the Tourism Forum held on 5th April, 2005 (Pages 113
- 118)
 - to receive the minutes.
19. Minutes of a meeting of the Town Centre Management Group held on 11th
April, 2005 (Pages 119 - 122)
 - to receive the minutes.

20. Minutes of a meeting of the Tourism Panel held on 25th April, 2005 (Pages 123 - 126)
- to receive the minutes.

Extra items authorised for consideration by the Chairman:-

- 20.1 - Waverley Link Road: Junction of B6533 Poplar Way/Europa Link with A630 Sheffield Parkway

Transportation Unit Manager to report.

- to consider a scheme of phased works.

- 20.2 - Conferences/Seminars

21. 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:-

22. CERB Funding for 8.42 Academy Construction Trades (Page 131)

Construction Co-ordinator/Economic Strategy Officer to report.

- to inform Members of change in location of the project and to request carry over.

(Exempt under Paragraphs 5 and 8 of the Act – grants/expenditure)

23. Request for CERB Funding for Get Sorted Music Academy (Pages 132 - 135)

Partnership Officer/Economic Strategy Officer to report.

- to consider a request for capital funding towards refurbishment of new premises.

(Exempt under Paragraphs 5 and 8 of the Act – grants/expenditure)

24. CERB Update report for 2004/2005 (estimated expenditure) (Pages 136 - 145)

Economic Strategy Officer to report.

- to provide information regarding expenditure and output achievements during 2004/2005.

(Exempt under Paragraphs 5 and 8 of the Act – grants/expenditure)

25. RiDO Business Development Team End of Year Report for 2004/2005 (Pages 146 - 177)

Research and Database Co-ordinator to report.

- to report the full activity of the RiDO Business Development Team for the period April 2004 to March 2005.

(Exempt under Paragraphs 1 and 8 of the Act - staffing/expenditure)

26. Revenue, Fee Billing, Trading and Capital Resources Monitoring Report for 2004/2005 (Pages 178 - 189)

Finance and Accountancy Manager to report.

- to report on the performance against budget.

(Exempt under Paragraph 8 of the Act – expenditure)

27. Report of a Stage 3 Complaint Panel held on 4th April, 2005 (Pages 190 - 191)
- to note the report.

28. Report of a Stage 3 Complaint Panel held on 7th April, 2005 (Pages 192 - 196)
- to note the report.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Matters
2.	Date:	09 MAY 2005
3.	Title:	SYPTA Bus Strategy consultation
4.	Programme Area:	Planning & Transportation Service

5. Summary

The report outlines a response to SYPTA's consultation on the Bus Strategy for South Yorkshire 2006-2011.

6. Recommendations

Cabinet Member is asked to agree the response to consultation as outlined in this report and refer the consultation questionnaire and responses to Regeneration Scrutiny Panel for information

7. Proposals and Details

South Yorkshire Passenger Transport Authority is consulting on a draft Bus Strategy which will form part of LTP2 2006-2011. The Council has been invited to comment on the Bus Strategy by responding to a questionnaire.

The attached draft Bus Strategy (**Appendix 1**) sets out the trends in key indicators, with patronage, reliability, punctuality, coverage and passenger satisfaction continuing to decline. Car ownership and the ability to drive are continuing to increase and the cost of using a bus is growing much faster than motoring costs. As a result, in the absence of any intervention, patronage is likely to continue to decline.

A strategy to achieve growth is set out, based on making the most of the current system and directed improvements for specific segments of the market. The key role of bus services in providing accessibility and helping to address social exclusion is also set out. Key actions to improve the different stages of the bus journey are identified.

The Strategy recognises that similar actions were identified in the first Bus Strategy and that there is a need to consider more clearly options for delivery (including Quality Bus Contracts). A framework of key indicators is set out which identifies clearly the standards of service and outcomes that the PTA wishes to achieve and which will be used to evaluate the different delivery options.

The responses to the questionnaire as attached (**Appendix 2**) are from officers in the Transportation Unit and Chief Executives office. Whilst it is apparent that in the current legislative framework, there is little that the PTA can do to influence the performance and operation of commercial services, there is considerable scope for using the funds currently allocated to supported services to provide these services in a more cost effective manner.

8. Finance

There are no immediate financial implications arising from the consultation.

9. Risks and Uncertainties

The Council must be prepared to support the implementation of the strategy fully or risk compromising the progress towards sustainable transport targets detailed in the following section.

10. Policy and Performance Agenda Implications

The South Yorkshire Bus Strategy should support the Council's Travel Plan, in respect of the latter's aim to reduce single occupancy car travel. In addition it will contribute to the Council meeting Local Transport Plan, Service Plan and CPA targets as well as other corporate objectives such as the Carbon Management Project, the Environment Strategy and the Alive, Safe, Learning, Achieving and Proud themes in the Corporate Plan and Community Strategy.

11. Background Papers and Consultation

Appendix 1 Bus Strategy 2006-2011 SYPTA (Consultation Draft)

Appendix 2 Consultation Questionnaire: suggested responses

Contact Name: Steve Brown, Transport Planner, Planning & Transportation Service, (extension 2186); stephen.brown@rotherham.gov.uk

South Yorkshire Passenger Transport Authority

Appendix 1

Bus Strategy 2006 - 2011

South Yorkshire, Making the Bus a Better
Choice

Consultation Draft Issued 9th March 2005

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South Yorkshire's Objectives

What do we want from our bus network?

This South Yorkshire Bus Strategy is part of our second (2006-2011) Local Transport Plan (LTP). LTP (2006-2011) aims to underpin and sustain support for South Yorkshire's renaissance as a world-class economic driver by supporting new investment and sustained regeneration. Transport measures will be targeted so that accessibility to new and existing jobs, homes, services and opportunity can be improved, but without contributing to congestion or worsening the negative impacts of traffic growth arising from improved economic performance. This is best achieved through a public transport led strategy.

The bus is, and will remain, the most well used and flexible form of public transport in South Yorkshire. It therefore forms the backbone of the LTP strategy and improvements to the performance, quality and connectivity of bus services are vital to the LTP's success.

Passenger Transport Authority (PTA) Objectives

The PTA's vision for public transport in South Yorkshire is that it should:

- Meet the needs of the people and businesses of South Yorkshire;
- Be affordable, accessible, reliable, safe, well publicised and easily understood;

and become the travel choice for all.

In support of the South Yorkshire Local Transport Plan objectives, the PTA has adopted the following goals:

- I. Providing a realistic alternative to the car (*Modal Shift*)**
- II. Providing quality transport for those without use of a car (*Social Inclusion*)**
- III. Providing good public transport services, linking business to employees and customers (*Sustainable Access*)**

The national, regional and local context for these is shown in Appendix A.

What do these Objectives Mean for the Bus Strategy?

Modal shift is required to assist in minimising the effects of traffic growth. To succeed in achieving *modal shift* we must ensure that people are using public

transport instead of the car. This will help lead to an **increase** in passenger numbers. Achieving an increase is actually essential if the bus network is to also expand to help improve *social inclusion* and *sustainable access*. A continuing decline in bus patronage will lead to more of the bus network starting to lose money and hence needing more and more public subsidy just to maintain existing accessibility. Our strategy must therefore:

- *Retain* existing customers;
- Attract customers *back* onto public transport who are now using it less than they used to;
- Offer *better and new* opportunities for people to access jobs, facilities and services by public transport.

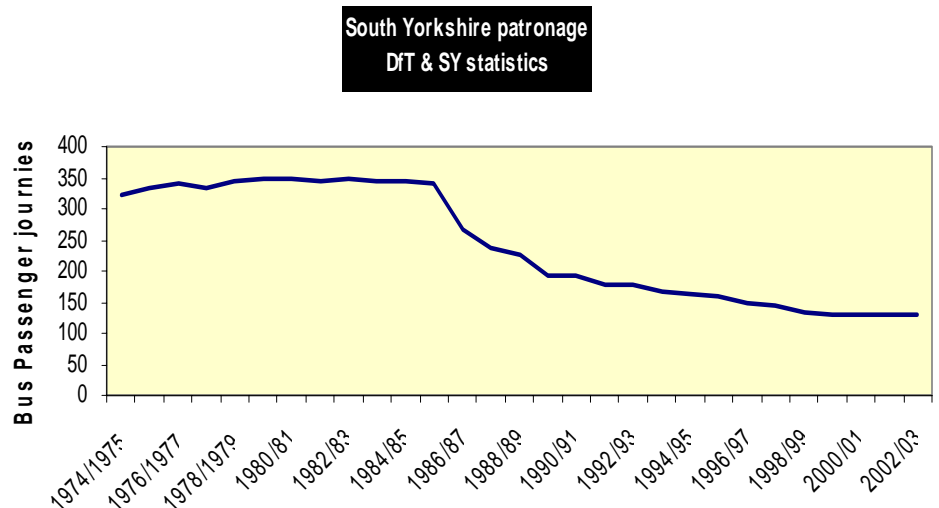
To clarify what we need to do we must first identify what are the key drivers affecting bus patronage and review the effects of our actions from the Bus Strategy (2001 – 2006)

Trends

Trends in key indicators over the last few years, both individually and collectively, provide a comprehensive picture of where we are now and where we appear to be heading if nothing changes.

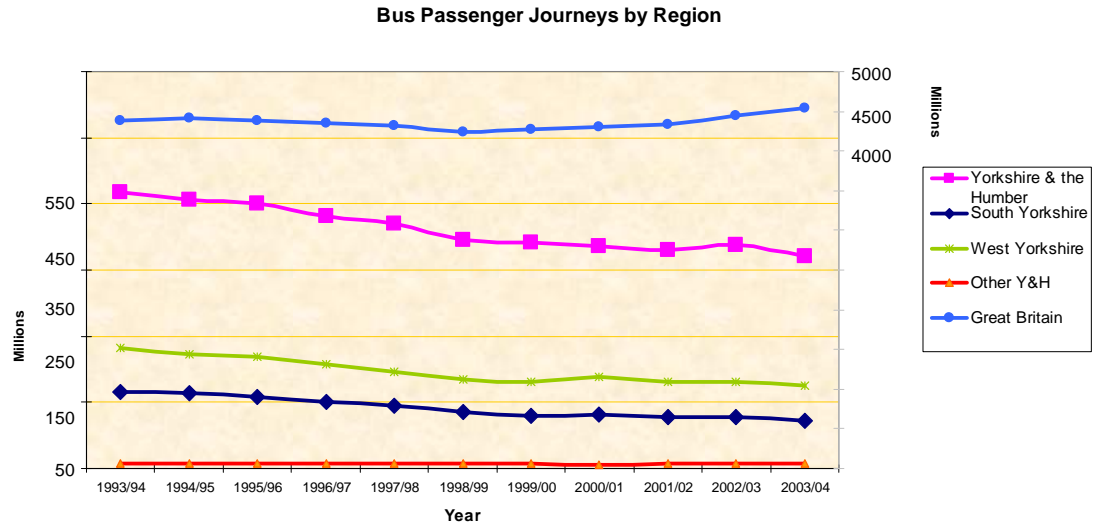
The key messages are:

- Bus patronage locally has declined significantly since bus deregulation in 1986, although that rate of decline has slowed.



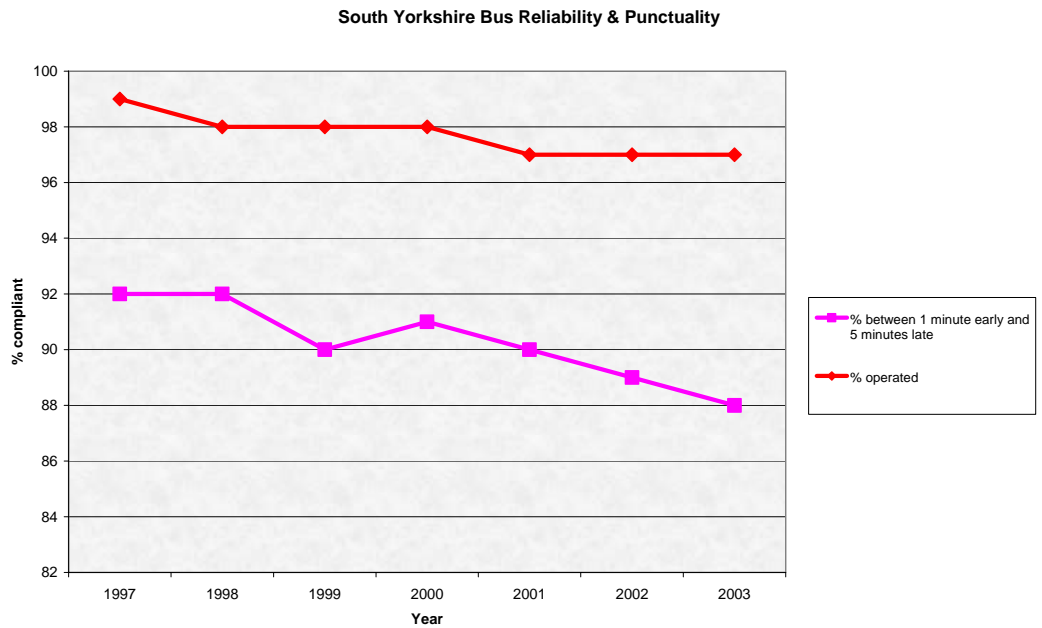
• Figure 1

- Nationally however, recent trends have seen patronage starting to rise again, principally driven by increases in London, but also helped by successful projects in areas such as Cambridge, Harrogate, Brighton and Leeds city. This demonstrates that growth can be achieved, given the right conditions and an attractive product.



• Figure 2

- Bus service punctuality and reliability in South Yorkshire have declined steadily over the past 7 years.



• Figure 3, Source: SYPTE O/D Surveys

- Bus passenger satisfaction has also declined reflecting the falling reliability and standard of service overall.

	2000/01	2002/03	2003/4
SY Passenger Satisfaction with Bus Services	58%	51%	To be added

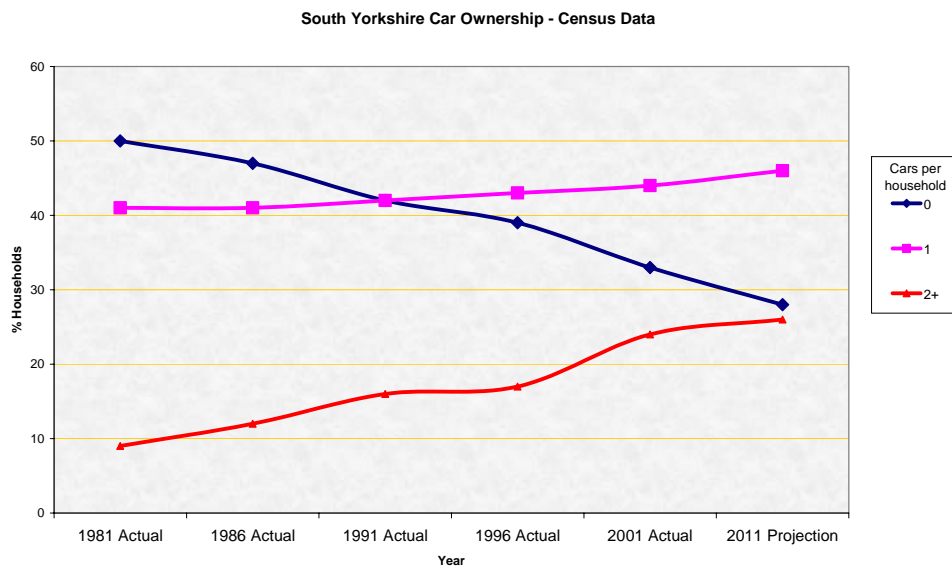
• Table 1

- In the period 2002 – 2005, the number of customer complaints received by SYPTE relating to bus services in South Yorkshire has been analysed, demonstrating that over 80% of complaints were due to three main subjects. Reliability/Punctuality, Staff attitude and Service stability. In addition, complaints per boarding are, proportionally, higher for bus than any other mode.

Issue	% of complaints
Service Delivery (Failed to operate and early/late running)	37.7%
Driver Issues/Failure to stop	35.9%
Service Alterations	8.1%

• Table 2 Source: SYPTE ecrm system analysis (Jan 2005)

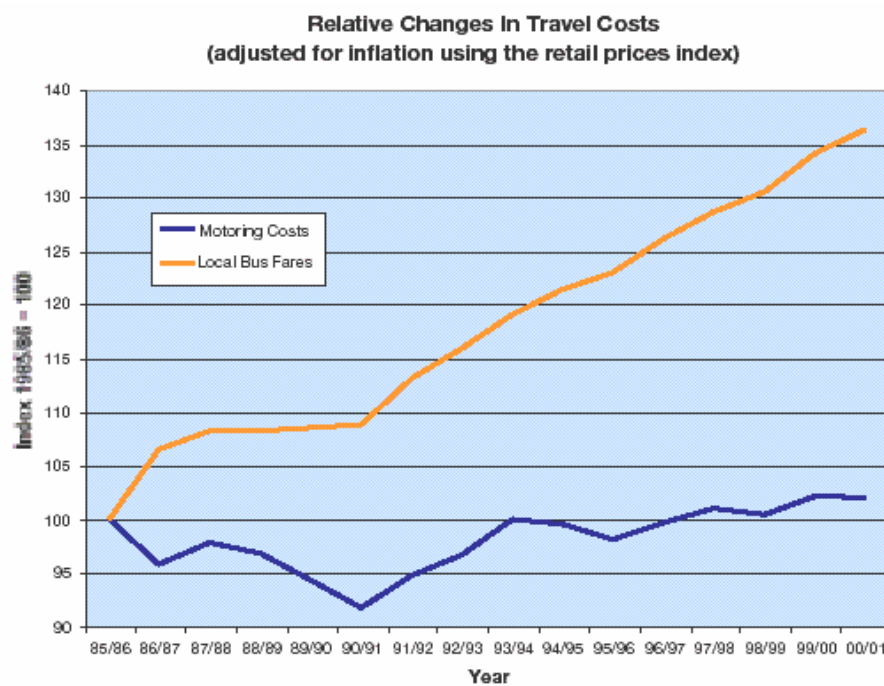
- A significant factor in the decline in patronage has been increased car ownership, with far more people having a choice as to whether they use a bus. Car ownership and the ability to drive (particularly amongst older people and women) is continuing to increase, whilst the number of households without a car is falling.



• Figure 4

- Faced with increased costs and declining fares income, the operators have tended to increase fares at above inflation rates (and, to an extent, reduce services) to maintain profitability. This in its turn lowers patronage further. The cost of using the bus is growing much faster than private motoring costs. Car usage costs are generally minor compared to car ownership

whereas the costs incurred by a bus customer are almost entirely usage related.



• Figure 5

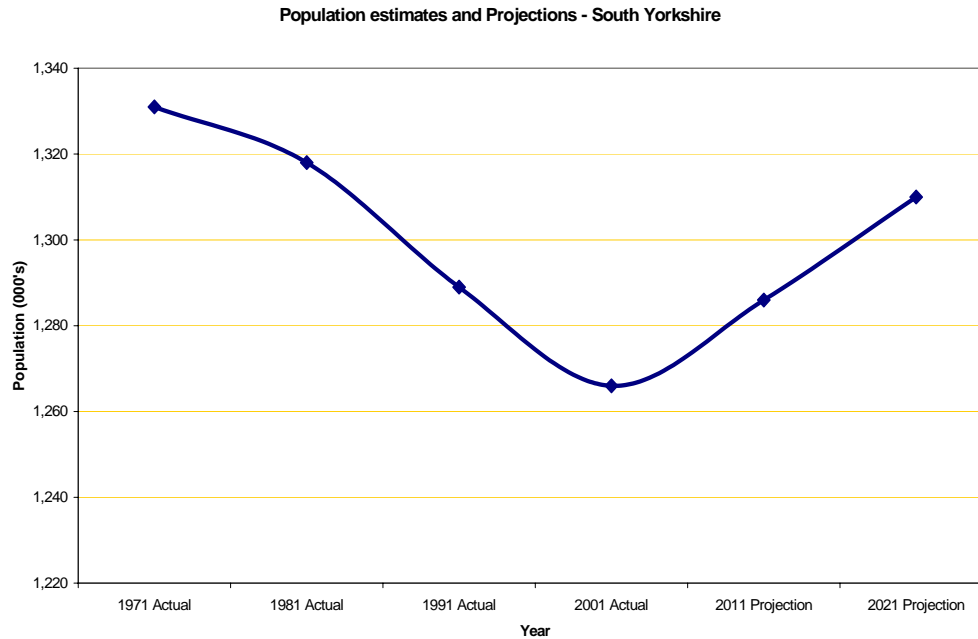
- The RAC's 2004 Motoring Report states that:

Motoring costs have remained virtually constant in real terms over the last 25 years. Motorists are unable to accurately calculate the overall running costs of their cars, underestimating by as much as 50% the cost of buying and maintaining a car, as well as the depreciation of the value of the car itself.

- However, Motorists' enjoyment of driving is falling;

Paradoxically, driving is for many people a negative experience - only one in four motorists actively enjoy driving, down from one in two in 1991

- Increasing South Yorkshire tram and train use and increased bus use in other areas shows that public transport custom can be increased.
- The local population has also declined over recent years but is now expected to start rising in the future. The graph below shows 10-yearly National Statistics figures along with projections for future growth. Whilst people will generally be living longer; living in smaller households and becoming more willing to travel further for work, shopping, etc. demand for travel will increase in the future.



• Figure 5. Source: National Statistics (Region in Figures, Winter 2004/05, 2.1)

In the face of all these trends, it is clear that significant changes will have to take place if the continuing decline in patronage is to be reversed but we can also see that this is possible as well as necessary.

Bus Strategy 2001 - 2006

Following consultation our first Bus Strategy (2001-2006) was developed to address the following issues:

- Increasing the reliability, speed, quality and overall image of the services;
- Improving accessibility, information and cost of the services;
- Ensuring that bus services support access to jobs and training and are available to the wider community;
- Increasing bus use, reducing car commuting and contributing towards improving health and the environment.

Detailed action plans set out proposals to improve all stages of the door-to-door bus journey. Regular monitoring of these plans has demonstrated clear progress in implementing significant parts of these action plans although, perhaps crucially, progress has been slower where projects have depended on concerted action by a number of different partners.

Whilst virtually all of the types of action identified in the first Strategy remain valid and need to be completed and/or continued, we need to consider how the Bus Strategy can be implemented more effectively. We must acknowledge that many of the actions that we have already carried out may have slowed an overall decline in bus usage but they have not yet reversed it.

Conclusions

- A continuation of current trends is clearly unsustainable. Significant actions are required to reverse the decline in bus use.
- These actions will need to take account of the increasing proportion of the population that have a choice as to whether or not to travel by bus. Bus will need to be seen as a quality means of travel and, in particular, issues of reliability and punctuality will have to be addressed.
- Despite many trends in favour of the car the negatives associated with increasing car use are creating an opportunity to grow bus use in the right circumstances, with viable alternatives.
- Proposals in the Bus Strategy (2001-2006) remain valid. However, with finite resources and funding, we need to better direct our future resources where they will achieve best effect and improve co-ordination between delivery partners. Prioritising our future actions must therefore be key to our new strategy, as it is very clear that we need to quickly achieve some tangible and measurable benefits setting us on our upward path.

A Strategy for Growth and Accessibility

Identifying what we *can* do and ensuring we achieve it.

Growth

If we wish to get more people using buses instead of cars, making the roads and the environment better for *everyone*, we must first focus on what the bus can do well and what people want it to do better.

There are many reasons why someone may start using the car more often than the bus. Often these are very specific to each individual so we cannot just say the bus will fulfil everyone's needs and that no one needs to use a car. That is not realistic. What we must do instead is, first and foremost, making sure that the bus is performing consistently well at what it is best at. We must ensure it is a sound and decent choice for the journeys and journey reasons that it is fundamentally designed for.

A number of successful projects have been implemented in South Yorkshire in recent years that have shown that new passengers can be attracted to buses where we focus on this very issue:

- Patronage has consistently grown on the 'Manvers Shuttle', developed in partnership with and with financial support from employers in the Dearne Valley and Dearne Valley College, from 1500 per week in the first year of operation (2000) to 7000 per week in 2004.
- Similarly, patronage on the A1 service (serving the Sheffield Airport Business Park and again partially supported by businesses) has risen since introduction with weekly patronage growing from 3000 to nearly 5000 in the past year. Passenger satisfaction is very high with a satisfaction level of 92%; nearly 10% of the passengers previously used a car for their journey. (SYPTE user survey 2004).
- Passenger satisfaction with the Bradfield Rural Network was also above the South Yorkshire level at 90% (SYPTE User Survey 2003). Patronage increased by 159% within 18 months following introduction of the revised network including new vehicles, simplified fares and a Customer Charter.
- Research on the Parson Cross CrossLink services indicated that 79% of passengers were regular users (3 days a week or more), overall satisfaction was 97% and the most popular

reason given for using the service was its reliability. (SYPT User Survey 2003)

We now also have clear evidence (supported from other, non-transport sectors, too) that a clear focus on improving our basics will produce significant benefits, not just for those services but in generating faith in new services. Relevant projects in other areas of the country (outside London) demonstrating growth include:

- In West Yorkshire a number of successful Guided Busway schemes have been implemented in Bradford and Leeds. Implementation of the Manchester Road Guided Busway scheme as part of the South Bradford Quality Bus Initiative resulted in increased bus patronage of up to 20% at certain times of day, reduced delays to buses, shorter bus journey times at peak and reduced peak traffic flows.
- Brighton & Hove have implemented a very strong marketing and branding campaign since becoming part of the Go Ahead Group in 1993. More recently a £1 flat fare was introduced in 2001 (now £1.30) which helped to make travel more simple and attractive. Patronage has grown by almost 5% each year for the past seven years. Partnership working with Brighton and Hove Council has also provided improved bus stops, real time information and bus priority.
- Harrogate and District took a bold step with the Route 36 from Ripon to Leeds through Harrogate. Investment in 12 brand new low floor double deck vehicles with special livery, high back leather seats, tinted windows, 'Next Stop' information, and improved leg room attempted to attract car users to the bus. The service was a success and several improvements have since been made with the service now operating every 20 minutes on weekdays. Integrated ticketing with other services now means there is no interchange penalty for passengers connecting to the 36 from other services in the area.
- Edinburgh's Greenways are clearly marked bus, taxi and cycle priority lanes with improved shelters and passenger information and have a dedicated team of enforcing Wardens, complementary traffic calming and all day priorities to improve the quality of service offered. These have so far provided general traffic flow reductions, bus journey time improvements, and patronage increases.

