

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

**Venue: Town Hall,
Moorgate Street,
Rotherham. S60 1TH**

Date: Monday, 15th December, 2008

Time: 9.00 a.m.

A G E N D A

1. Minutes of a meeting of the Local Development Framework Members' Steering Group held on 14th November, 2008 (Pages 1 - 6)
2. Minutes of a meeting of the Housing Market Renewal Pathfinder held on 10th November, 2008 (Pages 7 - 11)
3. Minutes of a meeting of the Town Centre Events Group held on 24th November, 2008 (Pages 12 - 13)
4. Report re: receipt of petitions (Pages 14 - 16)
5. Rotherham Economic Regeneration Fund (RERF) - ABLE Project Site Investigation Works (Pages 17 - 21)
Greg Lindley, Partnership Implementation Officer, to report.
 - to seek approval for the allocation of RERF capital for Site Investigation works needed on the proposed site for the ABLE Project at Templeborough, with match funding from the Children and Young People's Service.
6. Rotherham Economic Regeneration Fund (RERF) - Chantry Bridge Flood Defence (Pages 22 - 27)
Greg Lindley, Partnership Implementation Officer, to report.
 - to seek approval for the allocation of RERF Capital to the Flood Alleviation Scheme to support the match funding, currently being bid for from the Environment Agency Yorkshire Regional Flood Defence Committee funding, for flood defences in the area of Chantry Bridge.
7. Serviced Accommodation Needs Study and Profile of the Borough's facilities for the future (Pages 28 - 47)
Ryan Shepherd, Senior Planner, to report.
 - to provide the information in this report to inform planning and regeneration decisions in the area over the next five years.
8. Domine Lane - proposed changes to parking restrictions and meter parking (Pages 48 - 51)
Ken Wheat, Transportation Unit Manager, to report.
 - to report the receipt of an objection to the proposed amendment to

existing parking arrangements on Domine Lane.

9. Response to the Consultation draft of the South Yorkshire Tram Strategy (Pages 52 - 57)
Ken Wheat, Transportation Unit Manager, to report.
 - to inform Cabinet Member about the consultation draft of the South Yorkshire Tram Strategy and to suggest a response to the SYPTE about issues affecting Rotherham.
10. Response to Consultation Draft of the Yorkshire and Humber Rail Network Route Utilisation Strategy and the South Yorkshire Rail Strategy (Pages 58 - 73)
Ken Wheat, Transportation Unit Manager, to report.
 - to inform Cabinet Member about the Consultation Drafts of both the Yorkshire and Humber Rail Network Route Utilisation Strategy (RUS) and the South Yorkshire Rail Strategy and to endorse the suggested response to Network Rail and the SYPTE about issues within the drafts affecting rail services serving Rotherham.
11. Education and Inspections Act 2006 Duty to produce a Sustainable School Travel Strategy (Pages 74 - 88)
Ken Wheat, Transportation Unit Manager, to report.
 - to seek Cabinet Member's approval to consult on a Draft Sustainable School Travel Strategy.
12. Former Ex-Servicemen's Club Car Park, Canklow Road, Canklow (Pages 89 - 91)
Carole Smith, Strategic Property Manager, to report.
 - to declare the above-mentioned asset surplus to the requirements of Asset Management Service.
13. Former Herringthorpe Library building (Pages 92 - 94)
Carole Smith, Strategic Property Manager, to report.
 - to declare the above-mentioned asset surplus to the requirements of Asset Management Service.
14. 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 those Paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006).
15. Civic Office Accommodation - Appointment of External Agent (Pages 95 - 97)
Carole Smith, Strategic Property Manager, to report.
 - to request retrospective authority to appoint external agents.
16. Approval of Tender for Aston-cum-Aughton Joint Service Centre Construction Works (Pages 98 - 103)
Glen John-Lewis, Acting Principal Project Manager, to report.
 - to seek authority to accept the tender for the Aston-cum-Aughton Joint Service Centre construction works on the Millstone Hill Quarry site Worksop

Road Aston.