These 'Best Practice' examples show principles that need to be rolled out to the rest of the bus network. They have required pro-active intervention from the public sector to specify the services that are required and ensure that bus services serve and link people to new job opportunities. They have shown success in focused partnership working, but again this has required action from the public sector to make it happen and to sustain it.

Target Markets:

We need to make sure there is nothing preventing the bus from realising its best attributes where it *should* be good. We also need to concentrate on those people who are closest to the decision point of either increasing their use of buses or of reducing their use – i.e. Attracting those who are potential “joiners” and retaining those who are potential “leavers”.

New projects must focus on providing the good, basic service we refer to above where it is not currently being provided but there is good potential to attract customers to such a service if it were there.

Growth (*Modal Shift*) Strategy Summary:

- i. Making the most of what we’ve got:**
Focussed on public transport’s key selling points, highlighting where and when it is successful. Maximising and selling its strengths and reducing the impact of negatives.
- ii. Specific actions for identifiable groups and locations:**
Targeting specific market segment(s) and journey purpose combinations.
Targeting specific geographic areas or corridors of greatest potential.

We expand on each of these below:

Making the most of what we’ve got

- i. Making the most of what we’ve got:**
Focussed on public transport’s key selling points, highlighting where and when it is successful. Maximising and selling its strengths and reducing the impact of negatives.

In the past we have concentrated too often on addressing public transport’s weaknesses without really making the most of its positives: i.e. When, where and what public transport is good at.

Under this strategy we therefore intend to define what a **good** bus offer is; making the most of this where we have it; removing barriers to it where it isn’t quite there, and; bringing as much of the rest of the network as we can up to that **good** service. This strategy is about consistently delivering a service that meets customer expectations.

We have therefore carried out research looking closely at what customers and potential customers see as key benefits of bus services and identifying where the bus has any natural advantages.

In broad terms buses are at their best when they are carrying large numbers of people into and from main centres for a variety of purposes. However, they are not always seen to be doing this as well as they could.

Let’s start by defining in broad terms what (from market research¹ and practicality) a good bus service should be:

- a.** The service should be quite frequent during the daytime, it can be less so in the evenings or Sundays but not be

¹ See references section at the end of this document for sources.

	such a drop in frequency as to be off putting;
b.	The service must be reliable
c.	It should provide a consistent journey time comparable with alternatives
d.	The vehicle must be easy to get on and off, of good quality, clean and be somewhere you are content to sit for half an hour
e.	The stops must be reasonably close to your origin and destination
f.	It must be reasonably priced compared to alternatives
g.	You must know about it and it must be easy to use
h.	Where there are unavoidable barriers (for example interchange) the negative effects of these must be minimised

• Table 3 – basic requirements of a *good* service

Our action plan must therefore start with identifying where we already have the basis of our “plateaux” of good bus services in South Yorkshire – we’ll define this as being where a ten-minute or better daytime frequency exists and where evening/Sunday frequencies are a reasonable proportion of that service (at least one third).

Required improvements

We can now define in general terms the actions we wish to take to define or set a *good* core network that provides what is wanted and on which we can build.

Based on the “plateaux” of services providing a ten-minute or better peak time frequency:

a.	Identify where service levels are just below the peak time or evening/Sunday “plateau” frequencies and act to bring these up to that level.
b.	We must actively monitor these services to ensure reliability is maintained at a very high standard.
c.	Examine each of the roads used by these services; ensure buses are given adequate priority along these roads and actions taken to address all points on the bus routes that might hold up the bus, preventing it from offering a reliable service and good journey time.
d.	Good quality, new vehicles must be focussed on these routes with good standards of maintenance and cleaning (including during the day to keep up standards). Adequate seating and luggage capacity must be appropriate to the time of the day and main journey purpose at that time.

e.	Pedestrian routes to and from bus stops must be Attractive, Direct and Short. Buses must be able to get close to principal destination entrances
f.	Prices must be comparable or lower than alternatives; this will include re-examining parking policies and better explaining real driving costs to ensure a balanced approach.
g.	Information and reassurance information must be provided ensuring potential customers are more aware of good services and ticket purchase made easier than at present
h.	There must be no cost penalty and minimal time penalty for changing services where necessary

• Table 4 –strategy i. “best use”

Specific actions for identifiable groups and locations

ii. Specific actions for identifiable groups and locations:

Targeting specific market segment(s) and journey purpose combinations.
Targeting specific geographic areas or corridors of greatest potential.

For this approach we need to be clear of who we are aiming at and making sure that we are making the bus an attractive proposition for those people and journey purposes.

To ensure we can make a real difference we must avoid a very scattered approach to improvements as they may lose their effectiveness. We therefore need to focus on particular actions and benefits for the different groups that do or could use the bus.

This falls into two general areas – groups or segments of people who have common aims or needs because they share a similar journey purpose; and groups or segments of people who have common aims or needs because they share a similar origin or destination and are near to a service or potential service.

The main customer segmentations we need to consider in detail for different requirements are:

Commuting
Shopping
Social and leisure journeys
Education
Health
Location related
Time of day related
Mobility impaired and age related

• Table 5 – relevant customer segments

Our action plan must therefore start, as before, with identifying where we already have the basis of our “plateaux” of good bus services in South Yorkshire. We must also identify those services that are just below that “plateau” and could potentially be raised up to that level; and identify geographic areas where there is a high demand to a common destination but it is not currently being met as well as it could by bus.

Required Improvements

We can now define in general terms the actions we wish to take focussing on groups for whom we can make some specific improvements to increase the attractiveness of particular bus services and how to target useful information to these groups.

Commuting	<p>Introduce new Quality corridors offering good standards in areas where there is potential for significant growth in usage;</p> <p>Offer significantly increased opportunities for Park and Ride both in terms of locations and quality offered, based on the Park and Ride strategy attached to the new LTP (2006-2011).</p> <p>Ensure services meet customer expectations for: Reliability, Frequency, Consistency, Journey time, Image and comfort</p>
Shopping	<p>Ensure: Reliability, Adequate luggage space, Short walking distances, Acceptable cost</p>
Social and leisure journeys	<p>Improve off-peak provision and ensure suitable late/last services</p>
Education	<p>Convenient arrival and departure times, Acceptable cost, Adequate capacity</p>
Health	<p>Ensuring services exist at off-peak times, Short walking distances</p>
Location related	<p>Identify existing “corridors/areas of strength and potential” and target them with projects of active promotion and targeted removal/reduction of negatives</p> <p>Provide new/significantly more attractive services where bus services are not addressing potential or actual demand</p>
Time of day related	<p>Different pricing, Convenient arrival and departure times,</p>
Mobility impaired and	<p>Ensuring physical accessibility; Dial-a-ride services; Different pricing.</p>

age related

- Table 6 strategy ii. targeted actions

Based on our own and other areas' previous experiences we must be realistic and focussed in what we intend to do, ensuring our efforts are directed towards making real and valuable changes and complemented by general traffic demand management actions discouraging growth in car use where we are making real improvements to the bus service.

Accessibility

Addressing social exclusion and sustainable access

Poor access to work, education, health-care and other facilities can be a significant contributor to social exclusion. The bus network is obviously a key means of providing the accessibility that people need. Broadly we need to aspire to provide:

- A network of reliable services providing reasonable access to key destinations at the times people need to travel, supplemented by and integrated with dial-a-ride services;
- Understandable ticketing that provides travel at a reasonable, affordable cost;
- Easily available and understandable information about the services that are provided;
- Provision for interchange that allows people to change between services and other public transport modes easily when necessary;
- Infrastructure provision to ensure that those with mobility difficulties can use the system;
- Bus services of a high quality that are not regarded as a second class means of travel.

Accessibility Planning

The measures identified in the Bus Strategy will make a significant contribution to a more comprehensive approach to Accessibility Planning, which is being developed as a central plank of the LTP (2006-2011). Our vision is that communities should be able to work with service providers to obtain the access that they need. This will involve partnerships including community representatives, transport providers, and bodies such as the NHS, Jobcentre Plus and the Learning and Skills Council.

There will be a specific focus on the Neighbourhood Renewal Strategies of the four Local Authorities. However, it is recognised that significant pockets of transport-related deprivation may also exist outside of formal Neighbourhood Renewal areas and the needs of specific groups, such as disabled people also need to be addressed. Although public transport provision will be a key

issue, the role of all modes will be included, together with innovative solutions, not necessarily involving specific transport provision.

Key Actions

A focussed set of actions making measurable improvements

Our action plans must follow our Growth and Accessibility strategies above but also consider the customer priorities we have looked at in greater depth below to then give us a clear set of actions to achieve during this LTP period 2006-2011.

Customer Priorities

The overall journey from home to destination and back again is a chain consisting of several separate elements. However, any chain is only as good as its weakest link so we are arranging our actions, prioritising these to make sure we achieve the best results first and get best value for money from our resources.

To help us do this we have looked again at the bus journey, seeing it as a chain made of the following links:

Journey Planning (where you decide to make a journey, usually home)

Journey to Stop (walk route to bus stop, or drive/cycle route if park and ride)

Wait at Stop (Waiting for the bus)

Boarding Vehicle (Getting on the bus, including cost)

Journey on Vehicle (Travelling on the bus)

Alighting from Vehicle (Getting off the bus)

Interchange (Getting another bus/tram/train, when necessary)

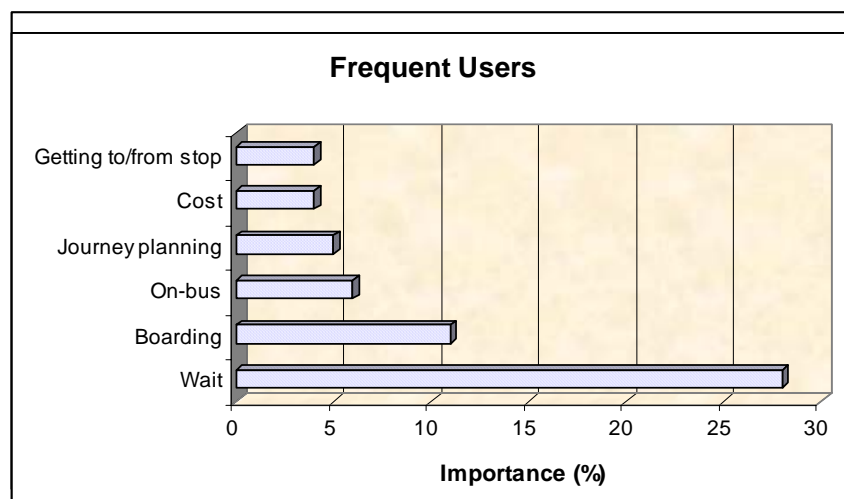
Journey to Destination (Walk route to destination)

Return (Return journey, which also contains the above)

We have then asked customers and potential customers which elements of the overall journey are the most important.

Key Findings – The most important steps in the journey for infrequent customers are waiting for the bus (punctuality/reliability and the waiting environment), boarding the bus (including cost), the journey on the bus itself and journey pre-planning. These issues are mainly shared by frequent users, although with a different priority between them.

• Figure 6



• Figure 7

Quality Quantification Surveys have been carried out in South Yorkshire in 1996, 1999 and most recent 2003. The research aims to find which attributes of their travel experience have the greatest (or least) importance and which they are most (or least) satisfied with. It also examines the aspects that, if improved, would be most likely to encourage bus use in non users.

Key Findings - 44% indicated that improvement in reliability, frequency and changes to fares would encourage bus use.

Individual Market Research exercises are carried out on projects that have been implemented locally. As identified earlier, some Best Practice examples have provided valuable Market Research information, but other services such as those implemented using Urban and Rural Bus Challenge funding, and also Customer Facing Services such as Interchanges and Customer Service staff are subject to regular Market Research.

A generic countywide Quality Bus Corridor Survey has been established to provide equitable baseline information for all proposed QBC routes. This enables us to identify major issues to inform the work programme, and target spending to greatest effect.

Key Findings – The two factors that give rise to the lowest level of satisfaction in QBC surveys are consistent - reliability and frequency.

Key Actions

In response to this market research we have identified actions against each of the six links or journey stages shown above that are of most priority to our customers. Many of these are directly linked to the National Objectives contained in the White Paper (Chapter 1). These links are shown in bold italics



Journey Planning

Clearly someone who has not used the local bus service before, or for a long time will need to know as much as practical to make a journey, however, pre-journey information was also seen as very important to frequent users, partly because customers now expect fairly frequent changes to their services or fare, particularly if their journey might involve more than one vehicle.

Actions:

- Greater stability to services and fares with the development of a more simple network that is easier to understand and promote;
- Ensure services meet changing needs, particularly as new job opportunities are created;
- Increase opportunities and locations for customers to access printed, electronic and verbal information;

- Increase opportunities for customers to access personalised information;
- Information regularly posted directly to homes and businesses.



Waiting for the Bus

Amongst both frequent and infrequent customers alike the most important element is the unknown delay in waiting for the bus – our highest priority therefore is to make buses more **reliable** and **punctual** by addressing the main causes of delays² and provide genuine arrival time information.

Actions:

- Quality Bus Corridors including;
 - Bus priorities where and when required along the route and within town/city centres including dedicated bus lanes;
 - Priority to buses at traffic signals, including bus and bus/tram gates;
- Enforcement of relevant laws and regulations;
- Effective service and fleet management
- Real time bus arrival information at stops and through other media
- Innovative ticketing solutions including pre-payment and off vehicle sales to reduce boarding times



The Waiting Environment

Whilst customers do not wish to wait long for their bus they want that waiting environment to be **safe**, be of a reasonable standard of lighting, cleanliness and maintenance, providing relevant information about the bus service, cost and duration of journey and preferably with some shelter.

Actions:

- Interchange and Mini-interchange development;
- Displaying relevant information at stops;
- Shelter provision where practical;

² See references section at the end of this document for sources.

- Suitable maintenance programme
- Improve safety and security



Boarding the Bus

Actually getting on the bus is seen as a key issue with level boarding wanted, a welcoming and helpful attitude, quick and efficient entry, adequate luggage space handily located.

Actions:

- New, DDA compliant vehicles will provide better entry and more space;
- Customer service training of staff;
- Luggage space appropriate to journey purpose;
- Increased advance ticket purchasing will speed boarding and reduce overall journey times
- Enforced clearways at stops to get rid of parked cars preventing close access to pavement



Cost of Journey

This is seen as a much greater issue amongst infrequent users than regular users for more than one reason – Some find the cost very high; some perceive the cost as high compared to the car due to underestimating the cost of car use; some have an incorrect perception of the cost. We must address all of these to make the bus **good value**.

Actions:

- Improved availability of discounted tickets to those in need.
- Make it easier for customers to create personalised tickets at the lowest cost for their particular journeys;
- Provide more advance information about fares (pre-journey and at stops);
- Create more simple fare structures with greater use of off vehicle sales
- Educate more widely the real costs of car use;



Journey on the Bus

The key issues here are ensuring a well maintained, ***clean, comfortable and attractive*** environment with sufficient space, a reasonable journey time and information about the next stop due, similar to that provided on Tram and Train.

Actions:

- Improving journey times as per actions under Waiting for the Bus, above;
- An accelerated vehicle replacement/refurbishment programme providing a contemporary environment;
- Litter removal at bus termini;
- Maintenance programme to keep a good quality interior;
- Next stop announcements and route maps displayed

Additional Requirements

As we make these improvements we must sell the benefits, ensuring that customers and potential customers in particular, know about the improvements we are making. We need to significantly increase our levels of marketing, raising awareness and attracting customers to the bus.

The distinction between frequent and infrequent customers is important as frequent customers are generally well aware of the actual performance of bus services. Infrequent customers are more likely to have an alternative to the bus available and their views more often reflect their perception, rather than actuality.

We must also increase the number and standard of Park & Ride opportunities within South Yorkshire as these are very easily understandable, have a clear and fast service and meet the needs of many people where the bus service is unable to do so. A specific Park & Ride strategy has been produced to achieve this and is attached to the LTP (2006-2011) for implementation.

To further encourage bus use and to lock in the benefits of major investment, complementary general traffic demand management measures will reinforce the value and attractiveness of bus service improvements. The LTP (2006-2011) will outline the programme to be followed.

Programme

More detailed action plans will be developed, taking account of feedback from the consultation on the draft Strategy.

As part of this work, we are also developing a Bus Strategy model, taking account of recent local trends and experience from other areas, which will help us to understand the likely effects of different combinations of actions and inform decisions on optimising the future programme.

Options for Delivery

The Issues

The first Bus Strategy, as part of the first Local Transport Plan, set out clear aspirations for improving the quality associated with each stage of the bus journey. Clear targets for improvements in the key indicators of reliability, punctuality, passenger satisfaction and patronage were set out in the LTP. Significant progress has been made in implementing the programme set out in the strategy although, possibly crucial, progress in establishing voluntary quality bus partnerships along the major corridors of travel has been very slow. However, trends for all four key indicators have been in the wrong direction.

Although the research carried out in support of this plan has provided a clearer view of those aspects of the bus journey where improvements are likely to be particularly beneficial, it has confirmed the view that it is necessary to address the whole journey if we are to succeed in attracting more passengers. The crucial issue is therefore how we are to improve delivery, rather than changes to the content of the improvement plans themselves.

Work on improving the accessibility provided by the network, set out in Chapter 3, has confirmed that acceptable levels of accessibility could be achieved by a combination of service modifications alongside funding for additional services. Work on options for delivery need to consider how it will be possible to improve the efficiency with which resources are used to finance the overall network.

Strategy Partners

Looking at a bus journey in its entirety, from considering the journey options through to arriving at the destination, highlights the many different elements that make up a complete journey by bus. Showing it as a chain, as with all chains, it is only as good as its weakest link. Different bodies are, however, responsible for different links. Some of our lack of success in the first Bus Strategy has been due to issues of coordination and timing of actions between different bodies.

Therefore, it is very important that we achieve good partnership working between the following bodies:

- **South Yorkshire Passenger Transport Authority and South Yorkshire Passenger Transport Executive (SYPTA, SYPTE);**
- **Bus and Community Transport Operators;**

- **District Councils;**
- **South Yorkshire Police.**

There is also clearly a role for other partnerships with, for example, employers, development agencies, local communities and bus users in delivering specific elements of the Bus Strategy, but also with other transport operators to ensure integration with other modes of transport.

Options for Delivery

Broadly, three options exist for delivering improved services:

- Voluntary partnerships;
- Statutory Quality Bus Partnership Schemes under the Transport Act 2000;
- A statutory Quality Bus Contract Scheme under the Transport Act 2000.

Voluntary partnerships represent the approach currently being adopted for Quality Bus Corridors in South Yorkshire. This is a voluntary arrangement whereby the District Councils, PTE, Police and operators work together to improve bus services through priority measures, better buses and infrastructure, driver training and ticketing. Voluntary arrangements can cover a corridor or network and are founded on the basis that joint working achieves more for each partner than working alone. Such partnerships have to work within the full effects of the Competition Act.

A statutory Quality Bus Partnership Scheme (QPS) is an agreement whereby local authorities can prescribe quality standards to be met by operators when using facilities provided by these authorities. Such partnerships would normally be on a corridor by corridor basis, linking patronage to infrastructure investment. A QPS is a development of the voluntary agreement above. Both primarily influence quality by raising the standards of bus provision and infrastructure on a given route.

Its principal benefit is to commit all parties to delivery of enhancements to infrastructure and vehicles and ensure their use. It gains some exemption from the Competition Act. QPSs cannot include frequency, fares, ticketing arrangements or timing of services. Enforcement is by the Traffic Commissioner. It is a tool that is best employed in areas where suitable network resources exist (as it cannot stipulate frequency), but the quality of the product is not acceptable to passengers. It will, with highways support, enhance quality. The potential positive and negative effects on competition must be considered. Exemptions and implications for smaller operators must be assessed.

A statutory Quality Bus Contract Scheme (QCS) is effectively an arrangement whereby the PTE franchises the local bus service provision and can only be implemented when considered to be 'the only practicable way to deliver the Local Transport Plan'. The PTE determines the standards and network to be provided and will let contracts with operators granting them exclusive rights to the specified services. QCSs consider routing, frequency,

price and interchange efficiency with other modes. A quality contract is an option which would allow the Executive control over many of the areas of concern including quality and coverage, and has the potential for greatest impact. However, a contract must be sanctioned by the Secretary of State and would only be approved after lengthy consultation, and with the general agreement of all parties.

In taking the Strategy forward, the merits of all three options will be considered in relation to our objectives and targets.

Costs and Funding

As we have identified in Chapter 4, our prioritised actions will lead to a programme of work. This programme will have associated costs that will be quantified alongside potential funding streams including:

- LTP block funding – The principal source of funding for capital schemes totalling under £5million (the bulk of our schemes), bid for through the LTP document with progress and changes reported annually through the APR.
- LTP Major scheme funding – Appropriate for a limited number of capital schemes costing in excess of £5million, bid for by individual scheme and subject to detailed justification.
- “Kickstart” projects – A time limited source of revenue funding enabling bus services to be introduced in advance of an expectation of them being economically viable, bid for by individual scheme but against a limited national purse.
- Transport Innovation Funding – A new source of funding to support “innovative” approaches towards transport solutions – further information is currently awaited from the government on this fund.
- Private Sector Partnership involvement using increased farebox generation – Schemes developed in partnership with one or more operators where actions generating greater revenue on specific routes is supported by the operator cross subsidising less viable routes.
- Developer contributions from new land development – Capital and revenue support negotiated from developers towards bus services for those new developments, through the Planning process.
- Maximising potential revenue sources to help fund public transport services.
- Regeneration funding (Objective One, Yorkshire Forward or successors) – Mostly capital but also revenue funding for specific schemes meeting regeneration criteria, however these sources are expected to reduce in scale as European

funding is directed to other areas of Europe during this Bus Strategy period.

Indicators and Targets

Key Indicators

To monitor our progress we have identified a number of key relevant indicators to be measured across South Yorkshire as part of our LTP monitoring. These include

- Bus Patronage,
- Satisfaction,
- Punctuality
- Reliability
- Modal Split
- Accessibility indicators (under development).

Achieving progress against targets for these key indicators will be an important test of the success of the Bus Strategy. However, whilst these are good at showing the overall impact of our actions they can be slow to change at the South Yorkshire level and hide localised effects.

Indicators and targets by responsible body

So far in this document we have highlighted the most important issues and the related actions we will take to address them. Doing these successfully and in a timely manner in conjunction with complementary schemes will take us towards our targets for our key indicators. However, to ensure that they are actually delivered successfully and timely we need to monitor and measure the individual actions, ensuring they are delivering what we intend and enabling us to identify clear trigger points, soon enough for us to take appropriate contingency actions where necessary.

We have therefore assembled a series of more detailed and specific indicators by responsible delivery body, within each of the journey stage elements shown in Chapter 4 allowing the strategic management of our programme during its course. These indicators will be too specific to report in our APRs but will be reported to South Yorkshire's LTP Programme management process. Relevant implications will be reported in the APRs.

Journey Planning

Action	Main Responsibility	Principle Indicator(s)
Increase availability of	PTE	Satisfaction with

journey planner information		information
Increased use of Travel Plans	PTE, Districts	Number of companies with adopted travel plans

• Table 10

Waiting for the Bus

Action	Main Responsibility	Principle Indicator(s)
Bus priorities where and when required along the route and within town/city centres	District	(Route specific) Patronage Punctuality Reliability Satisfaction Percentage journey time saving
Quality Bus Corridors	District, PTE and Operator	(Route specific) Patronage Punctuality Reliability Satisfaction Percentage journey time saving Performance against Specific Quality Corridor agreement standards
Enforcement of relevant laws and regulations	Police and District	Number of fines issued [NEEDS MORE THOUGHT]
Effective service management	Operator	(Operator caused) Punctuality Reliability Lost mileage by type
Real time bus arrival information	Operator and PTE	Percentage services providing real time information Percentage accuracy

• Table 7

The Waiting Environment

Action	Main Responsibility	Principle Indicator(s)
Access to stops	Districts, PTE	Satisfaction % stops accessible % stops with shelters
Real time bus arrival information		Percentage stops providing real time information Percentage accuracy

• Table 11

Boarding the Bus

Action	Main Responsibility	Principle Indicator(s)
New vehicle designs speeding boarding and alighting	Operator	Average vehicle and refurbishment age Fleet profile
Customer training for staff	Operator	Percentage staff trained Passenger satisfaction with staff Number of customer complaints
Luggage space	Operator	Standard (Mystery shopper surveys)
More off-bus ticket purchasing	Operator and PTE	Reduction in overall per person boarding times Number of off-bus sales outlets
Enforced clearways at stops	Police and District	Number of fines issued

Cost of Journey

Action	Main Responsibility	Principle Indicator(s)
Discounted tickets for relevant groups	Operator and PTE	Take up of tickets Percentage quoting

		cost as a significant barrier
Personalised tickets	Operator and PTE	Yorcard take up
Advance fares information	Operator and PTE	Percentage stops with fares information
Highlight costs of alternatives	PTE	Marketing annual spend Percentage quoting cost as a significant barrier

• Table 8

Journey on the Bus

Action	Main Responsibility	Principle Indicator(s)
Accelerated vehicle replacement/refurbishment programme	Operator	Average vehicle and refurbishment age
Litter removal at bus termini	Operator	Cleanliness (Mystery shopper surveys) Passenger Satisfaction
Good quality interiors	Operator	Standard (Mystery shopper surveys) Passenger Satisfaction
Next stop announcements and route maps displayed	Operator and PTE	Percentage services providing real time information Percentage services displaying route information on vehicle Percentage accuracy

• Table 9

Policy Background

Since we produced our first Bus Strategy in 2001 the overall policy environment has changed, both nationally and locally, affecting both our region and any Bus Strategy. We have therefore summarised the policies, below. They show a good alignment between our local objectives, regional and national aims.

National Context

During summer 2004, the government produced a new White Paper for Transport, stating the governments overall, long term aims. Its main statements included:

Where we want to be

We need to make better use of buses to help reduce congestion and tackle social exclusion. Buses need to be attractive enough for motorists to choose them over the car for some trips. And they also need to provide mobility for people who do not have access to other forms of transport. Our bus services must be:

punctual – which means giving buses priority in congested locations and using more pre-paid ticketing to speed boarding;

good value – for the traveller and the taxpayer;

frequent and reliable – with up-to-date travel information that is easy to obtain;

seamless – with good integration of bus services and other travel networks;

safe – both when travelling on the bus and when walking to and from the bus stop;
and

clean, comfortable and attractive – with well-designed and maintained buses.

Improved bus services must be at the heart of Local Transport Plans designed to improve access to jobs and services, particularly for those most in need. They will be key to reducing congestion and pollution and are safer than travelling by car. In some urban areas we want to see radical improvements in bus services coupled with measures to reduce congestion, such as congestion charging. And buses should be seen as an alternative to rail services in some areas.

The document also includes the target:

"By 2010, increase the use of public transport (bus and light rail) by more than 12 per cent in England compared with 2000 levels, with growth in every region."

Regional

The finalised Revised **Regional Planning Guidance RPG12** was published in December 2004 as the first draft of Regional Spatial Strategy (RSS) for Yorkshire and the Humber up to 2016. The titles are a little confusing due to changes in the regional guidance system required by Government. However, this provides guidance for local authority land use plans (Local Development Frameworks (LDFs), Local Transport Plans (LTPs) and other related strategies and programmes such as the Bus Strategy. The document includes a Regional Transport Strategy, primary objectives for which are derived from the key objectives for RPG/RSS as a whole. Its main statements include:

To integrate transport and land-use planning, in particular: -

- To support regeneration and economic growth and in particular facilitate development (*Sustainable Access*).

In the main urban areas and regeneration priority areas identified in RSS

- To support sustainable development (*Sustainable Access*);
- To reduce the need to travel, especially by car (*Sustainable Access*);
- To reduce the impact of traffic and travel on the environment (*Modal Shift*);
- To improve access to opportunities in a manner that is equitable and socially inclusive (*Social Inclusion*);

Within the transport system itself: -

- To integrate the operation of different transport modes and promote modal shift away from the car (*Modal Shift*);
- To make efficient use of transport resources (*Sustainable Access*);
- To maximise the use of more energy efficient modes of travel, including cycling and walking (*Modal Shift*);
- To be affordable and achievable in practical terms.

The general theme that each statement relates to is shown in *italics*. RPG/RSS also highlights what are agreed as the region's main transport priorities. These include a number of bus related schemes, including:

- Region Wide joint Ticketing and Travel Information Strategy
- Improving Access to Main Urban Areas, through:

- Yorkshire Bus Project
- Major City Centre Public Transport Interchange projects
- Guided bus projects
- Quality Bus Corridor projects

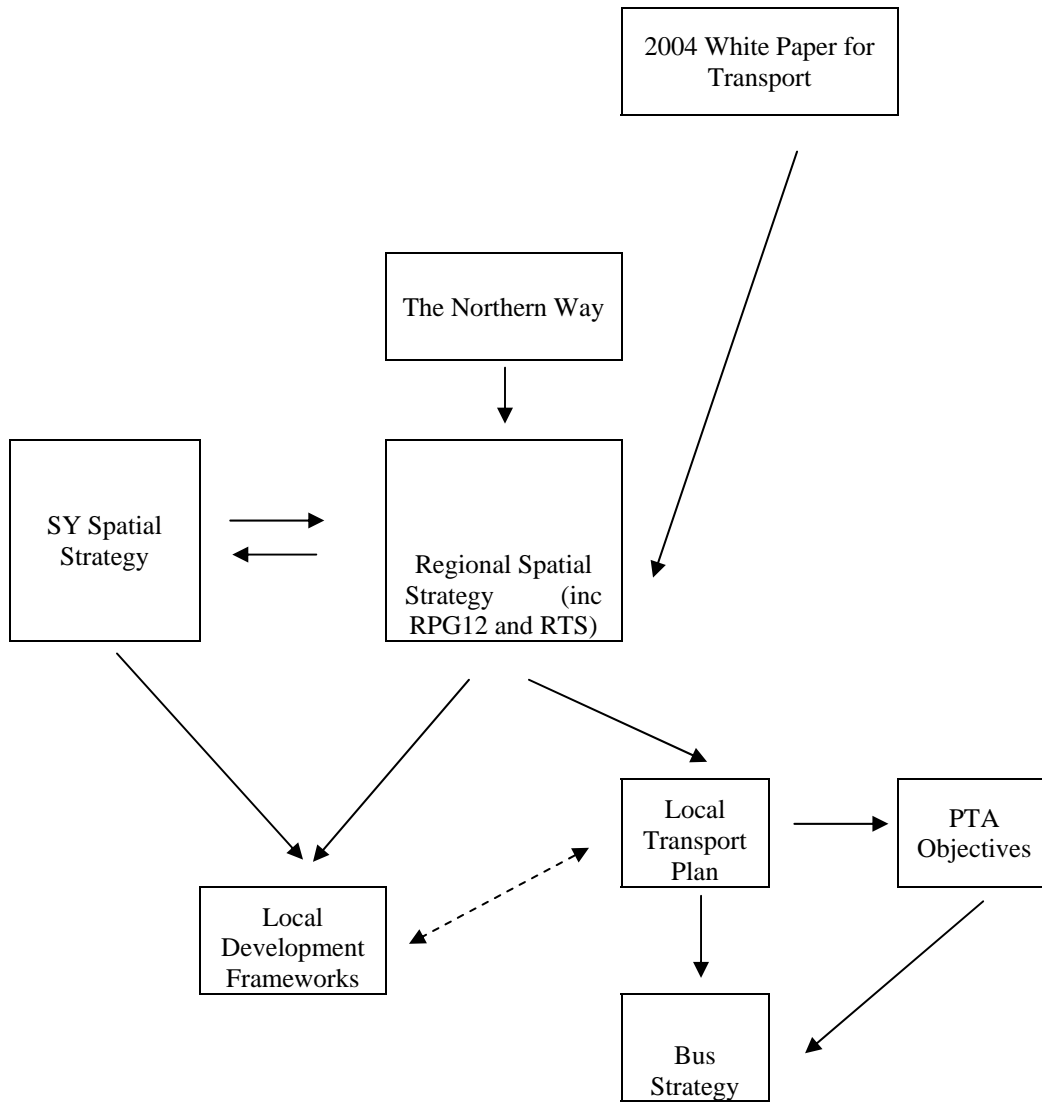
The Northern Way is the vision of the three northern Regional Development Agencies (RDAs), produced following an invitation from the Deputy Prime Minister John Prescott in 2004. It is a Growth Strategy which aims to show how the North can unlock the potential for faster economic growth and reduce the 'North/South divide'.

The Northern Way Strategy centres on ten policy priorities including transport.

'We must also invest in creating better **integrated public transport services within and between our city regions**; these are key to efficient labour markets and to enable those living in the deprived communities to access jobs elsewhere. Bus services will be the dominant mode of travel but it will be essential to extend and upgrade light rail systems'

Proposed actions affecting bus travel include:

- Development of a Bus Partnership Framework in each city region with the aim to reverse the decline in bus usage by 2007 and produce patronage growth of 6% by 2010.
- Proposals for a 'Northern Connect Card' smartcard system.



• Figure 8

Local Objectives

South Yorkshire Spatial Strategy

South Yorkshire has adopted a Spatial Strategy Vision that expresses the sub-region's view as to how the spatial development of South Yorkshire will contribute to the economic and social transformation of the sub-region. Elements of the vision of particular significance for the Bus Strategy include the following statements:

"South Yorkshire will be an economically strong and united city-region. The four urban areas will be the main focus for economic development. The sub-region's city, Sheffield, will match the rate of growth in the best performing Core Cities. Rotherham will continue to expand as a focus for manufacturing industry. Doncaster will experience rapid growth as it expands its logistical contribution to the region, while Barnsley will consolidate its employment offer at the cusp of South and West Yorkshire as a digitalised market town. Together, the four districts will ensure that there is somewhere in South Yorkshire for almost any business or industrial sector that needs a strong base in the north of England.

The four urban areas will be the main employment centres, and there will be a growth in commuting between them as improved transport links within South Yorkshire enhance the range of locational choices available to people wherever they work within and without South Yorkshire.

Away from the core urban areas, the most accessible and environmentally sustainable places in the Dearne and other outlying areas including southern Rotherham and eastern Doncaster will offer competitive locations for businesses that are not suited to the more urban areas and where there is a lack of appropriate sites.

In general, the vision will support spatial economic development patterns which minimise as much as possible the increases in road traffic and congestion from the movement of materials, goods and people that will inevitably accompany transformation and growth. However, there may be circumstances where the realisation of the strategy may require the use of roads/the private car.

The improved transport network will also help overcome many of the potential negative environmental effects of South Yorkshire's historically dispersed settlement pattern by enabling efficient movement between the expanding settlements and the main job destinations within and without South Yorkshire. "

Transport is identified as one of the core themes that need to be addressed in achieving the vision. In particular,

"Buses (including variants such as guided bus routes) will remain the most heavily used mode of public transport and the network has great scope for improved attractiveness, efficiency and overall utility," and

"High quality bus links with appropriate priority over other traffic will also play a significant role in providing the public transport connectivity required. Use of the overall public transport network will be supported by readily accessible information, making increasing use of information technology and passenger facilities and ticketing systems that facilitate easy interchange between routes and travel modes."

The Strategy's Transport Vision includes the specific aspiration:

"To provide a high quality public transport system across the sub-region and so to enable attractive alternatives to travel by private car wherever and whenever possible, to improve the competitiveness of the overall South Yorkshire spatial mix and to link key settlements that will otherwise decline into uncompetitiveness and unsustainability."

Local Transport Plan (2006 – 2011)

As was noted at the beginning of this Chapter, LTP (2006-2011) aims to support South Yorkshire's regeneration agenda with a public transport led strategy.

All public transport modes need to be integrated through an on-going programme of improving interchange, ticketing and information systems. Complementary demand management measures locking-in the benefits of

reallocated road space for public transport, together with a well defined Park and Ride and Car Parking strategies will provide a more robust approach to building a shift away from the car, particularly where congestion, or the risk of it occurring, is greatest.

In consequence, the three PTA goals continue to be valid and the Bus Strategy needs to address all of them.

Performance Management.

To check that we are delivering real improvements to the bus network, our progress towards each of these objectives will be monitored by regularly measuring a set of key and contributory indicators and reporting these through the LTP Annual Progress Report (APR) process each year (further information is shown in Chapter 5). Where this shows we are not on track we will be able to take appropriate corrective action.

Appendix 2

Bus Strategy (Draft, 9th March 2005) Consultation Questions

Response from Officers – Transportation Unit and Chief Executives Office

The key issues identified by frequent and infrequent passengers are:

- punctuality and reliability of bus services;
- the cost of travel;
- information that allows people to pre-plan their journeys more easily.

Do you agree with this or do you think other issues equally or more important?

The perceived cost of bus travel is a big deterrent for those infrequent or non users unfamiliar with the cost of discounted tickets. Access to the best discounts is restricted to those who can afford the up-front payment for an annual or monthly ticket. Paying as you travel is expensive and contributes to unfavourable comparisons with the cost of car travel, particularly for families.

Public relations work on the image of bus travel has been inadequate and to some extent condescending in the past. Positive messages need to be promoted more widely and more effectively in the future.

Safety and security are also key issues, especially for certain groups (e.g. women, elderly, BME) and at certain times (e.g. school arriving/leaving times, after dark). Also there is no mention of the SAFE initiative introduced by the SYPTTE to address some of the safety and security issues raised by passengers.

To address the safety/security problem, bus users have been asking for many years for the reintroduction of bus conductors. This would also speed up boarding times and provide more confidence for infrequent users. However, operators have consistently said that this would not be commercially viable and alternative and sustainable funding streams have not been found.

1. Punctuality and reliability of bus services is the most important priority for both regular and infrequent bus users. The Strategy includes:
 - providing priorities for buses and making sure that they are enforced;
 - seeking more effective management of bus services and fleets;
 - providing 'real time' information on when services will actually arrive.

Do you support this approach? Do you have other suggestions?

The strategy should address the issue of "road space reallocation" in urban areas to favour the bus at the expense of private vehicles. In conjunction with extensive 'park and ride' facilities this need not be in conflict with the congestion targets in the LTP.

'Real time' information provision is useful, but it becomes almost immaterial on routes with 10 minute or better frequencies, whereas on rural routes where frequencies are hourly or worse, real time information is essential. This is the reverse of the limited implementation that has been seen to present

Effective priority for buses is key – short sections of bus lane, taking capacity from other road users, where buses have to queue to enter the bus lane are not particularly effective.

On p21 the strategy states that "new DDA compliant vehicles will provide better entry and more space". The timescale for replacement of the whole fleet needs to be outlined so that public expectations are not raised unnecessarily. Presumably the programme will take many

years for the whole fleet to be DDA compliant. Until it is, people who are mobility impaired will not be able to travel on the bus network with the confidence that they will be able to access any bus that arrives at the bus stop.

When looking at the reasons why bus services are not punctual or reliable a major contributor seems to have been overlooked. Driver recruitment and retention is a continuing concern and should be considered as part of the strategy. What can the SYPTE do to work in conjunction with the operators to address the problems? Some work is already being done via SAFE. Tackling issues such as safety and security on bus can address some driver retention issues but the increasing demand for bus services to serve 24/7 operations means that drivers are being asked to work more unsociable hours. Can other partners help in the recruitment and training of drivers?

2. The cost of bus travel appears to be a particularly important issue for infrequent bus users. This difference may be partly to do with perception. The Strategy includes:
 - providing better information about bus fares;
 - ticketing options designed to meet the needs of different groups of travellers;
 - trying to make fare structures simpler and more easily understood.

Do you support this approach? Do you have other suggestions?

The primary problem is as discussed above, although a system of prepaid tickets along the lines of the system used in some French towns where a book of tickets can be purchased in newsagents etc might be a solution. It is doubtful, however whether current legislation allows this. Combined with a simplification of fares into zones, this could address the issues of infrequent users whilst allowing them to take advantage of pre-paid discount levels, thus removing many of the cost objections.

Pre pay ticket options and tickets allowing travel for multiple legs of a journey can be made financially attractive. However, infrequent travellers and those travelling only a short distance do not and cannot take advantage of such ticketing options. Zoned ticketing may help to simplify fare structures and if competitively priced for shorter journeys could help to reduce the number of short car journeys which are disproportionately polluting. Should this be a priority in Air Quality Management Areas for instance?

There is no discussion about the relative merits of operator v. SYPTE ticket offers. Any SYPTE products need to take into account operator offers to ensure effective use of their resources in developing SYPTE products and initiatives. No mention is made of YORCARD until p29 and then this is only a passing reference. Need to consider the South Yorkshire stance on this and provide more information or remove the reference altogether.

The requirement for young people to pay full fare is an issue which is frequently raised by this group of travellers. Extending the concession beyond age 16 is not financially viable under the current system. What will the impact be of offering older people free local travel? Will this put further strain on the concessionary budget?

3. Scheduled bus services cannot provide door-to-door services to meet all travel needs. Frequent services along the main corridors of travel supported by connecting services could allow people to travel to most places they wish to go, but they would need to change between services.

How acceptable is this? What would need to be done to make such a system easier to use?

Door to door services are always going to be limited to taxis and demand responsive transport, though in some circumstances a scheduled service with a demand responsive element such as the "Valley Taxibus" can provide a solution.

Most feeder services to a high frequency route would be at a much lower frequency than the busses on the arterial route. This would mean only a short wait for the connection, the wait time could be offset by improved bus priority on main corridors. Through ticketing would be a much greater incentive for people to adopt this style of travel. At present the diversity of operators and modes means that interchange on public transport generally incurs a cost penalty. In an ideal world there would only be one ticket issuer with tickets valid on all modes, similar to the PTE zone tickets, but with no operator originated alternatives.

Interchange would impose time disadvantages and could create access difficulties for those who are mobility impaired and, unless ticket options are resolved, could also impose a cost disadvantage.

At peak times services would need to be frequent to minimise wait times, off peak travellers would probably be less time sensitive. It would be useful to classify the market segmentation on p14 of the draft strategy document and identify the level of service which may be appropriate to the different segmentations. Commercial operators will focus their core business on a limited segmentation and it may be necessary to supplement this to adequately serve all segments.

The role of Community Transport in providing demand responsive connecting services from home to interchange points on main corridors has been explored previously and would be particularly helpful for the elderly and mobility impaired. The strategy does not seem to consider in detail the possible complementary role of Community Transport.

There is still a need to consider major destinations where people wish to travel once they reach the main corridor and provide direct services to major destinations, such as the hospital.

When considering social exclusion and sustainable access, rural isolation does not appear to have been considered. Rotherham has the first rural QBC in South Yorkshire but further routes need to be considered if the system of main corridors and connecting services is to be extended to rural areas.

4. Currently, operators provide services commercially and, where gaps exist, services are subsidised under contract by the Transport Executive.

Is this the best arrangement to ensure people get the services they need? If not, what changes would you like to make?

Subsidy of services should be replaced by more demand responsive community transport services. Since there is little requirement for large bus operations at night and in remote areas multi occupancy taxi/minibus services feeding arterial bus routes may be an answer.

The cost of subsidised services can be high and there is a limited budget to address such needs. Consequently not all services can be supported following withdrawal of a commercial operator. Challenge funds from the Government have not previously been available to subsidise services and routes which have run commercially in the past.

Area reviews have been undertaken in certain areas in South Yorkshire, looking at all services, and involving the SYPTE, operators and the public in setting priorities and reconfiguring services. Dialogue between all parties ensures that the public understand the issues facing the operators in providing commercial services, the SYPTE in providing subsidised services and enables the operators/SYPTE to understand the travel needs of local people.

Consider segmentation and possible alternative options e.g. Community Transport

5. We believe South Yorkshire already has a relatively high quality of service in its bus stations/interchanges and in the standard of maintenance and cleanliness of its bus shelters.

Do you agree? If so, do you support continued provision of this level of service? If not, what changes would you like to see?

Yes – although the same standards need to be applied to all customers in respect of smoking bans in interchanges, this would probably involve further training of staff to deal with conflict and challenging behaviour from the minority who chose to ignore the ban. Better shelters need to be provided in the remotest of locations where the wait is often longest.

As well as maintenance and cleanliness, staffing levels at bus stations and interchanges also need to be sustained to ensure a feeling of safety and security is maintained.

6. Our approach to improving information about bus (and rail and tram) services will be to:

- improve existing products, filling gaps where information is not available;
- targeting information to meet specific travel needs, such as travel to work or school or for hospital appointments;
- working in partnership with other organisations (for example in the health sector or Jobcentre Plus) to ensure that, where appropriate, providing travel information is an integral part of their agenda;
- providing improved information and marketing the public transport network to ensure that, with other improvements made through the Bus Strategy, public transport is viewed as an attractive, viable travel choice.

Do you support this approach? Do you have other suggestions?

Yes, though actual route maps with landmarks would help many people to make journeys (buses often deviate from what is the most direct route, causing confusion for infrequent passengers). A route map on the bus with landmarks would aid in understanding the route and reduce the number of requests to the driver to be informed of where to get off.

At stop information needs to be improved to provide travellers with details of where the services go (final destination + major destinations in between e.g. hospital), approximate time of the service at the stop (or nearest timing point and where this is) who runs the service (with different operators identified for the different times of day/week, if applicable). This is particularly important to reassure infrequent travellers.

We think that providing electronic (via the internet etc) information so that people can readily access information in their homes, workplaces, schools etc. is becoming increasingly important.

Do you agree? How should we make sure that some sections of the population are not excluded from being able to access information easily if we follow this approach?

Customisable information should be the ultimate aim of the strategy, timetables are still written for a level of understanding above that of many users and such route maps as are provided are too abstract and assume too much local knowledge to be of much use to the infrequent or unfamiliar user.

On street kiosks and internet access in libraries and other public buildings is important. Public access to the internet can be a particular issue in rural areas and providing such information has been the subject of previous rural bus challenge projects in south Rotherham (not sure about the outputs and successes).

For those people who are unlikely to embrace internet technology (even if it were readily available) sources of information such as printed materials - available locally - and the Traveline telephone enquiry line need to be maintained.

General Comments

South Yorkshire figures can mask significant district variations, and as such a further breakdown of the monitoring figures is necessary to be able to effectively target marketing actions.

It is painfully apparent that “more of the same” is not an option. The arrest of the decline in bus patronage needs to be focused on everyday travel for all, not just encouraging pensioners to get out and about more on their free pass for example.

When considering a target for patronage increase we should be looking at a figure around the national average as being a challenging target, given that South Yorks has experienced much higher than average declines over at least the last five years.

It would be useful to have an overall target regarding bus patronage. It would be useful if this could be broken down by district, even if it is reported on a countywide basis. District based information would be useful for reporting locally on initiatives such as the Community Strategy or a Town Centre transport strategy. South Yorkshire figures can mask significant district variations.

Indicators for “Enforcement of relevant laws and regulations” need to be considered carefully. An indicator related to the number of fines issued could just be a function of the amount of enforcement that districts can pay for.

Figure 8 on p33 could more usefully be presented in layers relating to:

- National – White Paper
- Pan regional – Northern Way
- Regional - RSS
- Sub regional – SY Spatial vision, PTA Objectives, LTP, Bus Strategy
- Local - LDF

Suggest adding other key documents at the following levels to show relevant linkages:

- National
- Pan regional
- Regional – Regional Economic Strategy
- Sub regional – Transform South Yorkshire
- Local – Community Strategy, Housing Pathfinder ADFs

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors for Economic and Development Services
2.	Date:	9 May 2005
3.	Title:	Regional Transport Matters
4.	Programme Area:	Transportation Unit, Planning and Transportation Service

5. Summary

This report outlines the matters discussed at the Regional Transport Forum on 6 April 2005 and refers to those items which have a particular impact on Rotherham.

6. Recommendations

That Cabinet Member notes the report.

7. Proposals and Details

Members will be aware that the Regional Transport Forum meets roughly once every 2 months under the auspices of the Yorkshire and Humber Assembly. It debates and informs strategic transport issues and helps formulate and monitor the Regional Transport Strategy which forms part of the Regional Planning Guidance and emerging Regional Spatial Strategy.

Appendix A gives the agenda for the 6 April 2005. Items of particular interest to Rotherham relate to:

(a) Regional Spatial Strategy Update

This will be a statutory document and the new LDF and SYLTP will have to comply with the policies therein. Our targets and performance indicators will also have to be consistent. The Minister has agreed to a revised timetable of September 2005 for publication of the draft revised Regional Spatial Strategy and our programme for the LDF can accommodate this change, although clearly the provisional South Yorkshire Local Transport Plan 2 will have been submitted by then.

(b) Regional Transport Priorities

Amongst other things, it should be noted that the Supertram extension, Waverley Link Road and A57 (M1J31 - Todwick Crossroads) Improvement are regional transport priorities as is a new Junction 1A on the M18 which will give the opportunity to improve access to the Dearne/Manvers area from the east and potentially improve the current situation on the A631 through Maltby.

(c) East Coast Mainline Franchise

A '7 plus 3' year franchise to operate trains on the East Coast Mainline has been recently awarded to GNER who anticipate investing c£125m in the route during the period. We need to continue to work to improve our connectivity to the ECML.

(d) The Northern Way

This initiative by the Deputy Prime Minister is likely to be the main long term driver for change both regionally and sub-regionally in terms of strategic transport and spatial and economic development. Some are questioning its sustainability credentials and there will inevitably be an impact on the environment. Yorkshire Forward are taking a leading role and have appointed a Transport Project Director. A Transport Compact has been formed between the 3 northern Regions. It was pointed out that authorities in the south of the Region like Rotherham also have strong links with the East Midlands Region.

8. Finance

There are no direct financial implications from this report.

9. Risks and Uncertainties

There are no risks and uncertainties directly impacting on the Council as a result of this report.

10. Policy and Performance Agenda Implications

As stated earlier our planning and transportation policies, targets and performance indicators will have to demonstrate congruence with RPG/RSS and have regard to the Northern Way initiative.