The Chairman authorised consideration of the following extra, urgent item:-

17. Brookfield Park Phase 1 - Lifting of Restrictive Covenants (Pages 104 - 106)
Melvyn Clayton, Development Promotion Team, to report.
 - to request the lifting of the restrictive covenants.

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP -
14/11/08**

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 14th November, 2008**

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

together with:-

Phil Turnidge	Local Development Framework Manager
Helen Sleigh	Senior Planner
Andy Duncan	Strategic Policy Team Leader
Ken Macdonald	Solicitor, Legal Services
Andrew McCarrigle	Chief Executive's Office

30. APOLOGIES

Apologies were received from:-

The Mayor	Councillor G. A. Russell
Councillor S. Walker	Senior Adviser
Gordon Smith	Quality & Design Co-ordinator

31. MINUTES OF THE PREVIOUS MEETING HELD ON 17TH OCTOBER, 2008

Consideration was given to the minutes of the previous meeting held on 17th October, 2008.

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

32. MATTERS ARISING FROM THE PREVIOUS MINUTES

There were no matters arising from the previous minutes not covered by the agenda items.

33. RSS REVIEW - OPTIONS CONSULTATION

Andy Duncan, Strategic Policy Team Leader, reported on the RSS Review which was looking at housing numbers to see how the higher housing numbers could be accommodated.

A copy of an extract (pages 26 and 27) was distributed to those present which related to the South Yorkshire Sub-area. The review was asking for views on the following 4 spatial options

- Option 1 Maintain the core approach: focussing on the current main urban areas
- Option 2 Stronger focus on cities and larger towns: urban expansion
- Option 3 Corridors (particularly transport corridors): (i) Doncaster to Dearne and Wakefield (Doncaster to Leeds); (ii) Doncaster to Mexborough; (iii) Rotherham to Maltby; (iv) East Sheffield to Kiveton Park
- Option 4 Broad Areas: the Dearne; Chapeltown, Hoyland, Wombwell & Goldthorpe. Sheffield, Chesterfield and NE. Derbyshire

The review was seeking views in response to 3 questions:-

1. To what extent can the current strategy deliver current house building rates in this sub-area?
2. To what extent can the current strategy deliver higher house building rates in this sub-area?
3. Which Spatial Options or combination of Spatial Options do you think provide sufficient guidance for Local Authorities to determine broad locations for where further house building should be located?

A response would be compiled following consultation with the other Directorates and Elected Members, with a further report being submitted to the Steering Group in the New Year.

Members present referred to the following:-

- flood risk and the impact of flood alleviation measures taken up river, in the Meadowhall area, on areas in the Lower Don Valley e.g. Swinton, Mexborough.
- the impact of the current "credit crunch/recession" and the areas' inability to deliver the expected housing numbers.
- whether there was any leeway in the housing expectations
- financial penalties if local authorities did not meet the targets
- sites for which planning permission had been granted but development had not commenced.

Resolved:- That the draft response to the RSS Review be reported to the January 2009 meeting of the Steering Group.

34. **ALLOCATIONS DEVELOPMENT PLAN DOCUMENT - PRELIMINARY SETTLEMENT CAPACITY FINDINGS**

Helen Sleight, Senior Planner, presented the submitted report summarising the Settlement study reports submitted to previous meetings.

The report summarised the findings of the detailed assessment of sites that had now been carried out across the Borough. It was explained that

this document would form part of the LDF evidence base.

The Steering Group's attention was drawn to the following tables within the report:-

Table 1 – Settlement Grouping and Spatial Planning Zones:- reference was made to the sources used to identify potential allocations; site assessment; entry into database; evaluation; degree of reservation. Three possible options for development had been identified within each settlement grouping:- (i) containment; (ii) containment and minor expansion; (iii) other; major expansion.

It was explained that the potential allocations had subsequently been divided into two sections - Primary and Supporting Allocations, and data was tabulated as follows:-

Primary Allocations

Table 1 – Residential

Table 2 – Residential dwellings from sites below 0.4ha (windfalls)

Table 3 – Industry/Business

Table 4 – Green Belt

Supporting Allocations

Table 5 – Supporting Allocations

Table 6 – Automatic exclusions

The Panel was advised that the next steps would be to assess all the options and these would be subject to a sustainability appraisal. Consultants had been engaged to give independent verification. It was proposed to go out to consultation in February 2009.