11. Background Papers and Consultation

This is a report for information only. The reports/presentations associated with the 6 April 2005 RTF have been filed and are available from the Transportation Unit.

Contact Name : K. J. Wheat, Transportation Unit Manager, Ext. 2953
ken.wheat@rotherham.gov.uk

AGENDA FOR REGIONAL TRANSPORT FORUM

ON 6 APRIL 2005

DANUM HOTEL, DONCASTER

- | | | |
|-----|--|-------|
| 1. | Welcome and introductions | 10.00 |
| 2. | Apologies | 10.03 |
| 3. | Minutes from the previous meeting (4 March 2005) – paper attached | 10.05 |
| 4. | RSS Update and Timetable Revision – paper attached | 10.10 |
| 5. | Transport Topic Papers pre-draft Consultation responses – paper to follow | 10.20 |
| 6. | Regional Transport Priorities Action Plan – paper attached | 11.05 |
| | BREAK | 11.15 |
| 7. | ECML Franchise – Presentation by Richard Allan, GNER | 11.30 |
| 8. | Northern Way Update Discussion – Presentation by John Jarvis Transport Project Director, Yorkshire Forward | 12.00 |
| 9. | Consultation response to the Office of the Rail Regulator – paper attached | 12.15 |
| 10. | Consultation response to the SRA on the Esk Valley as a Community Rail Line – paper attached | 12.20 |
| 11. | Any Other Business | 12.25 |
| 12. | Close with lunch | 12.30 |

Date of the Next Meeting (this date needs to be reviewed due to the altering of the RSS timescale):

**8 June 2005
Radisson SAS Hotel
Leeds**

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Matters
2.	Date:	9 May 2005
3.	Title:	Petition requesting traffic calming on Melton Green, West Melton. Ward 7 Hooper.
4.	Programme Area:	Economic and Development Services

5. Summary

To report the receipt of a 79 signature petition requesting traffic calming on Melton Green, West Melton.

6. Recommendations

The lead petitioner be informed that currently the Council do not have any plans to traffic calm Melton Green.

7. Proposals and Details

Traffic calming on Melton Green was identified as a joint third priority scheme (together with four other schemes) in the Wath Sector assessment. However due to limited funding it is not possible for us to do schemes at all of these identified locations at once. At first only those schemes that have scored the highest will be carried out. The two higher priority schemes to be carried out are traffic calming on Barnsley Road, Wath and a mini roundabout at the junction of the B6097 Melton High Street and Barnsley Road in Wath. Schemes further down the list will be considered if further funding becomes available.

8. Finance

None.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

Ward Members were consulted on their views about the issue raised in the petition. One response was received, from Councillor Frank Hodgkiss, in support of the petitioners.

Minute No. 97 of the meeting of the Cabinet Member for Economic and Development Services held on 18th October, 2004 refers to the Wath Sector assessment.

A copy of the first page of the petition is attached as Appendix A.

Contact Name : *Matthew Lowe, Assistant Engineer, Ext. 2380,
Matthew.lowe@rotherham.gov.uk*

Petition

Request for traffic calming measures due to the increased speed of traffic using Melton Green.

Please sign if you think speed control is necessary.

Name	Address	Signature
ADRIAN BROWN	40 MELTON GREEN	A Brown
JANE BROWN	40 MELTON GREEN	J Brown
K. SCOTT	3 MELTON GREEN	K. Scott
G. PARKER	5 MELTON GREEN	G. Parker
S. PARKER	5 MELTON GREEN	S. Parker
J. PARKER	5 MELTON GREEN	J. Parker
V. WORDSWORTH	9 MELTON GREEN	V. Wordsworth
D ^R EA NORRIS	9 MELTON GREEN	D. Norris
R. WORDSWORTH	14 RAINBROUGH HENS W. MELTON	R. Wordsworth
M. DICKINSON	22 MELTON GREEN.	M. Dickinson
M. DICKINSON	22 HURDON GURD U HURDON	M. Dickin
W.H. MATTHEW	13 MELTON GREEN. N. MELTON	W.H. Matthew
G. J. MATTHEW	13 Melton Green Wath.	G. J. Matthew
R. FISHER	24 MELTON GREEN	R. Fisher
M. FISHER	4 MELTON GREEN	M. Fisher
D. CLERKING	17 Melton Green	D. Clerking
K. CLERKING	17 MELTON GREEN.	K. Clerking
G. WADDINGTON	28 MELTON GREEN	G. Waddington
E. BRADLEY	30 Melton Green.	E. Bradley
H. K. SCARGILL	25 MELTON GREEN	H. K. Scargill
A. SCARGILL	25 MELTON GREEN.	A. Scargill
A. MAKIN	27 MELTON GREEN	A. Makin
J. M. MARTIN	30 MELTON GREEN	J. M. Martin
S. MORRISSEY	29 MELTON GREEN	S. Morrissey
Lynette	29 MELTON GREEN	Lynette
SON MORRISSEY	29 MELTON GREEN	S. Morrissey
J. YATES	30 MELTON GREEN	J. Yates
B. YATES	33 MELTON GREEN	B. Yates
R. COPLEY	44 MELTON GREEN	R. Copley
R. COPLEY	50 MELTON GREEN	R. Copley
J. COPLEY	50 MELTON GREEN	J. Copley

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	9th May 2005
3.	Title:	Kimberworth Road / Bradgate Lane / Psalters Lane Kimberworth; Ward 13
4.	Programme Area:	Economic & Development Services

5. Summary

To inform members of a proposal to provide a number of footway buildouts and a minor junction realignment to assist pedestrians to cross Kimberworth Road, Bradgate Lane and Psalters Lane, Kimberworth.

6. Recommendations

- i) The necessary consultations be undertaken regarding the proposed scheme;**
- ii) Authority be given for the detailed design to be carried out and subject to no objections being received for the scheme be implemented;**
- iii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2005/06.**

7. Proposals and Details

It is proposed to provide a number of footway buildouts on Kimberworth Road and Bradgate Lane and realign the junction of Psalters Lane with Kimberworth Road, to provide improved pedestrian crossing points. The proposed scheme will also incorporate pedestrian dropped kerbs throughout to allow people who are mobility impaired to cross the road with greater ease. The scheme is shown on drawing 126/5E1/A, attached as Appendix A

8. Finance

The scheme is estimated to cost £50,000. Funding is available from the Local Transport Plan Integrated Transport Programme for 2005/06.

9. Risks and Uncertainties

The estimated cost is dependant upon the need to divert Statutory Undertakers apparatus; this is expected to be minimal.

10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, and the Council's associated Road Safety and Speed Management strategies, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

A number of requests have been made by members of the public for improved pedestrian crossing facilities on Kimberworth Road, Bradgate Lane and Psalters Lane. Investigation of the site shows that at present pedestrians are crossing the full width of the road possibly between parked vehicles. This occurrence is particularly prominent at school drop off and pick up times due to the close proximity of Kimberworth Infant School on Kimberworth Road near to the junction with Psalters Lane. Providing a number of footway buildouts and realigning the junction of Psalters Lane and Kimberworth Road will improve the ease with which pedestrians can cross these roads.

Consultations will be carried out with the Police, Local Ward Members and residents, Passenger Transport Executive, following approval to proceed with the scheme.

Contact Name : *Nigel Davey, Engineer, Ext. 2380,*
nigel.davey@rotherham.gov.uk

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	9 May 2005
3.	Title:	Cortworth Lane Wentworth; Ward 7
4.	Programme Area:	Economic & Development Services

5. Summary

To inform members of a proposal to provide a short length of footway to assist pedestrians to access a number of bus stops.

6. Recommendations

i) The necessary consultations be undertaken regarding the proposed scheme;

ii) Authority be given for the detailed design to be carried out and subject to no objections being received for the scheme be implemented;

iii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2005/06.

7. Proposals and Details

It is proposed to provide a short length of footway on Cortworth Lane near to the junction with Coley Lane, Wentworth, to link an existing bus stop on one footway to an existing footway on the opposite side of the road. The proposed scheme will also incorporate pedestrian dropped kerbs that will allow people who are mobility impaired to cross the road with greater ease. The scheme is shown on drawing 126/13 attached as Appendix A

8. Finance

The scheme is estimated to cost £3,500. Funding is available from the Local Transport Plan Integrated Transport Programme for 2005/06.

9. Risks and Uncertainties

The estimated cost is dependant upon the need to divert Statutory Undertakers apparatus; this is expected to be minimal.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

A request has been made by a member of the public for informal pedestrian crossing facilities to be provided at the junction of Cortworth Lane and Coley Lane. Investigation of the site shows that at the location of the two bus stops (Rotherham bound and Barnsley Bound) there are no dropped kerbs provided. Indeed at the Barnsley bound bus stop, the existing bus stop is merely a hard standing within a grass verge. Providing a short section of footway and dropped kerbs at this location with dropped kerbs on the opposite footway will improve pedestrian access to these bus stops.

Consultations will be carried out with the Police, Local Ward Members, Parish Council, Passenger Transport Executive, following approval to proceed with the scheme.

Contact Name : *Nigel Davey, Engineer, Ext. 2380,*
nigel.davey@rotherham.gov.uk

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	9th May 2005
3.	Title:	Road safety issues in Wales – Minutes of a meeting with Wales Parish Council. Ward 18
4.	Programme Area:	Economic and Development Services

5. Summary

To report the minutes of a meeting on site with Wales Parish Council to discuss road safety issues in Wales.

6. Recommendations

- i) The minutes of the site meeting be noted;**
- ii) Investigations be undertaken into the issues raised where appropriate.**

7. Proposals and Details

It is proposed to investigate the issues raised at the meeting.

8. Finance

Funding for any capital works identified will have to be found from the LTP Integrated Transport Programmes. Maintenance and revenue commitments will need to be prioritised.

9. Risks and Uncertainties

Not applicable in this instance.

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 Traffic Management strategies, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

Wales Parish Council requested a meeting to discuss road safety issues in Wales and progress with implementation of the traffic calming scheme in the Cherry Tree Road area. A copy of the minutes of the site meeting, which was held on 22nd March, are attached as Appendix A.

Contact Name : *Stuart Savage, Section Engineer, Ext. 2969,
stuart.savage@rotherham.gov.uk*

Appendix A

Road Safety Issues in Wales – notes of a meeting held on 22nd March 2005 at 6:30pm

Present:- J Heywood (Clerk to the Parish Council), Parish Councillors D Cotton, F Blanksby, P Blanksby, PCs H Saul and T Jones, 9 Wales residents.

and

Stuart Savage (SS), Streetpride, Highways and Traffic Group Section Engineer,
Andrew Lee (AL) , Streetpride, Highways and Traffic Group Assistant Engineer

Matters Arising

The meeting was called by Wales Parish Council to discuss progress with the already proposed traffic calming scheme in the Cherry Tree Road estate and concerns about road safety in the Wales area in general.

Cherry Tree Road estate

Concern was expressed by those present about the apparent lack of progress with the introduction of the traffic calming measures in the Cherry Tree Road estate. SS explained that there are certain procedures that have to be carried out before the traffic calming can be introduced. These include consulting residents and the emergency services and the need to process the Traffic Regulation Order (TRO) for the 20 mph speed limit. Consultation with the residents in particular raised several issues and objections which had to be resolved and which were subsequently reported to Cabinet Member at the end of February. The TRO is still being processed but should be complete by the time detail design work is finished which is expected to be at the end of April. At this time SS said that he expected to have an indication of when work would start on site.

It was agreed to report back to the next Parish Council meeting at the end of April with an indication of when work is expected to start on site.

General Road Safety Issues

Speed limit on School Road. The Parish Council asked if the speed limit on School Road could be reduced from 40 to 30 mph. SS explained that the police would be unlikely to support such a proposal without the introduction of supporting traffic calming measures to make the 30 mph limit self enforcing. Given the good accident record of the road and the limited funding for schemes such as this the introduction of traffic calming measures on School Road is not a priority. However, SS agreed to carry out a speed survey to determine existing speeds and to ask the police for their views.

Queuing traffic on School Road. Concern was expressed that traffic queuing just over the brow of the hill on School Road waiting to join the A618 is causing a road safety hazard. SS explained that the provision of a 'queuing traffic ahead' sign had already been investigated following an earlier request from residents. However, the use of such a sign in this instance would not be appropriate. It was agreed to investigate if there are any other signs or markings that could be used.

School parking on School Road. Some parents dropping off and picking up their children from Wales primary school are parking on the grass verge between the school and the M1 bridge. This is making a mess of the verge and covering the adjacent footway in mud. It was agreed to investigate the provision of bollards to prevent this taking place and to ask Streetpride Community Delivery to clean the mud off the footway.

Condition of road surface on A618 at LUK entrance. The poor condition of the road surface on the A618 at the entrance to LUK was raised. SS said that a maintenance scheme was due to be carried out here during the 2005/06 financial year although it was not known when exactly work would start. It was agreed to find out more details and report back to the Parish Council.

Surface water on A618 near the railway bridge. Water runs along the surface of the A618 near the railway bridge during all weathers. Concern was expressed that this could turn to ice during cold weather. It was agreed to report the problem to the Streetpride Highway Network Maintenance unit for investigation.

White City redevelopment. The Parish Council asked for an update on the redevelopment of the White City estate at Wales. SS agreed to find out the current situation and report back to the Parish Council.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic and Development Services
2.	Date:	9 May 2005
3.	Title:	Local Transport Plan – Performance Monitoring Control System
4.	Programme Area:	Economic and Development Services

5. Summary

To seek approval to the purchase of a Performance Monitoring Control System for Local Transport Plan schemes.

6. Recommendations

It be resolved that: -

- i) The contract for the purchase of a Performance Monitoring Control System is exempted from Standing Order 43(5)(c) as there is only one suitable supplier,**
- ii) The ECL System be purchased, installed and commissioned,**
- iii) The purchase of the system be funded from the LTP Integrated Transport Capital Programme for 2005/06 and maintenance charges be funded from future LTP programmes.**

7. Proposals and Details

Cabinet Member will be aware of the recent LTP/APR settlement letters which have referred to less than perfect performance management information being supplied to DfT and hence contributing towards the “weak” assessment of the APR in 2003. While the situation has been improved, the 2004 score was “average” there is still room for further progress.

One of the things that can be improved further is the performance management information that is provided to Planning and Transportation Steering Group and Strategic Leaders Group.

To that end officers from Sheffield CC and Rotherham MBC have been working with ECL Systems (ECLS) to address the following business issues in relation to the management and monitoring of Local Transport Plan's (LTP's):

- Government demands, both at regional and national level, for quality up-to-date LTP reporting
- Larger more complex LTP programmes and budgets
- Greater emphasis on delivery and performance
- Meeting the demands of the governments E-Process initiative

The ECLS system is an automated system for the recording, collating, grouping and reporting of LTP scheme information to enable proper analysis and timely reporting to support the decision making process. This information includes, Financial Information, Annual Funding and Expenditure, Performance Outputs and Outcomes and Progress of schemes.

Sheffield City Council is already realising benefit from the use of ECLS including:-

- Better able to manage LTP budgets and expenditure,
- Able to efficiently meet the reporting requirements for performance and progress,
- Clear scheme prioritisation,
- Streamlined, transparent processes,
- Accurate, up-to-date information for day-to-day management, benchmarking and audits.

Initially, a search of the market was undertaken to see if there was a ready made system available. However, it soon became clear that the packages available had been developed with certain customers in mind and none fitted the requirements that we needed. The ECL system was the closest to our needs and significant development work has now been undertaken by Sheffield CC, Rotherham MBC and ECL to produce a system that does what we require. Sheffield CC has purchased the system and have found it to work very well.

Having been involved in the development process and in order to aid the monitoring work in Rotherham, it is now proposed to purchase the ECLS system as there is no other system in the market place that suits our needs. Therefore, it will be necessary

to exempt the purchase from the Council's Standing Orders to enable the ECL system to be procured. The Head of Legal and the Head of Corporate Finance have been consulted on the proposed exemption and are satisfied that the contract be exempted from SO 43.

8. Finance

The estimated cost of this scheme is approximately £27,000 and includes a reduction of approximately £2,600 to take account of the contribution that staff have made to the development of the system. The annual costs for maintenance of the system are estimated at £2,500.

Consultation is still ongoing with RBT to determine exactly how this system can be accommodated on the existing computer hardware. At present RBT's costs are not known, although these are not expected to be significant as it is anticipated that very little work is needed to accommodate the system on the existing computer hardware.

Funding for the purchase of this system is available from the LTP Capital Programme for 2005/06.

9. Risks and Uncertainties

Not acquiring the system will result in Rotherham becoming out of step with the LTP partners. Existing systems would continue to be used and risks would increase that we would not hit our performance management targets.

10. Policy and Performance Agenda Implications

Implementation of this system will assist in improving the quality of future APR submissions which in turn could result in an improved APR score. This is to be welcomed as the APR performance is taken into account in the Council's CPA assessment.

11. Background Papers and Consultation

None.

Contact Name:

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	9 May 2005
3.	Title:	Local Transport Plan 2001-2006 Integrated Transport Capital Schemes: 2003-2005
4.	Programme Area:	Economic and Development Services

5. Summary

Following the report to Regeneration Scrutiny Panel on 7 January 2005, Members of that Panel agreed to receive update reports on a 6 monthly basis. Prior to the report being presented to Scrutiny Panel, it was agreed that the report would be presented to Cabinet Member and Advisors.

The table attached as Appendix A details all integrated transport schemes started since 1 April 2003.

6. Recommendations

That Members resolve to: -

- a) Note the progress made on schemes in the 2003/04 and 2004/05 financial years.**
- b) Refer the report to Regeneration Scrutiny Panel**

7. Proposals and Details

The table, Appendix A, shows the schemes funded from the 2003/04 and 2004/05 financial years. The table is split into three sections, schemes completed, schemes issued/in progress and schemes with Cabinet Member approval but not yet issued for construction. The table also gives details of start and finish dates and the estimated costs. The estimated costs may include staff fees incurred prior to the 1 April 2003 as most schemes have a lengthy lead-in period to deal with the assessment, consultation and approval processes.

The table also includes the two major schemes provisionally accepted by the DfT, the A631 West Bawtry Road Improvement and the A57 M1 Junction 31 to Todwick Crossroads Improvement. Both schemes are being progressed.

The CPO/SRO's for the West Bawtry Road scheme have been published and six objections, 3 statutory and 3 non-statutory objections have been received. In accordance with the DfT's guidance a Statement of Case was submitted on 23 February 2005. Currently, we are discussing the objections with the objectors in an effort to allow the objectors to withdraw their objections and so alleviate the need for a public inquiry.

The A57 scheme has now received planning permission, following a decision by the Office of Deputy Prime Minister (ODPM) not to call in the application. The preparation of a CPO/SRO is now well advanced and further discussions are planned with the DfT on 21 April 2005 to discuss financing for the scheme.

Cabinet Member will recall approving the 2005/06 LTP Capital Programme on 4 April 2005 (Minute No. 226 refers). The next report, due in September 2005, will include details of the new schemes identified in that report.

8. Finance

The LTP Integrated Transport capital programme allocations are shown in the table below for the period covered in this report: -

Funding	2003/04 (£000's)	2004/05 (£000's)
Integrated Transport	2,243	2,567
Objective 1 Supplementary Award	995	1,415
Carriageway Maintenance	2,400	2,731
Bridge Assessment & Strengthening	853	1,300
TOTAL	6,491	8,013

9. Risks and Uncertainties

The main risk and uncertainty associated with the LTP capital programme is the annual allocation based on the DfT's assessment of the Annual Progress Report. While there is no guarantee of increased funding should the APR rating increase, there is a risk that funding will be reduced if the rating falls.

There are risks associated with each scheme and these will vary depending upon the type of scheme being implemented. These risks will include the unforeseen elements associated with any civil engineering construction project, the position and condition of statutory undertakers' apparatus and the public/statutory consultation that is required for each scheme.

10. Policy and Performance Agenda Implications

The LTP is an approved policy document and all schemes in the programme are assessed to ensure they contribute to the LTP objectives and targets.

11. Background Papers and Consultation

The South Yorkshire Local Transport Plan 2001-2006

Contact Names :

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

APPENDIX A
Local Transport Plan Schemes
2003-2005

Schemes Completed							
Location	Description	Current Position	Date Issued	Budget Estimate	Actual Start Date	Actual Completion Date	Contractor / SDT
ROTHERHAM - SHEFFIELD QBC A6178 Sheffield Rd / Westgate bus stop imps	Bus stop improvements	COMPLETE	02-Mar-04	26,000	02-Apr-04	01-May-04	SDT
COALFIELDS SECTOR Churchfield Lane, Wentworth	20mph & gateway	COMPLETE	01-Oct-04	4,500	01-Nov-04	02-Jan-05	NIMG
BROOM / CLIFTON / WHISTON SECTOR Worrygoose Roundabout improvements	Environmental improvements	COMPLETE (contribution to CD scheme)	n/a	20,000	n/a	n/a	n/a
Pleasley Road, Whiston	relocation of refuge	COMPLETE (contribution to NM scheme)	n/a	8,000	n/a	n/a	n/a
Herringthorpe Valley Road	Local safety scheme	COMPLETE	01-Feb-03	175,000	01-Apr-03	31-Mar-04	SDT
Herringthorpe Valley Road, Rotherham	Puffin	COMPLETE	17-Jun-03	30,000	23-Aug-04	03-Nov-04	Ringway
Middle Lane, Rotherham - Phase 1	New zebra	COMPLETE	21-Jun-04	45,000	25-Oct-04	05-Nov-04	SDT
ROTHERHAM - MALTBY QBC A631 Hellaby to Maltby Improvement	Dual carriageway & rbt	COMPLETE	01-Mar-02	2,000,000	01-May-02	25-Mar-03	Mowlern
Maltby QBC Bus Stops	Bus stop improvements	COMPLETE	08-Oct-04	10,000	02-Dec-04	01-Mar-05	SDT
ROTHERHAM - DEARNE (N) QBC Lime Grove, Swinton	Junction improvement	COMPLETE	02-Feb-04	10,000	02-Mar-04	04-Jun-04	SDT
ROTHERHAM - THRYBERGH QBC A630 Doncaster Rd (Whinney Hill / Hill Top)	Bus stop improvements	COMPLETE	02-Mar-04	55,000	02-Apr-04	01-May-04	SDT
Hooton Road, Kilnhurst.	Traffic calming	COMPLETE	01-May-04	14,000	31-May-04	30-Jun-04	SDT
ROTHERHAM - WORKSOP QBC St Johns Rd Laughton	Footway improvements	COMPLETE	02-Apr-04	25,000	01-Jul-04	31-Aug-04	SDT
Lordens Hill / Lidgett Lane, Dinnington	QBC works	COMPLETE	01-Aug-02	94,000	01-Oct-02	31-Mar-03	SDT
Laughton - en - le - Morthern	QBC works	COMPLETE	01-Aug-02	143,000	01-Oct-02	31-Mar-03	SDT
QBC Bus Stops	Roadmarkings	COMPLETE	01-Aug-02	11,000	01-Oct-02	31-Mar-04	SDT
Woodsetts Village	Traffic Calming	COMPLETE	01-Dec-02	15,000	02-Jan-03	31-Mar-03	SDT
Morthen Road	Traffic Calming	COMPLETE	01-Feb-03	6,000	01-Apr-03	31-Jul-03	SDT
Green About Road, Thurcroft	Traffic Calming	COMPLETE	01-Dec-03	72,000	02-Jan-04	31-Mar-04	SDT
GREASBROUGH SECTOR Greenside	Footway	COMPLETE	01-Dec-03	9,000	02-Jan-04	31-Mar-04	SDT
Scrooby Street, Greasbrough (2 phases)	Traffic calming / one way	COMPLETE	02-May-04	50,000	15-Nov-04	14-Jan-05	SDT
KIMBERWORTH SECTOR Holmes Lane / Harrington Road Holmes	Footway improvements	COMPLETE	09-Feb-04	20,000	24-Mar-04	17-Apr-04	SDT
Henley Rise, Rotherham	Footway / guardrails	COMPLETE	02-Mar-04	22,000	05-Apr-04	01-Jun-04	SDT

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Local Transport Plan Schemes
2003-2005

Schemes Completed							
Location	Description	Current Position	Date Issued	Budget Estimate	Actual Start Date	Actual Completion Date	Contractor / SDT
MALTBY SECTOR							
Braithwell Road / Lily Hall Road Improvement	Refuges	COMPLETE	01-Dec-03	161,000	02-Jan-04	30-Apr-04	SDT
Rotherham Road, Maltby	Refuges	COMPLETE	01-Sep-03	57,000	01-Oct-03	30-Nov-03	SDT
Wellgate Improvement	Footway, carriageway imp.	COMPLETE	01-May-03	215,000	16-Jun-03	30-Nov-03	Ringway
Tickhill Road, Maltby Phase 1	gateway / refuges	COMPLETE	02-Jan-04	20,000	02-Feb-04	01-May-04	SDT
Maltby High Street - Phase 1	Environmental imps	COMPLETE	02-Mar-04	160,000	05-Apr-04	01-Aug-04	SDT
Rotherham Road, Maltby -	Relocation of pelican	COMPLETE	02-Jun-03	35,000	01-Jun-04	31-Jul-04	SDT
Morrell St, Maltby - traffic calming	Traffic calming	COMPLETE	01-Nov-04	85,000	15-Nov-04	25-Feb-05	SDT
Addison Road, Maltby - traffic calming	Traffic calming	COMPLETE	22-Nov-04	42,000	02-Jan-05	25-Feb-05	Ringway
Birks Holt Drive - traffic calming	Traffic calming	COMPLETE	02-Jun-03	10,000	20-Feb-05	06-Mar-05	SDT
SWINTON SECTOR							
Wheatley Road/Greenwood Road, Kilmhurst	Traffic calming	COMPLETE	26-Feb-04	9,000	06-Apr-04	01-May-04	SDT
Lime Grove, Swinton	Traffic calming	COMPLETE - Phase 2 works approved	13-Mar-04	36,000	12-Apr-04	14-May-04	Ringway
Queen Street, Swinton	Traffic calming	SUBSTANTIALLY COMPLETE -except zebra crossing	08-Apr-04	77,000	01-Sep-04	31-Jan-05	SDT
Bow Broom Estate, Rotherham	Traffic calming	COMPLETE - issues with cushions to resolve	05-Aug-04	36,000	04-Oct-04	29-Oct-04	SDT
Manor Road/Slade Road,	Traffic calming	COMPLETE	06-Oct-04	17,000	01-Nov-04	24-Dec-04	SDT
WALES / KIVETON PARK / TODWICK							
School Road, Wales	Footway improvements	COMPLETE	02-Jan-04	7,000	02-Mar-04	03-Apr-04	SDT
RAWMARSH SECTOR							
Haugh Road, Rawmarsh	Traffic Calming - Phase 3	COMPLETE	01-Jun-03	100,000	01-Jul-03	28-Feb-04	SDT
SCHOLES / THORPE HESLEY SECTOR							
Scholes Village	Gateway	COMPLETE	01-Sep-02	3,300	01-Oct-03	31-Oct-03	SDT
MEADOWBANK SECTOR							
Masbrough Street	Footway imps (contribution to SRB4 scheme)	COMPLETE	01-Mar-03	91,000	01-May-03	31-Jul-03	SDT
Holmes Lane / Harrington Road, Holmes	Footway imps	COMPLETE	01-Nov-03	11,000	02-Jan-04	31-Mar-04	SDT
Psalters Lane, Masbrough	Footway imps (contribution to SRB4 scheme)	COMPLETE	01-Oct-03	16,000	02-Jan-04	31-Mar-04	SDT
DINNINGTON / ANSTON SECTOR							
Ryton Road, North Anston	Zebra	COMPLETE	01-Dec-03	18,000	01-Feb-04	28-Feb-04	SDT
RURAL SECTOR							
Caperns Road, North Anston - street lighting	Street lighting (contribution to lighting scheme)	COMPLETE	n/a	4,000	n/a	n/a	DSO
Cumwell Lane / Sandy Lane, Thurcroft	Signing improvements	COMPLETE	01-Dec-03	2,000	01-Feb-04	28-Feb-04	SDT
Fence Hill, Fence	s278 / traffic calming	COMPLETE	23-Aug-04	32,000	02-Jun-04	24-Dec-04	Ringway
LOCAL SAFETY SCHEMES							
Safety Camera Partnership	Preparation works	COMPLETE	n/a	36,000	n/a	n/a	n/a

APPENDIX A
Local Transport Plan Schemes
2003-2005

Schemes Completed

Location	Description	Current Position	Date Issued	Budget Estimate	Actual Start Date	Actual Completion Date	Contractor / SDT
MISCELLANEOUS							
Special Needs Transport	Taxi Bus	COMPLETE	n/a	75,000	Contribution		n/a
TRO Plan	Update for DPE	COMPLETE	n/a	71,000	n/a	n/a	n/a
Bus Shelters	Contribution to PTE Scheme	COMPLETE (approximateley £25,000 per annum)	n/a	171,000	Annual contribution		n/a
THORPE HESLEY SECTOR							
Windsor Road, Thorpe Hesley	20 mph zone	COMPLETE	20-Jan-04	3,000	02-Dec-04	04-Mar-05	NIMG
Bamsley Road, Thorpe Hesley	Traffic calming	COMPLETE	13-Dec-04	20,000	09-Jan-05	24-Mar-05	SDT
Chapelfield Road, Thorpe Hesley	Traffic calming	COMPLETE	13-Dec-04	5,000	09-Jan-05	24-Mar-05	SDT
Scholes Lane, Scholes	Speed limit changes	COMPLETE	20-Jan-04	3,000	04-Apr-05	07-Apr-05	SDT
WATH SECTOR							
Century Business Park - Phase 2	Access road	COMPLETE	02-Nov-04	50,000	30-Nov-03	24-Apr-04	SDT
Century Business Park - Phase 3	Access road	COMPLETE	02-May-04	100,000	01-May-04	08-Oct-04	SDT
CYCLING SCHEMES							
Ickles Roundabout, Rotherham	Cycle lanes	COMPLETE	02-Feb-04	20,000	02-May-04	30-Aug-04	SDT
Trans Pennine Trail, Brinsworth - Whitehill In	Cycle lanes	COMPLETE	12-Dec-03	100,000	05-Apr-04	15-Jun-04	SDT
Trans Pennine Trail, Brinsworth (Canklow brige P1)	Cycle lanes	COMPLETE	01-May-04	15,000	15-Sep-04	30-Oct-04	SDT
Trans Pennine Trail, Thorpe Hesley (Phs 1)	Cycle lanes	COMPLETE	15-Sep-04	22,000	30-Oct-04	23-Nov-04	SDT
ROTHERHAM - DEARNE (N) GBC							
Golden Smithies Lane	Junction improvement	COMPLETE	24-Jun-04	110,000	27-Jul-04	31-Mar-05	Ringway
Kilnhurst Rd / Dale Road	Junction improvement	COMPLETE	24-Jun-04	175,000	18-Oct-04	10-Apr-05	Ringway

**Local Transport Plan Schemes
2003-2005**

APPENDIX A

Schemes Issued / In progress							
Location	Description	Current Position	Date Issued	Budget Estimate	Actual / Anticipated Start Date	Actual / Anticipated Completion	Contractor / SDT
BROOM / CLIFTON SECTOR Broom Valley Road, Rotherham	Traffic calming	In progress	07-Jan-03	15,000	29-Mar-05	15-Apr-05	SDT
ROTHERHAM - SHEFFIELD QBC Sheffield Road, Templeborough - Phase 2	Cycling / traffic calming	In progress	08-Oct-04	75,000	06-Dec-04	28-Feb-05	Ringway
Meadowbank Rd Bus stop improvements	Bus stop improvements	In progress	19-Jan-05	125,000	01-Feb-05	30-Jun-05	Ringway
ROTHERHAM - THRYBERGH QBC Doncaster Road, Dalton (2 phases)	New bus lane	Phase 1 completed; Phase 2 started January 05.	06-Jul-04	440,000	01-Aug-04	30-Apr-05	Ringway
Fitzwilliam Rd Bus Stops	Bus stop improvements	In progress	09-Sep-04	55,000	01-Oct-04	30-Apr-05	Ringway
Mushroom Roundabout - HVR	Relocation of pelicans	In progress	07-Oct-04	50,000	08-Nov-04	31-May-05	Ringway
GREABROUGH SECTOR Munsbrough Rise, Greasbrough	Traffic calming & zebra	In progress	02-Jul-03	20,000	21-Mar-05	12-Apr-05	SDT
Fenton Road, Greasbrough	Speed limit change / Signs	In progress	02-Jul-03	20,000	20-Jun-05	24-Jun-05	SDT
ROTHERHAM - MALTBY QBC Maltby QBC Bus Stops	Bus stop improvements - Masons to M18	In progress	01-Mar-05	20,000	01-Mar-05	30-Apr-05	SDT
MALTBY SECTOR Maltby High Street - Phase 2	Environmental imps	In progress	09-Jul-04	110,000	15-Aug-04		SDT
Tickhill Rd Ph 2	Traffic calming	In progress	22-Nov-04	80,000	02-Jan-05	31-Mar-05	Ringway
Tickhill Road, Maltby	Pelican	In progress	02-Jun-03	30,000	01-Feb-05	01-Mar-05	SDT
THORPE HESLEY SECTOR Sough Hall Road, Thorpe Hesley	One way + traffic calming	In progress	20-Jan-04	30,000	29-Mar-05	10-Jun-05	SDT
LOCAL SAFETY SCHEMES Road Safety LPSA Project	Preparation works	Ongoing	n/a	13,000	01-Apr-03	31-Mar-06	n/a
MISCELLANEOUS Special Needs Transport	Contribution to PTE CT Scheme	ONGOING (approximately £20,000 per annum)	n/a	100,000	n/a	n/a	n/a
Travel Planning	TravelWise/Commuter Plans	ONGOING (approximately £12,000 per annum)	n/a	60,000	n/a	n/a	n/a
CYCLING SCHEMES T P T, Thorpe Hesley, Brookhill (Phs 2)	Cycle lanes	Issued	01-Dec-04	25,000	02-Jan-05	31-Jan-05	SDT
TPT, Retford Road, Beighton	Cycle lanes	Issued	02-Sep-04	15,000	01-Nov-04	06-Dec-04	SDT
TPT, Wentworth	Cycle lanes	In progress	02-Sep-04	25,000	01-Nov-04	31-Jan-05	SDT
A618 Pleasley Rd, Whiston	Cycle lanes and footway imps	Issued - delayed due to nesting birds	14-Mar-05	60,000	01-Sep-05	30-Nov-05	Ringway
ROTHERHAM - DEARNE (S) QBC St Ann's Road (N)	Pelican crossing	In progress	01-Feb-05	60,000	01-Mar-05	30-Jun-05	SDT
WALES / KIVETON SECTOR Kiveton Lane, Todwick	zebra (no.2)	Issued	16-Nov-03	7,000	01-May-05	30-May-05	SDT
LOCAL SAFETY SCHEMES Bonet Lane / Bawtry Road	Junction improvement	Issued	30-Sep-02	24,000	01-May-05	30-May-05	SDT

**Local Transport Plan Schemes
2003-2005**

APPENDIX A

Schemes with Member Approval							
Location	Description	Current Position	Date of Member Approval	Budget Estimate	Approx Date to be Issued	Anticipated Start Date	Anticipated Completion Date
MAJOR SCHEMES							
A631 West Bawtry Rd	Major Scheme	Design in progress / land acquisition	07-Apr-03	5,028,000	tba	tba	tba
A57 Improvement	Major Scheme	Design in progress / land acquisition	17-Feb-03	6,264,000	tba	tba	tba
ROTHERHAM - DEARNE (S) QBC							
QBC assessment	Assessment of options	Model validated - to be issued by PTE					
Retail World	Pelican crossing	Design commenced - linked to maintenance & SU schemes	08-Nov-04	100,000	tba	tba	tba
ROTHERHAM - THRYBERGH QBC							
Fitz Rd/Mushroom Rbt Bus Lane	Bus Lane	Land issue to be resolved - preliminary design (JT)	28-Jul-03	600,000	tba	tba	tba
ROTHERHAM - SHEFFIELD QBC							
Centenary Way / MSCP exit	Signals	Additional design work being undertaken	01-Apr-03	100,000	tba	tba	tba
M1 Jcn 34 (N) / A6109	Junction widening	Design commenced	April/May 03	150,000	01-Apr-05	01-Jun-05	31-Aug-05
Sheff Rd/Old Sheff Rd Signals	Signals	TRO required - further discussions with PTE/Operators	April/May03	100,000	01-Apr-05	01-May-05	31-Jul-05
ASTON / AUGHTON / SWALLOWNEST SECTOR							
The Chase, Aston	Traffic calming	Design commenced	02-Feb-04	25,000	07-Mar-05	11-Apr-05	23-May-05
Lodge Lane, Aughton	Traffic calming	Design commenced	02-Feb-04	25,000	07-Feb-05	14-Mar-05	28-Apr-05
Aughton Road, Aughton - refuges	Crossing facilities	Design commenced	02-Feb-04	20,000	tba	tba	tba
ROTHERHAM - MALTBY QBC							
Bawtry Road, Wickersley	Extension to bus Lane	TRO process / consultation / design commenced Oct04	02-Mar-04	350,000	01-Apr-05	01-Jun-05	30-Sep-05
BRINSWORTH / CATCLIFFE SECTOR							
Whitehill Lane, Brinsworth	Pedestrian crossing	Design and consultation commenced	07-Mar-05	20,000	tba	tba	tba
BROOM / CLIFTON SECTOR							
Badsley Moor Lane, Rotherham	Traffic calming	Scheme on hold pending resolution of issues related to Middle Lane scheme	07-Jan-03	30,000	tba	tba	tba
Middle Lane, Rotherham (Phase Z)	Traffic calming	design complete scheme on hold	07-Jan-03	30,000	tba	tba	tba
RAWMARSH SECTOR							
Barbers Avenue, Rawmarsh	Traffic calming	Preliminary design commenced	20-Dec-04	30,000	tba	tba	tba
RURAL SECTOR							
Whinney Hill, Harthill	Bus stop relocation	Designed, objections overruled by CM on 07/03/05	14-Jul-03	5,000	01-May-05	01-Jun-05	30-Jun-05
Ulley	Wheelchair friendly trail	Preliminary design (in conjunction with NMG)	07-Mar-05	5,000	tba	tba	tba
SWINTON SECTOR							
Victoria Street, Kluhnrhurst	Traffic calming	Minor issues to be resolved before issuing.	20-Mar-04	15,000	01-Apr-05	01-Jun-05	31-Jul-05
THRYBERGH SECTOR							
Park Lane, Thrybergh	Traffic calming	Design commenced	01-Apr-04	45,000	14-Feb-05	01-Apr-04	01-May-05
Ravenfield Crossroads, Ravenfield	Speed Activated Signs	Design and consultation commenced	07-Mar-05	9,000	tba	tba	tba
WALES / KIVETON SECTOR							
Cherry Tree Road Estate, Kiveton Park	Traffic calming	Design commenced	09-Jun-04	15,000	01-May-05	01-Jun-05	31-Jul-05

APPENDIX A
Local Transport Plan Schemes
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Schemes with Member Approval							
Location	Description	Current Position	Date of Member Approval	Budget Estimate	Approx Date to be Issued	Anticipated Start Date	Anticipated Completion Date
WATH SECTOR Bamsley Road, Wath	Sector works	Design commenced	02-Oct-04	90,000	01-Dec-04	01-Jun-05	31-Aug-05
WHISTON SECTOR High Street/Moorhouse Lane, Whiston	Traffic calming	Objections reported to CM&A 22/03/05	07-Jan-03	60,000	01-Aug-05	01-Oct-05	30-Nov-05
WICKERSLEY / BRAMLEY SECTOR Northfield Lane, Wickersley	Pedestrian crossing improvements	Preliminary design commenced	21-Feb-05	10,000	tba	tba	tba
LOCAL SAFETY SCHEMES Far Dalton Lane, Dalton	Route treatment	TRO being processed	02-Jun-04	30,000	01-May-05	01-Jul-05	31-Jul-05
A57 - Anston to Borough Boundary	Route treatment	Design and consultation commenced	20-Dec-04	100,000	01-Jun-05	01-Aug-05	01-Oct-05
Highthorn Road, Klinhurst	Traffic calming	Preliminary design commenced	06-Jan-03	45,000	01-Aug-05	01-Oct-05	30-Nov-05
CYCLING SCHEMES Trans Pennine Trail, Brinsworth (Canklow bridge Phase 2)	Cycle lanes	Awaiting issue	29-Sep-03	10,000	02-Jan-05	01-Feb-05	28-Feb-05

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisors meeting (delegated powers)
2.	Date:	9 th May 2005
3.	Title:	Traffic Management Act 2004 - Implementing the Act
4.	Programme Area:	Economic & Development Services

5. Summary

To consider how best to deliver the requirements of parts 2, 3,4 & 5 of the Traffic Management Act 2004.

6. Recommendations

That the proposed changes to the establishment outlined in the report and shown on appendix B attached be approved.

7. Proposals and Details

The overriding themes throughout the network management duties, within the Traffic Management Act are communication, co-ordination and pro-active monitoring. It is felt that to effectively monitor and deal with incidents/works on the ground we will require additional resources, to ensure that the monitoring function is sufficient to ensure compliance with programmes etc.

It is therefore suggested that the existing staff involved in the co-ordination process should be utilised, with enhanced duties. This enforced change could be an opportunity to develop further the theme of community involvement, by “tying” this new role together with the role of the area co-ordinators. It is proposed to split the entire area of Rotherham into four zones. These four zones will tie in to the 8 existing zones covered by the area co-ordinators (7 Area Assemblies and 1 Town Centre) i.e there will be 1 “**Street Works & Enforcement Officer**” for each pair of area co-ordinators. The SWEO’s will deal with their particular zone in all matters relating to RASWA, Highways Act and the additional duties of the Traffic Management Act (parts 2,3,4 & 5).

(Part 2 of the Act relates to Network Management Duties, which has been implemented. Part 3 of the Act relates to permit schemes. Part 4 of the Act seeks to tighten some loop holes within the existing Acts. Part 5 gives additional powers to issue fixed penalty notices. Parts 3, 4 & 5 are currently subject to widespread consultations, and could therefore be subject to variation).

This would allow greater community involvement by the SWEO’s in harmony with the area co-ordinators. The SWEO’s would deal with the majority of matters, connected to the Traffic Management Act, and in a smaller zone – approx 25% of RMBC. However their duties and responsibilities would increase. Each SWEO would deal with RASWA inspections, vehicle access crossings and highway enforcement issues as now. They would also deal with permit monitoring, in conjunction with skip/scaffold/private apparatus, and the utilities, significant in terms of the role of pro-active monitoring. They would also be available to attend Area Assembly meetings together with the area co-ordinators, to outline any specific measures being taken to deal with any kind of potential/actual disruption to the highway. They could also offer specialist advice on such matters as **Vehicle Access Crossings/”A”** board applications. They would, in effect, become another spoke in the community involvement wheel.

It would also be our intention to allocate a small budget to each SWEO so that minor supplementary works (e.g. broken flags adjacent to a new VAC) or urgent enforcement action (e.g. removal of materials dumped on highway in a dangerous location) could be carried out. Again a special close link to the area co-ordinators would be forged and each role would compliment the other.

Information Technology plays a significant role in the new establishment as it is the intention to be able to track and trace all notices/permits and to be able to update incoming data and also outgoing information relating to changing situations such as works embargoes, emergency works, traffic delays and so on. It is therefore felt that the IT specialist role will be significant in the procurement, development and maintenance of a suitable IT system. This role will also enable a vital link to allow the Traffic Manager to monitor and control programmes, notices, permits etc.

We currently have a funding agreement with Yorkshire Water to part fund (50% of highway enforcement officer) a post, which aids the progression of major renewal works. This is in the full spirit of partnership and works well, in reducing delays, due to better programming of works. There are also customer care benefits for both parties. At present the highway enforcement officer carries out these duties. Other utilities have also expressed an interest in entering into similar funding arrangements.

The proposed establishment takes account of this added interest and creates a separate post (utilities partnering officer). This also will free up the highway enforcement officer who now becomes a "full time" SWEO.

The Act requires that a **Traffic Manager** be appointed and the post is a statutory one. The key outcome for the authority is that it will need to deliver a co-ordinated, planned and effective response to the network management duty across the whole organisation, and be involved in planning and ensuring that agreed actions are implemented. In practice it is likely that the Traffic Manager will provide a focal point within the Council, championing the need to consider the duty in all areas of work. The Traffic Manager will need to work closely with their peers in other authorities, and foster close links with adjacent Councils, the Highways Agency, and with other partners such as Police, utilities and bus operators.

The proposed establishment therefore also includes for the post of Traffic Manager. The new Traffic Manager will be appointed at an operational level and will need to take an active role in helping to formulate policies which will facilitate the requirements of the act, primarily the reduction of congestion and helping to achieve the targets in the South Yorkshire Local Transport Plan. The clear link to the Information Technology is thereafter required to enable close monitoring of these policies, and the associated measures. The process of monitoring would enable the effectiveness of the measures to be assessed, and adjusted where appropriate, with the overall aim of achieving a measurable reduction in congestion.

8. Finance

It is estimated that the proposed structure will increase costs by approximately £84,000. However these costs could be offset by increased S74 charges (more inspectors covering the borough) and additional costs through the permit system, and fixed penalty notices. It should be noted that the regulations relating to these matters (as contained in section's 3,4

& 5 of the Act) are currently being consulted on and may therefore be subject to significant change.

It should also be born in mind that if everyone is compliant with all the relevant acts, these income sources will become closer and closer to zero in time. A measure of our success in co-ordinating would be the reduction in penalty charges. It will therefore be appropriate to review the level of resources deployed on a regular basis.

9. Risks and Uncertainties

If the appropriate national authority considers that we may be failing in the duties attached to the Traffic Manager, it could intervene and impose a Traffic Director on us. The Traffic Director would then be responsible to ensure compliance, but would, of course, be outside the direct control of the Council.

To establish the new role correctly will require a considerable amount of work in advance of implementation and this work will have to be carried out quickly to meet the tight timescales set by the government. There is a risk that if we do not act quickly we may be left behind by the pace of change required by the government.

The government feels that the cost of implementation could be offset by the fixed penalty notices etc it is set to allow introduction of shortly. However the different parts of the act are not being implemented at the same time. For instance although Part 2 has been confirmed, Part 3 – the permit scheme (potentially some income) is currently being consulted on. There are therefore likely to be some isolated start up costs which will not be covered by potential income from parts 3 or 4 of the act.

The timetable for implementation of part 2 is very tight. It is dependant on extensive consultations with numerous agencies as well as key stakeholders including the citizens of Rotherham. This role will be undertaken by the new Traffic Manager.

The key aim of part 2 is co-ordination and this is dependant on good IT systems. None of the existing computer companies have anything which can deliver all the goods, at the moment, although software companies are trying to keep pace with the various sections of the act as they are evolving

10. Policy and Performance Agenda Implications

(1) Regeneration.

Reducing delays, using existing powers and additional powers contained within the bill, will aid movement of all classes of traffic throughout the highway network in Rotherham.

(2) Equality issues.

There would be no equalities issues associated with the implementation of this bill. All potential users of the highway would be treated equally. Highway Authorities will now have to submit notices for their works.

(3) Sustainability.

Economy and work.

By helping to minimise delays people are able to travel to and arrive at work on time. Local businesses are better able to receive raw materials on time and are thereafter able to deliver finished goods on time to their local customers.

Buildings, planning and land use.

By minimising traffic delays (both vehicular & pedestrian) the town centre environment would be enhanced and this may help to encourage growth.

Transport.

Any reduction of delays on the highway network will aid the movement of public transport and help to make it more reliable.

Pollution.

The Act should help to facilitate the reduction of both noise and air pollution by reducing queuing traffic.

(4) Health implications.

Reduction in air pollution has a beneficial effect on air quality.

(7) The Council's five political priorities

(7b) Regeneration.

- (i) Ensuring a safe well managed efficient highway network is maintained, will help to improve the image of Rotherham addressing the negative views both within and outside the Council.

(10) Performance indicators.

- (i) The Act outlines the need to enforce/sanction/monitor/review through a series of performance indicators, which will be developed in conjunction with other local authorities. The Secretary of States powers of intervention could be triggered through these performance indicators and other measures.

11. Background Papers and Consultation

Highways Act 1980
New Roads and Street Works Act 1991
Road Traffic Regulation Act 1984.
Network Management Duty Guidance
Existing Structure – Appendix A

Proposed Structure – Appendix B

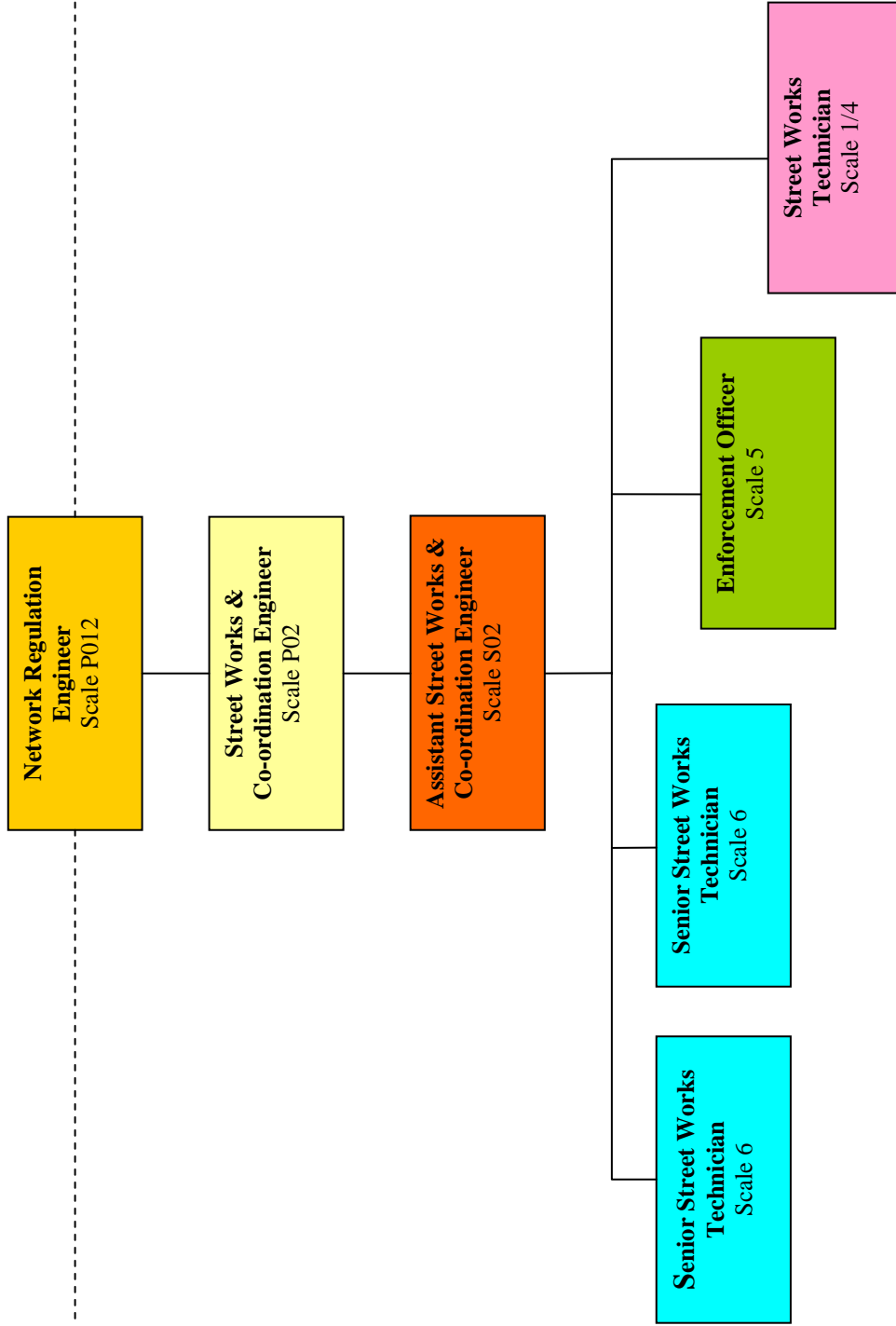
The Government has consulted widely on part 2 of the Act, and this Council's comments were included in a report to Cabinet Member of Economic and Development Services on 20 September 2004. Planning and Transportation were consulted, and their comments were added. This part of the Act has now been implemented.