Phil Turnidge, Local Development Framework Manager, added that the information in this report would be fed into a wider paper being prepared by Jacobs which would identify options on how the Council might disperse growth throughout the Borough.

On the basis of the statistics the Borough's theoretical capacity was in the region of 36,000 houses. Reference was made to the RSS review and the importance therefore to have this background information in order to identify how much flexibility the Council had.

It was proposed to submit a further draft report to the January 2009 meeting of the Steering Group and that report, together with Members' views, would form the basis of consultation during February and March 2009.

In response to a question about whether the consultation would identify small pockets of land that had slipped through the settlement studies e.g.

garage sites, it was explained that these would be considered “windfalls” and there was already a mechanism within Asset Management to process these.

35. **PLANNING INSPECTORATE LOCAL DEVELOPMENT FRAMEWORK SUPPORT PROGRAMME - INSPECTORS' CORE STRATEGY FEEDBACK**

Phil Turnidge, Local Development Framework Manager, spoke about the Advisory Visits by the Planning Inspector to Rotherham on 27th October and 3rd November, 2008.

Reference was made to the expectation that there would have been 80% national LDF coverage by now. However, the reality was that slippage was a prevalent national problem.

Overall it was considered that the Inspector's report was supportive. The Inspector had stated that the thoroughness of the work was not in question, although there was more work to be done. The report also set out helpful tips in relation to the Core Strategy, supporting evidence and policies and making the overall LDS more logical.

Reference was also made to the Review of RSS and Growth Point and their relevance to housing numbers. Comment was made in respect of the on-going work with Sheffield City Council and these together meant that Rotherham would be in a good position to be able to submit its Core Strategy.

The Inspector's report also covered the following:-

- Whether it was now possible to proceed to consultation on the Submitted Version of the Core Strategy Preferred Options, or was there a need for further consultation?
- How much leeway was there to change the CS?
- How comprehensive does the evidence base need to be?
- Scope of CS
- Cross Boundary Issues
- Strategic Sites
- Green Belt

It was recognised that the position had changed significantly since the Preferred Options work of 2 years ago i.e. Waverley and Bassingthorpe, and there was justification in carrying out further consultation in 2009.

Other points covered included:-

- Learning from the Litchfield inspection
- Flood risk
- Economic viability and affordability of housing
- Provision for gypsies and travellers

- Infrastructure considerations

The Panel emphasised the importance of cross boundary working to ensure that any encroachment into green belt was evenly distributed between neighbouring authorities, and that one local authority did not have to give up more than another.

36. WASTE DPD "TOWARDS THE PUBLICATION DPD" CONSULTATION

Phil Turnidge, Local Development Framework Manager, provided an update on the Waste DPD consultation.

He reported that Members' Seminars had now been held in Rotherham, Barnsley and Doncaster and the documents were now available in libraries and on-line. Also a Drop-in session had been arranged in the Central Library on 15th November, between 10 a.m. and 4 p.m., with a further session on 17th November, between 6 p.m. and 8 p.m. in the Bailey Suite where there would be a presentation on the latest position on the DPD.

He explained that the purpose of the sessions was to ask people to contribute to the discussion about the general approach and to consider future waste disposal facilities and to reduce the current number of sites in the DPD from 35 to in the region of 6-12.

It was noted that there was some confusion about the Waste DPD and the Waste PFI contract.

It was emphasised that the potential sites would be named in the DPD. However it was the Planning process which would ultimately decide the location.

In addition it was reported that the current consultation, running from 3rd November to 12 December would be followed up in 2009 with specific consultation with communities likely to be affected by these sites. A communications strategy would also be needed.

37. ANY OTHER BUSINESS

Andy Duncan, Strategic Policy Team Leader, reported, for information, the final housing numbers and Planning Delivery Grant Award for the Council for 2008/2009, together with respective awards for the neighbouring Local Authorities of Barnsley, Doncaster and Sheffield.