The Planning and Transportation Service have been consulted on the proposals contained within this report and their comments have been included.

Parts 3, 4 & 5 of the Act are currently being consulted on and the government is hoping to fully implement these parts of the Act towards the end of 2005, at the earliest.

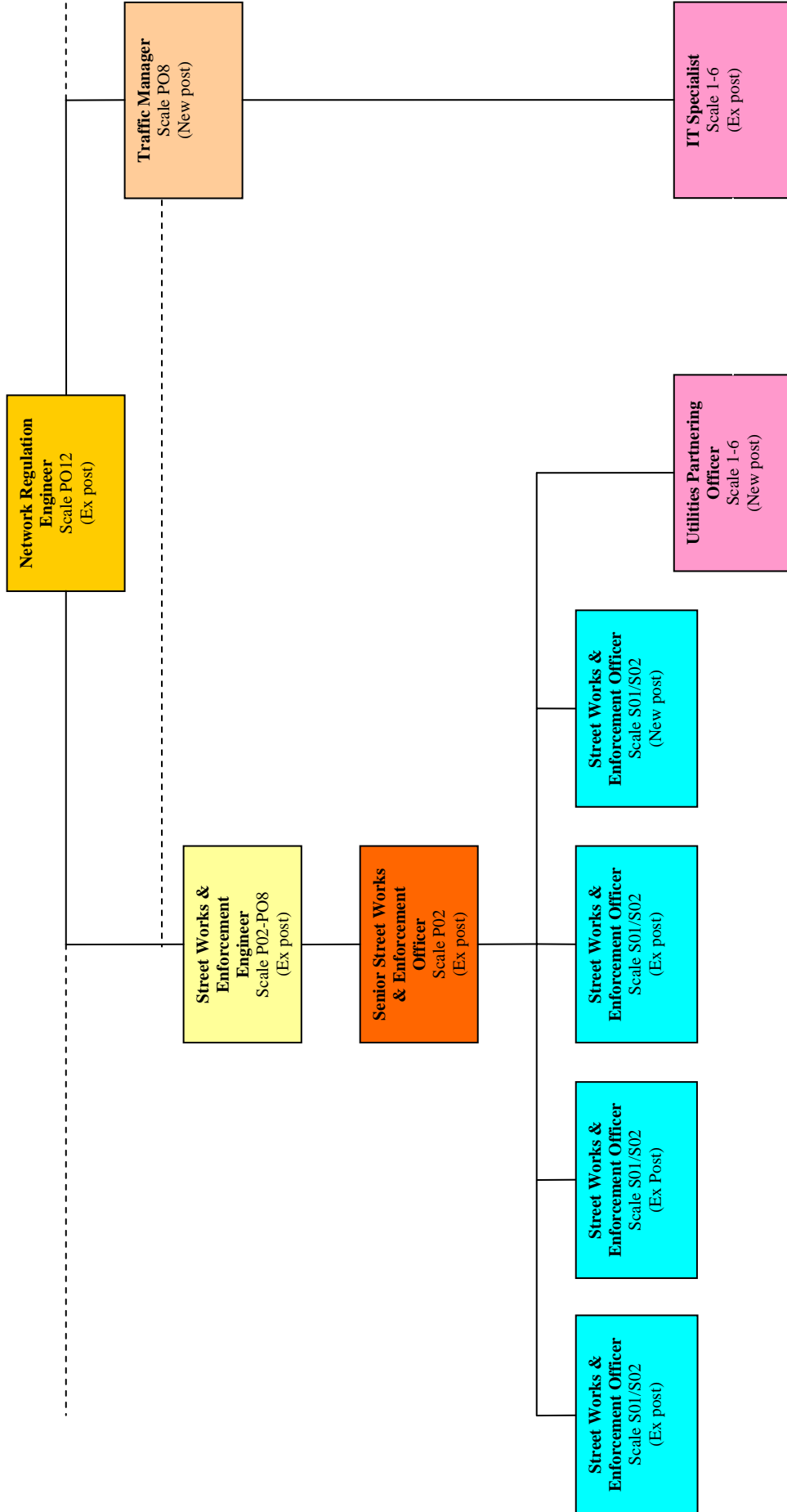
The other Yorkshire Authorities have been consulted regarding part 2 in particular relation to the appointment of a Traffic Manager. The current view in other Yorkshire Authorities is that the Traffic Manager will need to be a "hands on" practitioner.

Contact Name : Graham Weaver – Network Regulation Engineer
extension 2930 - email: graham.weaver@rotherham.gov.uk



Street Works Enforcement & Co-ordination Existing Structure

APPENDIX B



Street Works Enforcement & Co-ordination **Proposed** structure

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member - Delegated Powers Meeting
2.	Date:	9 May 2005
3.	Title:	Streetpride Performance Response Times
4.	Programme Area:	Economic and Development Services

5. Summary

Streetpride's performance in respect of timeliness in dealing with requests for service has continued to improve during the financial year 04/05. The overall success rate in meeting target response times rose from 94.4% in 03/04, to 97.6% in 04/05

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 quarter January to March 05 are shown in Appendix 1. Overall performance was similar to the previous quarter, with only 5 services not fully meeting targets during the quarter. These were as follows:

Request for a vehicle access crossing	(90.7%)
Streetlight out	(82.3%)
Dangerous defect in carriageway	(95.3%)
Removal of fly tipping	(79.3%)
Removal of dog mess	(96.7%)

Action is continuing to further improve performance in these 5 areas.

The cumulative results for the financial year 04/05 are shown in Appendix 2 alongside the results for the previous financial year. This demonstrates that performance has either remained the same (at 100%) or improved, in virtually all areas when compared to the previous year.

The average overall success rate increased from 94.4% to 97.6%

8. Finance

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

9. Risks and Uncertainties

Streetpride is a high profile Council Service and after 2 years of continuous improvement, performance response times have now reached a plateau. There is a risk that if the demand for services rises, there may be a reduction in performance response times compared to the current levels being achieved.

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 for the quarter Jan- March 05

Appendix 2 – Streetpride response times for 03/04 and 04/05

(Both appendixes produced jointly with the Neighbourhoods Programme Area)

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
Request for Action	Target Response 2004/05	Jan-05	Feb-05	Mar-05	Cumulative (Year to Date)	Average this quarter						
1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	0	100%	0	100%	1	100%	100%	100%	100%	100%	Target fully met throughout the quarter
1(b)	Cutting back will be carried out within 5 days.	3	100%	0	100%	0	100%	100%	100%	100%	100%	Target fully met throughout the quarter
2(a)	Make safe dangerous overhanging trees/vegetation on private land.	0	100%	0	100%	0	100%	100%	100%	100%	100%	Target fully met throughout the quarter
2(b)	After 14 days a 14 Day notice will be served on the owner and then cutting back will take place.	5	100%	3	100%	0	100%	100%	100%	100%	100%	Target fully met throughout the quarter
3	Estimate/license for vehicular dropped crossing.	18	100%	18	78%	17	94.1%	95.6%	90.7%	90.7%	90.7%	Performance dropped slightly in February due to staff sickness and holidays
4	Street light out.	394	81%	324	82%	281	84%	81.3%	82.3%	82.3%	82.3%	During the quarter performance has improved steadily. The average time to repair a street-lighting fault during the quarter was 3.16 days
5(a)	All lights out - 4 hrs	6	100%	12	100%	7	100%	100%	100%	100%	100%	Target fully met throughout the quarter
5(b)	Faulty traffic lights.	7	100%	8	100%	8	100%	99.3%	100%	100%	100%	Target fully met throughout the quarter
6	Dangerous defect in carriageway.	7	86%	14	100%	26	100%	97.6%	95.3%	95.3%	95.3%	Target fully met in February and March
7	Dangerous defect on footpath.	9	100%	13	100%	16	100%	97.8%	100%	100%	100%	Target fully met throughout the quarter
8	Removal of fly tipping	296	77%	255	81%	317	80%	82.9%	79.3%	79.3%	79.3%	Performance has improved slightly during the quarter, but boggy ground caused by bad weather and the use of staff for Winter maintenance, had an adverse impact on response times. During the quarter, the average time to remove fly tipping was 0.7 days.
9	Removal of dog mess	63	98%	52	98%	50	94%	98.3%	96.7%	96.7%	96.7%	Performance dropped slightly in March due to staff sickness.

APPENDIX 1 - STREETPRIDE RESPONSE TIMES

Resp	Request for Action	Target Response 2004/05	Jan-05		Feb-05		Mar-05		Cumulative (Year to Date)	Average this quarter	Comments
			3	100%	1	100%	2	100%			
Steve Finley	10(a)	Burnt out - within 24 hrs	3	100%	1	100%	2	100%	97.9%	100%	Target fully met throughout the quarter
	10(b)	Removal of abandoned car.	4	100%	3	100%	5	100%	100%	100%	Target fully met throughout the quarter
	10(c)	Runner - 15 working days	2	100%	2	100%	5	100%	100%	100%	Target fully met throughout the quarter
Steve Wiberley	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.	6	100%	10	100%	9	100%	99.1%	100%	Target fully met throughout the quarter
Janet Walklate	12	Clear up spillage on carriageway. 4 hrs	33	100%	7	100%	6	100%	100%	100%	Target fully met throughout the quarter
Janet Walklate	13	Empty overflowing litter bin/dog bin. 4 hrs	2	100%	0	100%	0	100%	100%	100%	Target fully met throughout the quarter
Graham Kaye	14(a)	Clear blocked gully causing severe ponding. 4 hrs to sign and guard with, blockage relieved within 1 working day.	0	100%	0	100%	0	100%	100%	100%	Target fully met throughout the quarter
	14(b)	Empty missed wheeie bin (if reported within 24 hrs of being missed). 10 working days.	4	100%	4	100%	4	100%	100%	100%	Target fully met throughout the quarter
Adrian Gabriel	15	Remove racist or offensive graffiti. Within 24 hrs subject to agreement of property owner.	113	100%	42	100%	73	100%	100%	100%	Target fully met throughout the quarter
Adrian Gabriel	16	Request for a Warden visit. 98% within 5 working days.	442	100%	587	100%	723	100%	100%	100%	Target fully met throughout the quarter
Nigel Deffley	17	Clear up drug litter. 95% within 3 hours	9	100%	8	100%	11	100%	100%	100%	Target fully met throughout the quarter
Mark Ford	18	Report of a stray dog. 85% actioned within 24 hrs.	176	99%	139	99%	228	97%	98.2%	98.3%	The target was fully met in January and February and missed by just 1% in March. During March 43 litter and 12 dog fouling fixed penalty notices were issued. The total numbers of fixed penalty fines issued for the year commencing 1st April 2004 were 396 and 134 respectively.
Mark Ford	19	Request for a Warden visit. 98% within 5 working days.	28	100%	31	100%	28	100%	100%	100%	Target fully met for the quarter. The collection of drug litter from public places is a cross Council initiative and in the period 87 notifications for response were received, all were responded to within the 3 hour target. Overall for the year 286 notifications have been removed to safety within the 3 hour target. Of these the Neighbourhood Warden team have removed 50% of the total.
Mark Ford	20	Report of a stray dog. 85% actioned within 24 hrs.	114	97%	92	93%	81	68%	90.0%	86.0%	The target was fully met in January and February but missed in March. For the year to date there have been 1128 reports of stray dogs. Despite there being only one employed Dog Warden, the overall response performance (90%) has exceeded the 85% target. This has been the result of the re-alignment of support for the Dog Warden and re-engineering of the handling of service requests within the Neighbourhood Enforcement team.

Appendix 2

STREETPRIDE RESPONSE TIMES				Percentage meeting target	
Resp		Request for Action	Target Response time	2003/4	2004/5
Colin Knight	1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs.	100.0%	100.0%
	1(b)		Cutting back will be carried out within 5 days.	100.0%	100.0%
Colin Knight	2(a)	Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will signed and guarded within 4 hrs.	100.0%	100.0%
	2(b)		After 14 days a 14 Day notice will be served on the owner and then cutting back will take place.	99.2%	100.0%
Graham Weaver	3	Estimate/license for vehicular dropped crossing.	Within 10 working days from receipt of a formal request.	86.0%	95.6%
Bob Stevenson	4	Street light out.	3 working days for a non supply fault.	63.6%	81.3%
Mick Powell	5(a)	Faulty traffic lights.	All lights out - 4 hrs	100.0%	100.0%
	5(b)		Single bulb failure - 24 hrs	99.4%	99.3%
Colin Knight	6	Dangerous defect in carriageway.	4 hrs after being reported by the public	86.4%	97.6%
Colin Knight	7	Dangerous defect on footpath.	4 hrs after being reported by the public	96.1%	97.8%
Nigel Deffley	8	Removal of fly tipping	1 working day	81.9%	82.9%
Janet Walklate	9	Removal of dog mess	Within 2 working days	100.0%	98.3%
Jayne Wright	10(a)	Removal of abandoned car.	Burnt out - within 24 hrs	90.3%	97.9%
	10(b)		Wreck - 10 working days	95.8%	100.0%
	10(c)		Runner - 15 working days	96.8%	100.0%
Colin Knight	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.	98.4%	99.1%
Janet Walklate	12	Clear up spillage on carriageway.	4 hrs	94.2%	100.0%
Janet Walklate	13	Empty overflowing litter bin/dog bin	4 hrs	90.0%	100.0%
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4 hrs to sign and guard with,	100.0%	100.0%
	14(b)		blockage relieved within 1 working day.	100.0%	100.0%
Adrian Gabriel	15	Empty missed wheelie bin (if reported within 24 hrs of being missed),	Same or next working day.	100.0%	100.0%
Adrian Gabriel	16	Remove bulky item (after receipt of payment).	10 working days.	100.0%	100.0%
Nigel Deffley	17	Remove racist or offensive graffiti	Within 24 hrs subject to agreement of property owner.	91.0%	100.0%
Mark Ford	18	Request for a Warden visit	5 working days.	97.3%	98.2%
Mark Ford	19	Clear up drug litter	3 hrs	99.0%	100.0%
Mark Ford	20	Report of a stray dog	Actioned within 24 hrs.	89.2%	90.0%
Overall average for the year				94.4%	97.6%

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member – Delegated Powers Meeting
2.	Date:	9 May 2005
3.	Title:	Petition – requesting removal of highway trees at Rookery Rd, Swinton
4.	Programme Area:	Economic and Development Services

5. Summary

To report the results of a survey and the consultation about the proposed felling of roadside trees at Rookery Road Swinton, following a petition signed by local residents.

6. Recommendations

That:

- (a) Streetpride Service carry out the removal of 14 roadside trees, pruning of two others and reinstatement of footpaths following a notification of these works to local residents.**
- (b) A further Cabinet Member report be presented outlining the resources available to maintain the Borough's roadside trees into the future.**

7. Proposals and Details

The petition requested the removal of 16 mature roadside Lime trees at a short cul-de-sac serving properties 22 to 52 Rookery Road, Swinton (even numbers only). This was reported to Cabinet Member on 8 November 2004. Approval was given to carry out a detailed tree survey and prepare a programme of works taking into account residents concerns.

The survey confirmed the difficulties associated with the trees e.g. problems of shading, heavy leaf fall, "honey dew" and "trips" around tree roots in the pavement. Sadly, these problems cannot be put right by pruning and there is no alternative other than to recommend the removal of 14 trees. In the short term it is possible to retain two trees at the head of the cul-de-sac provided they are regularly pruned. These trees will help to give some useful amenity, although in the long term this will be lost due to a lack of space to plant any replacements at this particular location.

In accordance with the Council's normal procedures residents at all 16 properties at the cul-de-sac have been sent a questionnaire seeking their views about the proposed felling. Fourteen replies have been received and they all support the recommendations.

Subject to approval, it is proposed to start the felling works during the next eight weeks. The actual timing will be dependent on any wildlife considerations, particularly in respect of avoiding disturbance to nesting birds. Reinstatement of the tree surrounds will be coordinated by Streetpride Service to ensure that any disturbance to the footpaths and inconvenience to residents during the works are kept to a minimum.

This work will coincide with the removal of six further roadside trees between house numbers 54 to 60 Rookery Road, Swinton.

8. Finance

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

9. Risks and Uncertainties

On balance the difficulties associated with the trees probably outweigh the benefits they provide. However, the works will result in a significant loss of visual amenity. Sadly, this will be permanent when the two remaining trees inevitably have to be removed, because of a lack of replanting opportunities.

Rotherham's roadside trees are important in providing welcoming approaches into the area and a healthy environment for local people. Regrettably, these trees are not being replaced on a one to one basis when felling takes place. Also, there is no supplementary planting taking place elsewhere to help compensate for different losses at different times and places in the Borough such as Rookery Road. Therefore, the overall stock of 6,000 roadside trees is in slow decline even where there are opportunities to replant, because of insufficient resources. Ideally, the position regarding these trees and the available resources to manage them should be reviewed.

10. Policy and Performance Agenda Implications

(a) Corporate Plan

Roadside trees principally contribute to the following priority in the Council's new Corporate Plan:

ROTHERHAM SAFE "A place where neighbourhoods are green and well maintained..... there will be attractive public space.....environments will be protected". Having clean and green neighbourhoods is much more than just aesthetics; the physical environment we live in affects how we feel about ourselves and about life in general. People are much more likely to take a pride in their locality if it is clean, green and in good condition. Accordingly, well maintained trees also contribute to the other new Corporate Priorities of **Rotherham Proud** and **Rotherham Alive** ("a place where people feel good").

(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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Cabinet Member and Advisers Meeting
2.	Date:	18th April, 2005
3.	Title:	Tender Report for the new Sure Start building on Tickhill Road, Maltby.
4.	Programme Area:	Economic and Development Services

5. Summary

For cabinet members information only. See attached report to Sure Start Maltby.

This report has also been forwarded to Education, Culture and Leisure Services.

ROTHERHAM BOROUGH COUNCIL – REPORT TO SURE START MALTBY
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1.	For the attention of:	Sure Start Manager
2.	Date:	6 th April, 2005
3.	Title:	Tender Report for the new Sure Start building on Tickhill Road, Maltby.
4.	Client:	Sure Start Maltby

5. Summary

To seek approval to accept a tender for the new Sure Start building on Tickhill Road, Maltby.

6. Recommendations

It is recommended that the tender submitted by Birse Build Ltd., dated 6th April, 2005, with a Target Cost of £855,700.00 and a Guaranteed Maximum Price of £870,700.00 be accepted.

7. Proposals and Details

The work consists of the construction of a single storey building on the vacant site next to the Edward Dunn Building on Tickhill Road, Maltby, to provide Sure Start facilities and a cafe, together with offices for Sure Start personnel.

The project sponsor is Erica Leach, Sure Start Manager at Maltby.

It is intended that the building be ready for use by 29th October, 2005. The construction period is 29 weeks and the Contractor will take possession of the site on Monday, 11th April, 2005.

A tender has been negotiated with Birse Build Ltd., one of RCP's Strategic Partner Contractors. Costs have been checked and are in accordance with the Partnering Agreement. The tendered Target Cost is £855,700.00, and Guaranteed Maximum Price is £870,700.00

8. Finance

The project is funded by Sure Start, with £55,000 coming from the DfES Children's Centres via RMBC Early Years.

The Project Cost is:

Target Cost	£ 855,700.00
Contingencies	<u>15,000.00</u>
Guaranteed Maximum Price	£ 870,700.00

Sundry costs:

Loose Furniture and Equipment	15,000.00
Professional Fees	<u>113,500.00</u>
Overall Project Cost	£ 992,200.00

(Service Diversion Works is included in the Target Cost. Site Investigation Works, Site Levels Survey, Planning Fees, and Building Regulation Fees are included in Professional Fees.)

9. Risks and Uncertainties

A Building Regulations application has been given conditional approval, subject to confirmation of the roof construction.

A pre-tender Health & Safety Plan has been prepared. The Contractor's Health & Safety Plan has been received and approved by the Planning Supervisor.

Temporary fencing will be erected around the site for the duration of the contract.

10. Background Papers and Consultation

The Sure Start Manager, the Building Management Sub-Group, the Sure Start Maltby Board, and the local community have been involved in the development of the scheme and have approved the plans.

The Access Officer has provided input into the scheme.

Planning Approval has been granted for the extension.

The recommendations of this report are supported by the project sponsor.

Contact:

Steve Fryer ,
Architect,
Economic & Development Services.
Tel: 822801 Fax: 830261 e-mail: steve.fryer@rotherham.co.uk

Paul Smith,
Design Consultancy Manager,
Economic & Development Services.
Tel: 822151 Fax: 830086 e-mail: paul.smith@rotherham.gov.uk

Project ref. no. 7 / 67 / 2

11. Funding approved by:

For and on behalf of the Sure Start Maltby Board

.....

For and on behalf of RMBC Early Years

.....

**PARISH LIAISON
TUESDAY, 29TH MARCH, 2005**

Councillor Gerald Smith	Cabinet Member for Economic and Development Services (in the Chair)
The Mayor (Councillor Fred Wright)	Ward 3 and Brinsworth Parish Council
Councillor Jo Burton	Ward 1 and Anston Parish Council
Councillor David Pickering	Ward 17 and Dalton Parish Council
Mr. Mike Gazur,	Clerk - Anston Parish Council
Mr. Alan Hodkin,	Clerk - Aston-cum-Aughton Parish Council
Councillor Ted Kelsey	Bramley Parish Council
Councillor M. Rollinson	Brinsworth Parish Council
M.	Brinsworth Parish Council
Councillor Mrs. Betty Jolly	Catcliffe Parish Council
Councillor Brian Jolly	Catcliffe Parish Council
Councillor Guy McIntosh	Catcliffe Parish Council
Councillor Mrs. June McIntosh	Catcliffe Parish Council
Councillor Mrs. Sue Pickering	Dalton Parish Council
Mrs. Sue Lewis	Assistant Clerk – Dalton Parish Council
Councillor Jacquie Falvey	Dinnington Parish Council
Mr. Alan Shaw	Clerk – Dinnington Parish Council
Councillor M. Clear	Orgreave Parish Council
Councillor L. Tyler	Orgreave Parish Council
Councillor Mrs. M. Johnson	Ravenfield Parish Council
Councillor David Rowley	Ravenfield Parish Council
Councillor Alan Scholes	Thrybergh Parish Council
Mr. B. Larcombe	Clerk – Thrybergh Parish Council
Councillor T. E. Bell	Thurcroft Parish Council
Councillor T. G. Bell	Thurcroft Parish Council
Councillor M. Hindley	Thurcroft Parish Council
Councillor Mrs. F. K. Blanksby	Wales Parish Council
Councillor Christine Purvis	Whiston Parish Council
Councillor George Skinner	Whiston Parish Council
Councillor D. Straw	Whiston Parish Council

Also present:-

Karl Battersby	Head of Planning and Transportation Service
Phil Turnidge	Senior Planner, Planning and Transportation Service

Apologies for absence:-

Councillor Patrick Burke	Ward 17 and Dalton Parish Council
Members and Clerk	Harthill-with-Woodall Parish Council
Members and Clerk	Laughton-en-le-Morthen Parish Council
Members and Clerk	Todwick Parish Council
Members and Clerk	Woodsetts Parish Council

7. INTRODUCTION AND WELCOME BY THE CABINET MEMBER, COUNCILLOR G. SMITH.

The Chairman welcomed everyone and explained the purpose and agenda for the meeting, which was to discuss any areas of concern relating to the Planning and Transportation Service.

8. MINUTES OF THE PREVIOUS MEETING HELD ON 22ND APRIL, 2004

The minutes of the meeting held on 22nd April, 2004 were agreed as a correct record.

9. MATTERS ARISING

(1) Minute No. 3 – Woodlathes Village Development, Bramley and Sunnyside

The representatives of Ravenfield Parish Council asked the Borough Council to undertake a further traffic impact assessment in the event of the developer making application to construct additional residential dwellings within this development.

(2) Minute No. 4 - Proposed Link Road – Woodhouse Mill Recreation Field

The Borough Council was currently preparing a preferred route for this link road which would serve the new developments at Waverley. It was anticipated that the preferred route would be submitted to the Government Department for Transport during the Summer, 2005.

The Parish Councils of those areas affected by the link road would be notified of the outcome of the public consultation exercise and of the details of the preferred route. It was also noted that the road near to the Orgreave coking plant would be reinstated after completion of the restoration of the coking plant site.

(3) Minute No. 5 - Wm. Morrison Supermarket – Spare Land at Catcliffe

The meeting noted that, although an application for planning permission had been received by the Borough Council in respect of this spare land at Catcliffe, the application had subsequently been withdrawn.

(4) Minute No. 10(e) – A57 Worksop Road at Lindrick Dale

The Borough Council would be implementing a road safety scheme along the length of the A57, from the Red Lion Hotel at Todwick to Anston.

(5) Minute No. 10(e) - B6059 Sheffield Road, South Anston

The Borough Council would not be implementing traffic calming measures

on this highway, because there were insufficient amounts of vehicular traffic to justify expenditure on such a scheme.

(6) Minute No. 10(f) – School Road, outside Wales Primary School

The Borough Council would be implementing a road safety scheme at School Road, outside Wales Primary School, leading to Wales square.

10. LOCAL DEVELOPMENT FRAMEWORK

The meeting welcomed Mr. Phil Turnidge, Senior Planner with Rotherham MBC, who gave a presentation about the Local Development Framework.

The presentation and subsequent debate included reference to these issues:-

- the statutory requirement for the Local Development Framework, as contained in the Planning and Compulsory Purchase Act 2004;
- the statutory Development Plan is to comprise both the Regional Spatial Strategy and the Local Development Framework;
- the Plan will regulate development and land use, in the public interest;
- the Local Development Plan will replace the former Unitary Development Plan (UDP), although some of the UDP policies will be retained;
- the principal themes of the Local Development Framework were:-
 - sustainable development
 - spatial planning approach
 - community involvement
- the main Development Plan documents were:-
 - Local Development Scheme (LDF Project Plan)
 - Statement of Community Involvement (Participation Plan)
 - core strategy and policies
 - site specific allocations
 - proposals map
 - area action plans
- the new spatial planning approach will exceed the existing approach of land use planning;
- the LDF performance will be linked to the Planning Delivery Grant which Central Government allocates to local planning authorities to improve performance;

- details were provided of the timescale for production of the initial round of Local Development Framework documents and also the reporting structure involving the Borough Council and the Local Strategic Partnership.

The Borough Council's Local Development Scheme, detailing the initial documents to be produced, had been submitted to the Office of the Deputy Prime Minister before the due date of 31st March, 2005 and had already received approval from the ODPM.

Copies of the presentation and of the Local Development Scheme and the draft Statement of Community Involvement were made available for Parish Councils.

It was emphasised that the Local Development Framework would continually evolve over time and would be subject to annual monitoring and review.

Phil Turnidge was thanked for his informative presentation.

11. THE BOROUGH-PARISH LIAISON MEETING AND THE AREA ASSEMBLIES

Consideration was given to a resolution submitted by Woodsetts Parish Council which questioned the role of the Borough-Parish liaison meetings and suggested that issues could be dealt with at the Area Assembly meetings.

After discussion, it was agreed that the Borough-Parish liaison meetings should continue to take place at intervals of six months. Individual Parish and Town Councils would also continue to be able to request liaison meetings about specific issues relating to their areas.

12. PLANNING BOARD TRAINING PROGRAMME

Consideration was given to the details of the 2005 training programme for the Borough Council's Planning Board Members.

An invitation was extended to the Members and Clerks of all Parish and Town Councils to attend these training sessions, free of charge. Initially, attendance would be restricted to two representatives of Parish/Town Councils, although more representatives would be able to attend whenever space permitted. Places could be booked by contacting the Borough Council's Committee Services Section at Grove Road, Moorgate, Rotherham, telephone (01709) 822054.

13. LOCAL ISSUES REPORTED BY PARISH AND TOWN COUNCILS

Discussion took place on the following local issues which were reported

by representatives of the Parish and Town Councils:-

(1) Laughton Common – vehicle speed and street cleansing

The representatives of Thurcroft Parish Council expressed concerns about excessive vehicle speeds along the B6060 highway through Laughton Common. They mentioned the particular dangers of the hump-backed bridge over the railway line at Laughton Common Road and Station Road, near to the junction with Station Way.

Reference was also made to the need for street cleansing to be undertaken more frequently in this area.

The Borough Council representatives replied that (a) the concerns about vehicle speed would be examined in detail; and (b) street cleansing was undertaken in accordance with the Borough Council's approved schedule for rural areas.

(2) Vehicle Speeds through small villages

The representatives of Ravenfield Parish Council referred to the updating of Government circular 1/93 entitled "Setting Local Speed Limits". They asked whether the Borough Council intended to introduce a policy which would ensure that a maximum vehicle speed limit of 30 mph was introduced in all villages in the Rotherham Borough area.

The Borough Council representatives replied that all areas of the Borough were being examined in turn and local road safety schemes were being implemented where necessary. The particular nature of any individual highway and area of roads was specifically examined and, as such, there was no overall policy relating to vehicle speed limits in villages. Highway Authorities had to take account of relevant guidance from Central Government in respect of these local schemes, including the circular mentioned by the Ravenfield Parish Council representatives. The Borough Council was required to consult the South Yorkshire Police when implementing changes to vehicle speed limits on any highway. It was sometimes the case that the Police would not agree with the proposals of the Highway Authority. There were also limitations imposed by the availability of Local Transport Plan funding.

Reference was made to the apparently limited effectiveness of vehicle speed notification signs. There seemed to be a trend of local drivers choosing to ignore these notification signs only a few months after the signs had been installed.

(3) Applications for Planning Permission and Enforcement of Conditions

The representatives of Anston Parish Council asked about the Borough Council's policies and procedures for granting planning permission and for enforcing the planning conditions of approved development.

The Borough Council representatives referred to the scheme of delegation whereby 90% of applications for planning permission were determined by Officers, sometimes in consultation with the Chairman and Vice-Chairman of the Planning Board. The Planning Board itself would determine the applications for larger and more complicated development. This scheme of delegation was currently being reviewed and a new arrangement had recently been introduced, whereby any application for which five or more objections were received would automatically be reported to the Planning Board for determination.

The Borough Council representatives also referred to the arrangements for the enforcement of planning conditions attached to permissions for development. The relative limitation of staffing resources had led to the use of a priority system of responding to complaints about development. Whenever possible, complaints would be settled amicably. There was usually a protracted period for issuing statutory notices whenever enforcement action was being taken against a developer. The Local Planning Authority did rely, to a certain extent, on members of the public reporting possible breaches of planning conditions.

(4) Notification to Parish Councils of Highway Works

A representative of Catcliffe Parish Council referred to the Borough Council and Parish Councils seminar, held at Rotherham Town Hall on Saturday, 29th January, 2005, when it had been agreed that Parish Councils would be notified in advance of any highway works taking place in their areas. There had been a recent example in Catcliffe, where roads had been closed temporarily because of highway drainage works.

The Borough Council representatives agreed that Parish Councils should be notified in advance of this type of highway scheme and, wherever possible, such notification could be made by electronic mail message to Parish Clerks.

(5) Whiston Conservation Area – the traditional red telephone kiosk

A representative of Whiston Parish Council referred to the intention of British Telecom to remove the traditional red telephone kiosk from its location within the Whiston Conservation Area. British Telecom had stated that a modern telephone kiosk would be provided in its place. Whiston Parish Council asked the Borough Council to support its campaign to retain the traditional kiosk. The Parish Council's opinion was that it was important to retain this type of traditional structure within a Conservation Area.

It was agreed that the Borough Council's Head of Planning and Transportation Service would send a letter to British Telecom, in support of Whiston Parish Council's request to retain the traditional red telephone kiosk.

(6) A631 West Bawtry Road and East Bawtry Road, Whiston

A representative of Whiston Parish Council referred to the proposed construction of a dual carriageway along the A631 West Bawtry Road at Whiston and asked the Borough Council to retain the original, stone mile posts along this length of road. Alternatively, the Parish Council would like these mile posts moved to a new location adjacent to the Manorial Barn, Whiston.

The Borough Council representatives agreed to investigate whether the mile posts had listed development status.

(7) Housing – Sheltered Homes Schemes

A representative of Whiston Parish Council referred to the proposed closure of some of the Borough Council's sheltered homes. The Borough Council representatives replied that this issue was outside the scope of this liaison meeting and the Parish Council's concerns should be raised with the Borough Council's Neighbourhood Services.

(8) Advertisement Signs in the Highway

A representative of Thurcroft Parish Council referred to the proliferation of advertising signs in and adjacent to the highway.

The Borough Council representatives replied that the use and placing of advertisement signs were regulated by the Control of Advertisement Regulations 1992. The Local Planning Authority would utilise its enforcement powers to remove any advertisement signs which had been erected without consent, again by using a system of prioritising the most serious breaches of the Regulations. When considering enforcement action, local planning authorities could take into consideration issues of public safety and of amenity, but in development control terms could not take any action in respect of the wording included on advertisements signs.

The Borough Council was currently taking enforcement action against the company responsible for the erection of certain advertisement signs adjacent to the local motorways and other major roads.

14. CLOSING REMARKS

Councillor Gerald Smith thanked the Parish Councils' representatives for their attendance and closed the meeting at 7.20 p.m.

TRANSPORT LIAISON GROUP
Wednesday, 30th March, 2005

Present:- Councillor Smith (in the Chair); Councillors Cutts, Doyle, Hall, Jackson, Nightingale, Turner, Whelbourn and Wootton.

together with:-

D. Stevenson	Stagecoach East Midlands
M. Power	Yorkshire Traction
Richard Simons	First
Barbara Frost	SYPTTE

1. APOLOGIES

Apologies were received from:-

Councillor P. Burke	Ward 17
Councillor F. Hodgkiss	Ward 7
Councillor S. Nuttall	Ward 15
Councillor R. S. Russell	RMBC representative to SYPTTE
Councillor A. Senior	Ward 13
Councillor R. Stone	Leader and Ward 14
Councillor R. Stonebridge	Ward1
Steve Hewitson	Rotherham Community Transport
Pam Horner	South Yorkshire Passenger Transport Executive

2. MINUTES OF THE PREVIOUS MEETING HELD ON 18TH OCTOBER, 2004

Agreed:- That the minutes of the previous meeting of the Transport Liaison Group held on 18th October, 2004 be approved as a correct record.

3. OPERATORS' UPDATES

The following updates were given by the transport operators:-

(a) Yorkshire Traction

Services 77, 227, 228 - minor timetable alterations.

Service 109 (Rawmarsh Circular) - there was slightly reduced frequency in the afternoons and evening. This was due to the increased traffic and congestion on the A633 which meant that the buses were taking longer to go around the circular route.

(b) First Group

There were proposed changes to services in the evenings and on Sundays. The Group were in the final stages of discussions with the SYPTE. It had been found that certain journeys and routes on certain evenings were not viable. The proposals would mainly affect the Wortley Road service and the Service 69 on Sundays. There were also some proposed frequency cuts to lesser services.

It was also reported that the Service X85 operated by First Group, was a tendered service and the tender had now been terminated by the PTE. It was also proposed that in the evenings and on a Sunday there would only be one bus to Thorpe Hesley (Service 66) and Chapeltown.

The other daytime services were to remain.

(c) Stagecoach

The Service 767 had been reviewed by the Company and assessed to be not viable and had therefore been withdrawn with effect from the Easter weekend. However, it was understood that Powell's had partially replaced the service at short notice.

As a result of the SYPTE's withdrawal of the tender for Service X85 from First Group, Stagecoaches' Service 19 had been diverted through Woodsetts (19a) and operates not via South Anston but via Woodsetts. This was different to the daytime 19a which was via Whitegates estate. Passengers had been informed of these changes through notices on the buses.

(d) Arriva Trains

No representative was present.

(e) SYPTE

(i) Prohibition of Smoking in Rotherham Interchange

It was confirmed that a smoking ban was in place in all operational areas of the interchange including the car park, mall and runways.

(ii) Consultation Activities

- A631 Rotherham to Maltby Quality Bus Corridor:- the consultation was to run until 11th April, 2005.
- Thrybergh:- the consultation was now complete and the analysis work was expected to be completed by June, 2005.
- Dearne/Kilnhurst Road/Swinton:- a draft leaflet was being prepared ready to be distributed.

(iii) Leaflets

Copies of a leaflet re: Rotherham Hospital by Bus and Easy Access Travel in Rotherham by Bus were made available at the meeting.

A leaflet was also available re: Young Learners Guide to Travel Support in Rotherham.

(iv) Vandalism

Strategies had been put in place involving the local Community Partnership and the Police regarding incidents of vandalism in the Silverwood area, and the several people had been charged as a result.

In Swinton there had been incidents of vandalism to the information screens at the railway station. The effectiveness of the cctv cameras was questioned and it was pointed out that some of the local residents had asked that the lights be turned down in some of the areas.

In addition it was reported that the YT 200 Service had been terminated in the evenings due to incidents of vandalism to buses in the car park.

Agreed: That the SYPTE representative reports these incidents to the relevant Department for investigation.

(v) Rotherham Railway Station

The station was part of the Regenerating Rotherham Scheme and a report from consultants was awaited on how the Interchange and the railway station might be redeveloped.

4. PROGRESS REPORTS AND UPDATES FROM RMBC TRANSPORTATION UNIT

(a) Regional Transport Matters

It was reported that a Transport Forum under the Yorkshire and Humber Assembly met every two months to debate and inform regional strategic transport issues and policies, comprised of local government officers, representatives of the PTE and Assembly members.

There were four key priorities for Rotherham:-

- Supertram extension:- this was being remodelled to accommodate line changes arising from the Town Team's vision and national Audit Office.
- Waverley Link Road:- the Annex E was currently being written as a result of the consultation carried out about preferred options.

- M1/A57/Todwick crossroads:- the proposals were in line with DFT requirements and this would now move to full approval. Planning permission had been granted.
- New junction at the A1/M18:- this proposal was aimed at improving access to the Dearne/Manvers and would also help to ease traffic in Maltby.

(b) School Travel Plans

The Government Transport White Paper published in 2004 intended to simplify transport policies.

The Government now targeting four priorities that all local authorities had to follow:-

- Tackling congestion
- Improving access to jobs, shopping, health etc
- Safer roads
- Improving the environment

Emphasis was on tackling congestion, particularly the morning and afternoon school runs.

The concept was to get schools, Governors, parents and pupils to work together to develop ways of travelling to school via modes other than the car.

Government funding had enabled the employment of a person for two years to help the local authority and to obtain grants for schools to enable them to complete their Travel Plans satisfactorily. To date 47 schools had been contacted in the Borough, and it was planned to contact the remaining schools during 2005/2006. Once the Plans were approved then a bid for funding would be made to support them. The DFT would provide £5,000 per school and the local authority would like to support this with funding from the Local Transport Plan.

Yorkshire Traction pointed out that more consultation was needed between the LEA and bus operators when schools were proposing to change their hours e.g. at Wath Comprehensive School.

Elected Members were often School Governors and needed more information about School Travel Plans.

It was explained that the schools were asked to look at how children travelled to school and to determine whether children could travel to school by other means. Agreement was needed from the school, Governors, and parents. Alternatives to be considered included provision for cycling or walking to school. The grant could be used for example to provide secure cycle facilities.

It was up to the Council to decide how much of its LTP funding it wished to use to support this initiative.

In addition it was reported that when major developments were given planning permission it often included providing a 12 months travel pass for occupiers of new homes. However, this needed monitoring to assess whether the money was well spent or could be better linked into a Section 106 Agreement.

The Bus operators added that they supported this in principle. However, they would prefer more investment in the highways and traffic lights etc to facilitate buses getting through the congestion faster. Currently the operators were consulted through the PTE but they would like to be consulted when major developments were planned to give them a better opportunity to provide a good public transport service.

(c) Public Transport Ticketing Pilot

It was reported that the pilot was to test discounting public transport ticketing for use by Council staff travelling on Council business. Guidance from the DFT on the 2nd Local Transport Plan placed emphasis on tackling congestion and promoting the use of non-car travel, particularly work related.

The pilot would be run with staff in Bailey House and the idea was to use public transport for work journeys for a one week period to assess how staff reacted, how cost effective it was for their work, what savings had been made etc.

It was reported that the costs of a return trip between Rotherham and Sheffield were:-

By car - £10 including car parking – taking approx 25 mins

By bus - £3 - taking approx 35 mins

By train - £2.50 – taking approx. 35 mins

If the pilot was successful it was hoped to negotiate a permanent discount with the PTE on Travelmaster Tickets and in the longer term it was hoped that staff would be travelling by public transport and that there would be environmental improvements.

Elected Members asked if the scheme could be extended to include them.

(d) Local Transport Capital Expenditure Settlement

It was explained that local authorities were assessed by the DFT across the country according to their Annual Progress Report. The APR outlined the spend and delivery performance of transport matters for the previous financial year and the types of projects likely to be implemented in the next year.

The performance for South Yorkshire as a whole was rated as “average”. The APR for 2004 was considered to be a marked improvement on 2003’s report. Unfortunately the improvement was not reflected in an increased financial allocation. Overall Rotherham was allocated less than in 2004/2005 for 2005/2006. The maintenance settlement was particularly disappointing.

For South Yorkshire 2005/2006 the Transport Block allocation was £39.27m, not including major transport projects over £5m.

For Rotherham this was:-

- £2.291m for maintenance
- £2.868m for integrated transport
- £1.735 m to support Objective 1 projects

Total = £6.894m, which was a reduction of approximately 3% on the previous year. It was explained that the allocation was worked out using a formulaic process.

It was pointed out that the Government’s aim was to improve rail travel and therefore money had been moved away from local authorities towards rail. Also the Government had made less money available to maintain the road network. Funding for local roads had been allocated based on road conditions surveys. Rotherham’s roads historically were well maintained and in good condition therefore the DFT had allocated less money. Other local authorities with less well maintained roads had received more funding, which was indicative of the spend on needs basis rather than on a reward basis.

The future strategy would be to improve the APR further and to align our priorities with those of the Government i.e. tackle congestion, and the other three priorities.

Reference was made to the condition of the roads and the rate of deterioration. It was pointed out that extensive repairs were always more expensive than maintenance.

Reference was also made to the winding down of Objective 1 and how much funding remained to be drawn down which could be match funded.

It was noted that the guidance on the 2nd LTP was complex and contradictory. Emphasis was on public consultation and alignment with the 4 Government priorities and therefore a balance was needed.

The impact of the projected increase in traffic, Rotherham Renaissance and the return to full employment in the area were cited.

In the next LTP the Council would have to set congestion targets on

certain routes and aim for zero growth on a road by road basis. It was recognised there was a need to address hotspots e.g. A633 and A630 and the Manvers Link Road. The plans for the Waverley link road and developments in the South of the Borough were also noted.

Members asked about current traffic flows and measures to give priority to buses which often caused traffic to back up. Reference was made to current Council policy of a hierarchy of users – pedestrians 1st, buses next etc.

(e) The Finningley and Rossington Regeneration Route Scheme (FARRRS)

Those present were informed of the initial consultation on a proposed link road to Jnc3 M18 which would give access to the south and west of the borough from the M1 via the M18, and would also help solve some of the problems with airport traffic through Maltby.

It was, however, pointed out that the Local Development Framework process in Doncaster to ascertain and confirm the need for expansion of development in the south east of Doncaster and in the vicinity of the airport had not yet been concluded. Also the South Yorkshire Local Transport Plan “Annex E” process and prioritisation for ‘major’ schemes had not been completed.

Despite the benefits for Rotherham it was therefore proposed that, in the light of the uncertainties relating to FARRRS and the need for future information about the impact of the road scheme, there was a need to qualify Rotherham’s position.

5. ANY OTHER BUSINESS

The following issues were raised:-

(i) Anti-social behaviour on buses

This made people uncomfortable and unwilling to travel by bus.

(ii) Dinnington Interchange – youth nuisance

Youths were interfering with bus operations. The issues had been reported to the police but there had been no feedback and the operators felt nothing was being done about this.

(iii) M1 widening from Chesterfield to Leeds

Reference was made to the anticipated disruption and increased congestion arising from construction work.

(iv) Wickersley Road/Brecks – traffic backing up

It was explained that this was probably due to junction changes rather than increased traffic.

6. DATE, TIME AND VENUE FOR NEXT MEETING

It was agreed that the next meeting would take place at the Town Hall, Rotherham on a date to be arranged.

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 1st April, 2005

Present:- Councillor Smith (in the Chair); Councillors Ellis, Hall, Pickering, Walker, Wardle and Wyatt.

together with:-

Phil Turnidge	Senior Planner
Helen Sleigh	Planner – Pathfinder
Steve Holmes	Community Involvement Manager
Ken Macdonald	Solicitor, Legal Services
Joanne Wehrle	Partnership Officer

16. APOLOGIES

Apologies were received from:-

Councillor P. Burke	Adviser, Economic & Development Services
Councillor G. Robinson	Cabinet Member, Community Planning & Social Inclusion
Bob Crosby	Head of Environmental Health
Phil Gill	Greenspaces Manager

17. MINUTES OF THE PREVIOUS MEETING HELD ON 4TH MARCH, 2005

Consideration was given to the minutes of the previous meeting held on 4th March, 2005.

Resolved:- That the minutes of the previous meeting held on 4th March, 2005 be approved as a correct record.

18. MATTERS ARISING

The following issue was raised:-

- (i) Involvement of the Local Strategic Partnership (LSP)

It was reported that the Forward Planning Manager had met with the Managers of the LSP to look at a forward programme of meetings and activities.

A further meeting had taken place with the Community Development Spoke about the Statement of Community Involvement. It was proposed to hold an event on employment land with the Economic Spoke later in April followed by an event about housing. Other joint events were proposed in June/July at Magna.

It was therefore reported that the interface with the LSP was improving.

19. STATEMENT OF COMMUNITY INVOLVEMENT - UPDATE

Phil Turnidge, Senior Planner, reported on the progress of the Statement of Community Involvement.

Following the outline of the document to the last meeting it was proposed to carry out informal consultations and discussions with adjacent planning authorities, the Highways Agency and Regional Planning Body. That consultation had now been completed.

Noel Bell, Assistant Planner, reported that consultation on the general scope and soundness of the draft document with the following responses:-

- No comments had been received from the adjacent local authorities
- The Highways Agency had made general comments about the format
- Some inconsistencies had been pointed out in Appendix 4
- The Regional Assembly had no specific comments

Also consultation had taken place with non-statutory organisations as follows:-

- there had been no response from Government Office
- a response was awaited from Fuller Pieser
- guidance had been received from RTPI Planning Aid Service about the format, language and timetable

In addition there had been significant internal consultation with the Community Involvement Manager, the Programme Area Solicitor and the Partnership Officer.

20. PATHFINDER MASTERPLANS - CONSULTATION ARRANGEMENTS

Helen Sleight, Planner- Pathfinder, presented a report setting out the consultation strategy for the Housing Market Renewal Pathfinder Masterplanning exercise in Rotherham, which was being carried out from January to June, 2005.

It was pointed out that the framework covered the four ADF's:-

Rawmarsh & Parkgate
Wath & Swinton
Rotherham West

Rotherham East

Reference was made to the very short timescales in which to do the initial consultation on the draft master plans. It was pointed out that these would not have statutory status until they had gone through the formal processes.

An outline was given of the following:-

- The aims of the consultation strategy
- Links with other strategies
- Key principles
- Key stakeholder consultation
- ADF Steering Groups
- Website development
- Exhibition boards, leaflets and posters
- DVD/Video on the Masterplans
- Stakeholder events

Appendix 1 to the report listed the stakeholders, taken from the UDP database who would be targeted for the questionnaire.

The timescale was that a draft was required by 31st March and final report required by 31st May with an overarching framework, interventions and delivery plans.

Members referred to the involvement of local elected members who now chaired some of the Steering Groups, and to the involvement of people with local knowledge.

It was pointed out that the Masterplans would eventually be incorporated into the LDF as Area Action Plans.

21. ANY OTHER BUSINESS

The following items were raised:-

- (i) Strategic Planning work on behalf of the Regional Planning Body

It was reported that a formal invitation had now been received asking if whether the Local Planning Authority wish to carry out strategic planning work for the whole of South Yorkshire to contribute to the Regional Spatial Strategy. Reference was made to the challenges already facing the Council in terms of the LDF and it was considered unrealistic to take up this work.

Resolved:- That the invitation be not taken up.

- (ii) Jacob Babbie study – sustainable settlements

Reference was made to the completion of the above study carried out for the South Yorkshire Local Authorities. This would make an important contribution to the Core Strategy and the Pathfinder work.

Resolved:- That a report on the findings of this study be submitted to a future meeting of the Steering Group.

22. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting be held on FRIDAY, 29TH APRIL, 2005 at 10.00 a.m. at the Town Hall.