It was noted that this was a reduction on the previous year's award. This grant was not ring-fenced by Government and had generally been used to support the base budget.

Reference was made to the fact this was a target which the Council did not have full control over in that planning permissions could be granted

but there was no guarantee that developers would build.

38. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Local Development Framework Members' Steering Group be held on FRIDAY, 12th DECEMBER, 2008 at 10 a.m. in the Town Hall, Moorgate Street, Rotherham.

**HOUSING MARKET RENEWAL PATHFINDER
10th November, 2008**

Present:- Councillor (in the Chair); Councillors Akhtar, Dodson, Kaye, Sims and Smith.

Apologies for absence were received from Councillors Lakin, Sangster and Walker.

16. EXCLUSION OF THE PRESS AND PUBLIC

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972 (information relating to the financial or business affairs of any person (including the Council)).

17. MINUTES OF MEETING HELD ON 1ST SEPTEMBER, 2008

Agreed:- The minutes of the meeting held on 1st September, 2008, be approved as a true record.

In accordance with Minute No. 6, the Neighbourhood Investment Manager gave a verbal update regarding Canklow. A bid had been submitted for additional resources for the terraced houses. The TSY Board was to meet later that week where it was hoped approval would be given to accelerating some of the investment in the area. Following discussions with EDS with regard to purchasing properties, an options paper was to be submitted to the Cabinet Member for Neighbourhoods shortly setting out options for the acquisition of properties in Canklow. CCTV cameras had also been installed due to anti-social behaviour issues around the empty properties.

18. ADF CHAIRS' REPORTS

The respective HMR Managers gave the following reports:-

Rawmarsh and Parkgate

- Goodwin Avenue
- Mahon Avenue
- The Rectory, Rawmarsh Hill
- Clarence Hotel
- Manor Farm Mini Masterplan
- Improvements to Gateway Corridor A633
- St. Mary's scheme
- Sandhill, Bridleway Service Centre
- Parade, Thorogate Service Centre
- Parkgate village
- Rawmarsh Hill, Parkgate

- Bellows Road
- Better Public Places – various

Rotherham East

- Eldon Road
- Longfellow Drive
- Dalton and East Herringthorpe Development Framework
- Eastwood Masterplan – larger homes
- Doncaster Road, East Dene
- Middle Lane
- Doncaster Road/Far Lane
- Chesterhill Avenue, Dalton
- Broadway East

Wath and Swinton

- Almond Place Development
- Whitebear Development
- Albany Road, Kilnhurst
- Highfield, Brameld Road/Rookery Road
- Cliffe Bank, Swinton
- Swinton Gateway
- Brampton Bierlow/Knolbeck Lane
- Thomas Street
- Broomville Park
- Stock Condition Survey (Chapel Avenue, Knolbeck Lane)

Rotherham West

- Henley Rise ECO Homes
- Canklow Woods
- Fernbank Development
- Ferham Road Development
- Bennett Street Development
- Munsdale Development
- St. Johns Green Study
- West Central Sustainable Action Plan
- Meadowbank Road
- Henley Rise
- New Wortley Road
- Public Art Feature
- Safer and Attractive Neighbourhoods
- Henley Rise Environmental Improvements

Town Centre

- LOTS Programme
- 19-21 Moorgate
- Hollowgate
- Doncaster Gate

19. BELLOWS ROAD DEVELOPER PARTNER PROCUREMENT UPDATE

The Programme Co-ordinator presented a report detailing progress to date in respect of the redevelopment of the above-mentioned shopping centre.

The report set out in detail the Competitive Dialogue process that had been followed, together with the details of the final bidders. Details of the assessment and evaluation process were also reported.

It was noted that the Regeneration and Asset Board had approved ROK as the Preferred Bidder pursuant to the Competitive Dialogue process under the Public Contracts Regulation 2006 at its meeting on 22nd October, 2008 (Minute No. 28 refers).