TOURISM FORUM
Tuesday, 5th April, 2005

Present:-

Guy Kilminster	Libraries, Museum and Arts Manager. RBMC – IN THE CHAIR
James Marsden	Brentwood Hotel
Gillian Marsden	Brentwood Hotel
Philippa Brown	Rotherham College (Rother Valley Campus)
Jeff Wharfe	Rotherham Partnership
Ann & Mike Rudd	Catcliffe Parish Council
David Wilde	Local Action 21
Caroline Wilson	South Yorkshire Tourism
Anne Grayson	RIDO
Clare Warsop	Rotherham Visitor Centre, RMBC
Emily Knowles	International Links Officer, RMBC
Jim Charles	Oakwood Festival
Michelle Mellor	Rotherham Tourism, RMBC
Matthew Beck	MAGNA
Clive Pantry	Todwick Parish Council
A. H. Barber-Lomax	Fitzwilliam (Wentworth) Estates
George Trow	Rotherham College of Arts
Lisa Vyner	Hellaby Hall Hotel
Isobel Murray	Aston Comprehensive School
Joan Binns	Business Link, South Yorkshire
Doug Talbot	Business Link, South Yorkshire
Helen Roie	Doncaster Tourism Team
John Lewis	Rotherham Chamber
Julie Roberts	Town Centre, Markets & Tourism Manager, RMBC
Joanne Edley	Tourism Officer, RMBC

Apologies were received from:-

Mr. A. D. Airey	Wentworth Garden Centre
Samantha Brooks	Laughton Parish Council
Julie Readman	Business Link, South Yorkshire
David Young	SYPT
Councillor R. Littleboy	RMBC
Christine Thomas	RCAT
Claire Cheetham	Brecks Premier Travel Inn
John Savage	Stonecroft Hotel
Alan Shaw	Dinnington St. John's Town Council
Stan Crowther	Rotherham Civic Society
Gerry Somerton	Rotherham United Football Club

THE PRINCIPAL OFFICER, MUSEUMS, GALLERIES AND HERITAGE GAVE A BRIEF TOUR OF THE MUSEUM PRIOR TO THE MEETING.

12. WELCOME AND INTRODUCTION

Guy Kilminster, Libraries, Museums and Arts Manager, welcomed those present to the meeting.

He referred to the refurbishment of the Museum and to the current visitor figures since the museum re-opened at the end of January.

13. MAGNA - PRESENTATION BY MATTHEW BECK, MANAGING DIRECTOR

Matthew Beck, Managing Director, MAGNA, gave a presentation relating to future developments at MAGNA and the surplus Corus property either side of Magna.

A copy of the Templeborough Gateway Masterplan was displayed, which illustrated key sites, various elements of the masterplan and locations of the proposed facilities which included Business Vision Centre, business units, hotel; new entrance, restaurant & café/kitchens and event/conference space at Magna. It was pointed out that implementation would depend on a partnership approach between Rotherham Borough Council, Magna Trust, Renaissance South Yorkshire and a potential developer.

Also Heritage Lottery Fund money had been bid for to improve the Steel Experience and a working party had been formed to look at developing that as a national heritage centre for steel working.

News had been received of funding for a further outdoor park/education area themed on the water cycle and disinfection system. It was hoped that this would be ready by the summer.

A test track for a personal rapid transport system was to be built for Linear Motors, which was a South Yorkshire Company. It was hoped that after testing this could be used as a leisure ride.

Joint working was also taking place between MAGNA and the museum to improve the tourism attraction of Rotherham and how to build both attractions together given links with the Walker family and iron working and also the links to the Roman fort.

Matthew was thanked for his presentation.

14. UPDATE ON THE SOUTH YORKSHIRE DESTINATION PARTNERSHIP - CAROLINE WILSON, SOUTH YORKSHIRE TOURISM OFFICER

Caroline Wilson gave a presentation covering the following:-

(i) the development of a Destination Management Partnership in South Yorkshire

It was reported that it had been agreed by the four South Yorkshire Local Authorities that this would be a public private partnership i.e. an arms length organisation, hosted by Sheffield City Council. It was thought that the shadow board should be in place by late summer.

A paper looking at governance and marketing issues was being prepared by KPMG and would be submitted to the meeting of the South Yorkshire Chief

Executives as the funding would come from the local authorities.

The Shadow Board would operate at sub-regional level and would be private sector lead. The Board would be responsible for the marketing priorities of the DMP, its location and staffing. Marketing issues centred on brands and themes. To start this process a draft marketing plan would be sent to Objective 1 for funding for the marketing strategy and for tourism promotion prior to the establishment of the DMP.

(ii) Customer Care Training

Two Pilot schemes had been run across South Yorkshire for the hotel and hospitality sector. 90 people had been involved in Rotherham and Doncaster. An evaluation of the pilot showed satisfaction with the training and that it was value for money.

(iii) CoVE – this was the development of a hospitality and catering CoVE to produce qualified and skilled workers to meet the needs of the economy. The aim was to increase and improve the skill levels of those already working in these fields and to develop these areas as a career.

An Employers' Forum had also been set up to find out what local employers were looking for.

Work was also being undertaken with the Building Pathways Project to higher education focussing on hospitality and catering with an international element.

Questions:-

- would there be opportunity for consultation with the four Local Authorities before the presentation by KPMG on 25th April?

The draft report should be ready by 20th April

- How might Rotherham be represented on the Shadow Board?

This would be included in KPMG's report. It may be through advertising

to select people for the positions or by proportional representation.

- how would the South Yorkshire tourism organisation fit with the Northern Way concept?

All the four South Yorkshire local authorities would work closely with adjoining areas.

- would there be funding for the South Yorkshire tourism organisation with the Northern Way framework?

The funding was by Yorkshire Forward.

Caroline was thanked for her presentation.

15. ROTHERHAM TOURISM UPDATE - JOANNE EDLEY, ROTHERHAM BOROUGH COUNCIL

Julie Roberts, Town Centre, Markets and Tourism Manager, introduced Joanne Edley, Tourism Officer, who had joined Rotherham Borough Council in January this year.

Joanne reported on the following:-

- (i) Exhibitions and Events that had been attended or organised
 - South Yorkshire Food and Drink Festival
 - Winter Wonderland in the town centre
 - Ice Magic – which had significantly increased footfall in the town centre
 - Great Days Out Fair – for group travel organisers, at which the new Group Travel brochure had been launched
 - Outdoor Show
- (ii) Future Events
 - Continental Market – 19th – 21st May
 - Rotherham in Bloom – with Greenspaces
 - Walking Festival
 - Royal Horticultural Show – Tatton Park
 - Thorpe Salvin Garden Trail
 - Rotherham by the Sea – August in the town centre
 - Local Events T I C
 - Rotherham Show 10th & 11th September in conjunction with the Arts Festival
 - New Visitor Guide – to be ready by end of April
 - Group Travel Guide
 - Update on the Website
- (iii) New Initiatives

- Tourism posters and displays
- Initiative to provide tourism information points in accommodation and at main attractions
- Bedroom browser leaflets
- Familiarisation visits
- Research work
- Further joint working e.g. with Magna, the Museum, the Butterfly House etc

(iv) Value of Tourism

An economic impact study using the STEAM model had been carried out. Draft figures were now available for 2003 which revealed that the overall value of tourism to Rotherham was £235m. Day visits regenerated the highest proportion of expenditure at £1.84m and expenditure on tourism equated to 4,293 full time jobs.

(v) Draft Tourism Plan 2005 to 2008

It was proposed that a draft of the Plan would be sent out to all Tourism Forum members for their comments. Replies could be made by post or by Email.

The 7 key themes were:-

- to improve quality standards of Rotherham's Tourism offer
- to improve the image and perception of Rotherham
- to improve the effectiveness of partnership working within Council services and within the industry
- to promote the Borough as a visitor location
- to encourage investment in the economy and provide increased jobs and attract inward investments that were sustainable
- to increase the skills base in the tourism associated area
- to provide a high standard of Tourism Information service and visitor centre

The Plan was being worked on at present and would be sent out to the Forum Members for consultation in April.

(vi) Agenda Item for the next Tourism Forum

It was proposed that David Wilde, Local Agenda 21 officer, would be talking about energy savings etc for the management of businesses, and the Rotherham Partnership would be talking about the Rotherham Ambassadors Scheme.

16. ITEMS FROM FORUM MEMBERS

(i) Leisure and Tourism Cluster

It was reported that an event for schools had been held in November 2004 at Magna about areas of employment. Representatives from the Council and local businesses were involved. It was planned to hold a similar event next year.

There was good networking between Education and colleagues in industry (hospitality, catering, leisure and tourism) and the cluster carried out activities, shared good practice, arranged and shared resources of learning, contacted Awarding Bodies etc.

Work was in progress to develop Educational resources to go on the South Yorkshire Virtual Learning Environment.

Information on this would be brought to the next meeting.

(ii) Oakwood Beer Festival

Was anything being done within the Council to give this event more publicity?

Joanne replied that the Tourism section had been working with the organiser. The new Visitor Guide included a calendar of events and the Festival was included. The Visitor Centre sold the Beer Festival tickets in advance of the event. The event was also listed in the Website diary. There were negotiations with the hoteliers regarding a festival rate for the weekend. Further discussions and promotion of the event would be discussed between the organiser and the Tourism Staff.

There had also been links with the Wentworth Brewery and Riesa via the international links group to brew a beer for the festival.

17. DATE, TIME AND VENUE OF NEXT MEETING

It was proposed that the next meeting be held in either September or October 2005 at a venue to be decided.

TOWN CENTRE MANAGEMENT GROUP
Monday, 11th April, 2005

Present:-

Julie Roberts	Town Centre, Markets and Tourism Manager
Dawn Runciman	Events & Promotions Officer
Councillor G. Smith	Cabinet Member, Economic & Development Services
Rachel Siddall	Senior Economic Strategy Officer
Paul Woodcock	Business Development Manager, RIDO
Jeff Wharfe	Economic Development Partnership Manager
Brij Chaggar	Rotherham Partnership
Ryan Shepherd	Planner
Georgina Bourne	Assistant Planner
Peter Thornborrow	Conservation & Urban Design Officer
Phil Ashton	Regeneration Manager, Renaissance S. Yorks
Patrick Middleton	Development Surveyor, RIDO

Apologies:-

Russ Potts	Parking Services Manager
Andy Stevenson	Development Control Officer
Joanne Bloy	Implementation Team Leader
Colin Knight	Area Manager, Streetpride
Guy Kilminster	Manager, Libraries, Museums & Arts

10. MINUTES OF THE PREVIOUS MEETING HELD ON 7TH MARCH, 2005

It was agreed:- That the minutes of the previous meeting be accepted as a true record.

11. MATTERS ARISING

Geographical Definition of the Town Centre Area

It was pointed out that it was unlikely to coincide with the existing Conservation Area.

Julie distributed copies of the following maps:-

Map 1 – the town centre as defined in the Unitary Development Plan. This was the map on which vacancy rates were based and was used in relation to town centre policies. It was pointed out however that the UDP was currently being reviewed. Thus there would be an opportunity to look at the boundaries and other factors as part of the new Local Development Framework.

Map 2 – the town centre as bounded by Centenary Way, Rawmarsh Road, St. Anns Road, Clifton Lane, Wellgate, Hollowgate, Alma Road, Canklow Road, Old Sheffield Road to Ickles Roundabout. This map was being used by the Town Centre Safety Group.

It was proposed that Map 2 be used by this Group and that Julie and Ryan discuss the continued use of Map 1 for Performance Indicators and vacancy factors etc.

12. REVIEW OF INFLUENCES ON TOWN CENTRE BUSINESS PLAN

Julie outlined the work of the Group for this session, and divided those present into two working groups.

Those present were provided with the following information:-

- ❖ The nine draft aims of the Town Centre Business Plan
- ❖ Business views for Town Centre Management Group – Key Issues Raised by the Town Centre Forum
- ❖ Rotherham Town Centre Competitor Analysis
- ❖ Findings from Shopper Surveys – Retail World/Town Centre
- ❖ Rotherham Town Centre SWOT Analysis
- ❖ Rotherham Town Centre STEEPLE Analysis

Julie referred to specific statistics set out in the papers and explained that the purpose was to examine the nine aims of the Town Centre Business Plan using this information and to add, amend or correct as necessary.

At this point in the meeting – two groups were formed, one lead by Dawn and the other by Julie. The Groups considered the SWOT Analysis and made additions and deletions.

Feedback:-

Group 1 (lead by Dawn):-

Strengths:-

markets and events
Under 25's
Café bar culture
The number of office and college staff
Vision to expand
Objective 1 money available (also a weakness as this now time limited)

Railway station
LCD screen

Weaknesses:-

big cheap stores
No unique brand for the market
Poor signage to and from the town centre

Opportunities:-

Town centre living
Creation of café/bar culture to drive the economy
Riverside/canal
Supertram (though this could also be a weakness)
Interest from developers because the area was "cheaper"
Young people
Late night and Sunday trading
Covered shopping area(s)
Upgrade civic spaces

Threats:-

Doncaster and Barnsley, who were further ahead with their renaissance plans
Divisions between affluent and areas of deprivation

Group 2 (lead by Julie)

Strengths:-

Part of the South Yorkshire Housing Market Renewal Pathfinder
Large amount of public sector employers in the town centre
i.e. Council and College
Canal and waterside features
Tradition of being a market town
Street markets
Objective 1
Focus and Vision provided from the Urban Renaissance initiative
All Saints Minster

Weaknesses:-

Market failure in general, particularly property
Vacant shops
Brand of shops currently does not meet retailer demand
Repeat comments about High Street
The amount of empty upper floor space in the town centre
Lack of high quality residential

Poor rail link

Opportunities:-

Develop hotel/conference venue(s)
Close to the M1
Supertram – how to maximise this opportunity
Out of town parking for businesses/staff – to release town centre parking for shoppers
The number of development sites in and around the town
Development of the canalside
Indoor/outdoor Market re-development
All Saints Square
Flexible town centre parking, reduced fee for short stay or free limited parking
Removal of some double yellow line

Threats:-

Competing centres
ECommerce
Failure to stimulate market interest

In the light of the above the Group considered the nine draft aims of the Town Centre Business Plan.

The following observations were made:-

- the need to marry up the Strategic Development Framework and the Renaissance Vision.
- it was agreed that Aims 1, 2 and 4 should be joined up, with the deletion of the word “evening” in Aim 4.
- “unique” in Aim 1 needed to be more realistic, and it was proposed that “individual”, “characterful” or “distinctive” were better.
- there was a need to be ambitious
- there was a need for some simple, quick wins
- it was proposed that Aims 5 and 6 could be combined
- there was a need to engage with stakeholders

Julie thanked those present for their input and proposed to send out the outcome of today’s session together with the draft aims before the next meeting. A starter pack outlining tasks that will sit beneath each of the aims would also be sent out.

13. PROPOSED DATES, TIMES ETC FOR FUTURE MEETINGS

A list of proposed dates for future meetings was provided.

**TOURISM PANEL
MONDAY, 25TH APRIL, 2005**

Present:- Councillor Smith (in the Chair); Councillors Hall, Littleboy and Walker.

together with:-
Sarah Crossland, Rotherham Churches Tourism

and the following officers:-

Julie Roberts	Town Centre Manager
Joanne Edley	Tourism Officer
Dawn Runciman	Events & Promotions
Guy Kilminster	Manager, Libraries, Museums & Arts
Richard Poundford	Head of RiDO

39. APOLOGIES FOR ABSENCE

Apologies for absence were received from:-

Councillor J. Austen	Adviser, Education, Culture & Leisure
Councillor G. Boyes	Cabinet Member, Education, Culture & Leisure
Colin Scott	Rotherham Chamber of Trade
Steve Blackburn	Museums, Galleries and Heritage
Marie Hayes	Commercial & Promotional Manager

40. MINUTES OF THE PREVIOUS MEETING HELD ON 7TH MARCH, 2005

Resolved:- That the minutes of the previous meeting held on 7th March, 2005, be approved as a correct record.

41. MATTERS ARISING

There were no matters arising not covered on the agenda.

42. EVENTS AND PROMOTIONS UPDATE

The Events and Promotions Officer reported on the following:-

(i) Attendance at the Outdoor Show, Birmingham NEC – 18th, 19th & 20th March, 2005

This event was attended by 45,000 people. The main promotion was Rotherham's Walking Festival.

(ii) Markets Festival – planning was progressing and advertising posters, flyers etc would be distributed shortly. Details of a competition

would also be made available.

(iii) Rotherham in Bloom – final details were being discussed with Colin Scott, Rotherham Chamber of Trade re: categories and prizes. Suggested categories so far included:- Town Centre businesses: Leisure, Tourism and Hospitality; Villages: Industrial Premises.

(iv) Continental Market:- this was planned for 19th, 20th and 21st May and there would be further discussions next week with the Company.

43. UPDATE ON PROPOSALS FOR SOUTH YORKSHIRE DESTINATION MANAGEMENT PARTNERSHIP

Further to Minute No. 31 of the meeting of the Tourism Panel held on 7th March, 2005, the Town Centre, Markets and Tourism Manager, reported on the latest position in respect of the establishment of the South Yorkshire Destination Management Partnership.

It was reported that a paper was being discussed today by the four South Yorkshire Local Authorities and their Chief Executives. The recommendation would be for the establishment of a public private partnership. It was pointed out that Sheffield would continue to help with the establishment of the partnership and that it had yet to be decided which Local Authority would become the lead authority and responsible for the overall management.

Members referred to the need to be kept informed and provided with relevant correspondence. Reference was also made to the most appropriate authority to become the lead authority.

44. TOURISM UPDATE

The Tourism Officer reported on the following:-

(i) Production of the Draft Tourism Plan 2005 – 2008

(ii) the reformation of the Yorkshire Tourism Board as the Yorkshire Tourism Council with a new Board and a new marketing strategy.

(iii) Attendance at the official opening of Clifton Park Museum on 11th March, 2005

(iv) Attendance at the Outdoor Show

(v) Visit to Chesterfield Tourist Information Centre:- the centre had recently won an award in the East Midlands area and staff had made the visit to exchange ideas and share good practice.

(vi) RIDO – the Tourism Officer had been guest speaker at the team meeting and had discussed working together on conference tourism and

events, databases, Buy Local Scheme and enquiries.

(vii) Aston Parish Council:- The Tourism Officer had been guest speaker at the Parish Council and had discussed the Tourism Plan.

(viii) Robin Hood Doncaster Airport:- the Tourism Officer had attended a meeting with ThomsonFly and representatives about the opening of the airport and had provided information and literature for inclusion in the press packs. It was reported that a tourist information centre was being set up and it was proposed that staff be exchanged and that familiarisation visits take place.

Members raised the issue of public transport links with the airport, particularly rail and bus, and comparative costs of taxi journeys.

It was reported that there was a Transportation Group set up associated with the development of the airport.

Reference was made to the anticipated number of jobs to be created by the airport development. It was pointed out that this was one of the Performance Indicators and that to date 750 jobs had been created prior to the airport opening. These were mainly local and in the services and supplies sector.

A newsletter on the airport was distributed to those present.

Resolved:- That the Tourism Officer make contact with Philip Spurr, at Renaissance South Yorkshire, to discuss the wider benefits of the airport development being migrated out across South Yorkshire and to discuss the plans for public transport access for people outside of Doncaster and that the transport issue be discussed with the Council's Transportation Unit Manager.

(ix) LGA Conference – 26th April, 2005 – this was to be attended. The theme was Best Value.

45. DRAFT TOURISM PLAN

Further to Minute No. 237 of the meeting of the Cabinet Member, Economic and Development Services held on 18th April, 2005, the Tourism Officer presented the Draft Tourism Plan, and those present were invited to comment on its content prior to submission to the Regeneration Board and prior to the document being sent out for wider consultation.

Reference was made to the value of tourism to the economy of Rotherham. Members' attention was drawn to the six main themes/objectives of the plan and to the outline of proposed actions to deliver the plan over the next three years.

The Libraries, Museum and Arts Manager referred to the marketing of the

Northern Way and to the section which referred specifically to the creation of a Northern Cultural Events and Attractions Plan which was to be drafted by the summer of 2005. This was being lead by Yorkshire Culture and an email had been sent asking how the Council could be involved as clearly events such as Rotherham Show and the Walking Festival needed to be included.

The Head of RiDO added that he was involved in a task group which was writing a strategic development plan to feed into the Northern Way.

46. DATE, TIME AND VENUE FOR THE NEXT MEETING

Resolved:- That the next meeting be held on MONDAY, 6th JUNE, 2005 at 2.00 p.m. at the Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	23 May 2005
3.	Title:	Waverley Link Road: Junction of B6533 Poplar Way/Europa Link with A630 Sheffield Parkway
4.	Programme Area:	Planning and Transportation Service

5. Summary

There is an opportunity to secure funding to complete the first element of the Waverley Link Road at its northern junction with the A630 Sheffield Parkway. Because of the timescales, it is necessary to phase the works to enable that which can be delivered without involving statutory procedures, to begin as soon as possible.

6. Recommendations

Cabinet Member resolves:

- (a) To support the scheme as shown in outline on Drawing Number 00373/HD/1 at Appendix A to improve the B6533/A630 junction and endorses its inclusion in the South Yorkshire Local Transport Plan;
- (b) To authorise the detailed design;
- (c) To agree that the scheme should be delivered in two stages to maximise funding opportunities;
- (d) That a Registration of Interest Form [RIF] and Business Case be prepared and submitted to the Objective 1 Programme Directorate;
- (e) That authorisation be given to acquire any land by agreement or, if not, to use the Council's compulsory purchase powers, and
- (f) That authority be given to seek planning permission if required to progress the scheme.

7. Proposals and Details

Members may recall my report to the 22 December 2003 meeting about the Waverley Link Road. Cabinet Member resolved, amongst other things, to endorse an Annex E submission (essentially a business case for the new road) to the Department for Transport (DfT) aimed at securing government support and funding. Work on this is nearing completion following the public consultation in winter 2004/05. In parallel, because the scheme is included in the Regional Transport Priorities, supported by SWYMMS as an essential aid to regeneration and is part of a package of transport interventions required to allow the Objective 1 programme to proceed, discussions have been held with the Government Office about funding support. The assessment and option appraisal of the whole Waverley Link is already being supported by the Objective 1 programme from Priority 6 funds. As time has passed, and as the Highways Agency's/Government's views on improvements to the nearby M1 and J33 have become clearer, it has become apparent that the funding earmarked for transport improvements in P6 was in danger of not being spent unless schemes could be found which:

- (a) Helped deliver Objective 1 outputs/outcomes, and
- (b) Complied with the critical timescales of the Objective 1 programme (essentially, contracts let by 31 December 2006 and all bills paid by 31 December 2008).

Because of planning permissions/applications in the vicinity, both in Sheffield and Rotherham, it is apparent that the northern end of the Waverley Link Road, i.e. the B6533 Poplar Way/Europa Link/A630 Sheffield Parkway junction (known as the Catcliffe dumbbell), is required to be improved irrespective of the provision of the full Waverley Link Road. Indeed, a substantial contribution has been secured for elements of the improvement via developers at Waverley and it is understood that Sheffield are seeking similar from developers nearby, adjacent to the City Airport. However, there still remains a large gap and the Objective 1 programme has agreed to support the scheme because of the strategic nature of the sites and the transport bottleneck it helps unblock.

The Memorandum of Understanding Strategic Transport Initiatives (MoUSTI) J33 Study identified the principles of the improvements required to both J33 and the linked Catcliffe dumbbell junction. The latter has been worked up in more detail and is shown on the Drawing No. 00373/HD/1 attached as Appendix A.

The full scheme has been split into a number of elements and these are also shown on the drawing. Essentially, schemes 3, 4 and 5 cannot be designed and delivered within the timescales of the Objective 1 programme because they require land which is not either in Sheffield or Rotherham Council ownership/control and some of these schemes may require planning permission. Schemes 1, 2, 6, 7 and 8 can be designed and delivered in time to take full advantage of the Objective 1 money in that they do not require planning permission and utilise land within existing highway limits. Furthermore, commencing these elements early does not prejudice or preclude the final full improvement.

8. Finance

The estimated cost of the Catcliffe dumbbell roundabout improvement scheme is £3.5m. That which can be delivered within the timescales of the Objective 1 programme is estimated to be £2.94m, the remainder £560k. At present, the Objective 1 programme has agreed to support £2.5m of expenditure on the scheme, subject to a satisfactory business plan and application. Officers are talking further with the Objective 1 programme since the current 'gap' is not quite met by the developer contributions secured so far. Early indications are that this additional degree of support should not be problematic. Without Objective 1 support, it would not be possible to complete the detailed design and promotion of the scheme, without seriously compromising other programmes. As Members may know such funding needs to be 'matched'. In this case, the Objective 1 programme have accepted that this match funding is part of the recent announcement by the Secretary of State about improvements to the M1 in the vicinity, because of symbiosis between the motorways, motorway junctions and the strategic road network in this area. Essentially, this means that this major highway improvement will be funded without any significant contribution from the local transport capital expenditure budgets.

9. Risks and Uncertainties

There is a risk that a contract cannot be delivered by 31 December 2006 thus losing a significant sum from the Objective 1 programme and also losing credibility. There is also a risk that the contract might overrun and all the bills may not be secured in time for the winding up of the Objective 1 programme by 31 December 2008. At the present time, there is a confidence that these risks are small and manageable but it is inevitable that there is a degree of uncertainty.

10. Policy and Performance Agenda Implications

The Waverley Link Road and Catcliffe dumbbell roundabout improvements support the aims and objectives of the South Yorkshire Local Transport Plan, the draft Regional Spatial Strategy and national transport agendas. The improvement is considered essential as an aid to regeneration by the Memorandum of Understanding Partnership and the Objective 1 programme.

11. Background Papers and Consultation

Sheffield/Rotherham Motorway Corridor Study: Babtie 2000
Report to DPM 22 December 2003: Waverley Link Road
MoUSTI J33 Study: Faber Maunsell November 2004
MoUSTI J33 Study: Report to South Yorkshire Planning and Transportation Steering Group 10 January 2005

Contact Name: *K. J. Wheat, Transportation Unit Manager. Ext. 2953,
ken.wheat@rotherham.gov.uk*

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