The Development Surveyor gave a verbal update on negotiations with the two property owners and the process for Compulsory Purchase.

Agreed:- (1) That the report and the decisions of the Regeneration and Asset Board held on 22nd October, 2008, be noted.

(2) That further updates be submitted to future meetings.

20. WESTGATE DEMONSTRATOR PROJECT UPDATE

Mike Shires, Implementation Manager, outlined the matters set out in the report circulated.

Key areas identified were :-

- Site 3 The Old Market
- Site 5 Keppel Wharf
- Site 1 Imperial Buildings
- Site 2 All Saints Building
- Site 4 Weir Side

Discussion took place with regard to:-

- demolition of existing All Saints Building
- current position with regard to Natwest
- external appearance of Imperial Buildings

Agreed:- (1) That the progress to date be noted.

(2) That a visit be made to Imperial Buildings and the Market Street site.

21. STRATEGIC ACQUISITIONS UPDATE

Melvyn Clayton, Development Surveyor, gave a verbal report on the latest situation with regard to Strategic acquisitions.

Agreed:- That the report be noted.

22. EAST HERRINGTHORPE DECENT HOMES PROGRAMME

The Programme Co-ordinator, Rotherham East, reported that work had been completed on the Dalton and East Herringthorpe Masterplan which proposed significant change to the area to create a more sustainable community including new build, clearance and community infrastructure improvements.

The aspirations within the Masterplan would be phased over a 15 year period and would depend upon the delivery approach adopted and the level of resources this would leave in to support the investment programme. However, properties within East Herringthorpe identified for potential intervention had not been improved to the Decent Homes Standard.

The report set out investment options to ensure that homes achieved decency targets and that a good quality of life was maintained for residents during the process of change.

Agreed:- (1) That the report be noted.

(2) That option 3 be supported which would provide decent homes suitable for a 5 year plus property life to 357 RMBC houses and flats located within the area identified for clearance in the draft Dalton and East Herringthorpe Masterplan.

23. HMR FINANCIAL UPDATE

Joel Gouget, Finance Manager, Neighbourhood Investment Team, introduced a report which provided information relating to the financial monitoring of the HMR Pathfinder Programme in 2006-08.

At the end of October, 2008, the Pathfinder Programme had achieved £4.9M of spend (39% of 2008-09 allocation) in line with the budget target set for the period and was on track to deliver and exceed the year's spend target.

The spend programme was under constant review to identify opportunities for accelerated spend and respond to the new housing market challenges created by the economic downturn and the credit crunch.

Agreed:- (1) That the report be noted.

(2) That a further report be provided at the next meeting.

24. TSY BOARD

Tom Bell, Neighbourhood Investment Manager, reported that the key

decision taken at the last Board meeting was in relation to the Housing Growth decision. A bid had been submitted which for Rotherham was 21% above the Regional Spatial Strategy targets. The bid was for a grant on the back of that Growth Statement and the overall bid put in for approximately £15.5M which was a very modest amount for the amount of houses that would be constructed within the 4 authorities.

A bid had also been made for some Highways funding.

25. ANY OTHER BUSINESS

(1) Maltby and Dinnington Regeneration Programme

Chris Brown, Place Shaping Co-ordinator gave a presentation of master planning activity outside Pathfinder primarily in Maltby and Dinnington. The presentation included the rationale for focussing masterplanning on 2 key towns, the visions established through the masterplanning, options and the next steps.

Agreed:- That Councillors Falvey and Rushforth, Chairs of the Dinnington and Maltby ADF Steering Groups be invited to future meetings

(2) Councillor Kaye asked if there was anything the Council could do to purchase former Right to Buy properties which were being repossessed? The Council did have the first right to buy back any Right to Buy properties within the first 5 years of sale and it was being investigated. Unfortunately, the market changed so quickly and the Council did not have any Policies in place to work within. The Government had tried to set up mortgage rescue packages to prevent loss of homes which would be run by a Housing Agency for the whole of the Yorkshire and Humber region. The Council's Property Shop would be vital in collecting evidence of the number of households getting into mortgage difficulties.

26. DATE OF NEXT MEETING

Agreed:- That a further meeting be held on 30th June, 2008 at 2.00 p.m.

TOWN CENTRE EVENTS GROUP
Monday, 24th November, 2008

Present:- Councillor Smith (in the Chair); Councillors Ali and McNeely, Marie Hayes (Events and Promotions Service Manager, Kate Moreman (Events Manager), Dawn Campbell (Events and Promotions Officer), Joanne Edley (Tourism Manager) Brid Chaggar (Chamber of Commerce)

Apologies for absence:- Apologies were received from The Mayor (Councillor G. A. Russell) and Bernadette Rushton (Assistant Town Centre Manager).

18. MINUTES OF PREVIOUS MEETING HELD ON 29TH SEPTEMBER, 2008

Agreed:- That the minutes of the previous meeting held on 29th September, 2008 be received as a correct record.

19. MATTERS ARISING

Town Centre Christmas Illuminations

Kate Moreman, Events Manager reported that she had investigated the possibility of installing lights at the bottom of Corporation Street and confirmed that it had been too expensive to pursue.

Promotion of Forthcoming Events

Marie Hayes reported that she had been in contact with Tracy Holmes regarding the promotion of the following month's events in listings in the new Partnership Newspaper and special features on Rotherham's future Olympians. She confirmed that Tracy was currently following this through with the Sports Development Unit.

20. CHRISTMAS LIGHTS SWITCH ON EVENING

Kate Moreman, Events Manager, gave a verbal update on the Christmas lights switch on evening which had taken place on Thursday, 20th November, 2008.

She confirmed that the event had been a resounding success which had attracted the largest crowd ever known, with approximately 7500 people attending. There had been problems experienced due to the wind on the evening but this had not spoil the event overall.

Hallam FM had sponsored the evening and introduced some excellent acts to the event. However, in previous years they had funded the whole event, but not on this occasion. This year the Council had been responsible for funding the staging and it was anticipated that this would

continue to be the case in future years. With this in mind it was suggested and agreed that other radio stations also be approached to see what they could offer.

21. CHRISTMAS EVENTS UPDATE

Dawn Campbell, Events and Promotions Officer, presented the submitted report which gave an update on the progress of a diverse range of activities/events proposed to take place within the town centre over the Christmas period.

Appendix 1 of the report set out a comprehensive list of events scheduled to take place over the festive season, including those within Rotherham Minster.

The report set out the details for the following proposals:-

- Santa's Grotto
- Christmas Carousel
- Winter Lantern Procession
- Event Marketing and Promotion

Agreed:- That the details contained in the report now submitted be noted.

22. ANY OTHER BUSINESS

Brij Chagger from the Chamber of Commerce reported that he needed to distribute the town centre Christmas vouchers amongst staff and asked for suggestions for the best way to do this. He also asked for suggestions for other outlets to promote the newspaper and it was suggested that Area Assemblies, Parish Halls and Libraries be used for this purpose.

23. DATE AND TIME OF NEXT MEETING

Agreed:- That the next meeting of the Town Centre Events Group scheduled to take place on Monday, 19th January, 2009 at 2.00 p.m be cancelled and a further meeting be arranged for mid to late February 2009.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

1. MEETING:- CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES – DELEGATED POWERS

2. MEETING DATE:- 15th DECEMBER, 2008

3. PETITIONS

I wish to report receipt of the following petitions:-

- Petition in protest and opposition to the plans to build to a heat and power plant (RB2008/1653) on land at the rear of Dog Kennel Hill, South Anston

A copy of the petition is attached.

- Richard Road Residents' Petition: Wellgate South Parking Scheme

A copy of this petition will be made available at the meeting.

4. RECOMMENDATION

- (i) That the receipt of the petitions be noted.
- (ii) That the petition relating to the heat and power plant be referred to the Director of Planning and Regeneration to be considered as part of the planning process.
- (iii) That the petition relating to the Wellgate South Parking Scheme be referred to the Transportation Unit.

TO: CHIEF EXECUTIVE
RMBC COUNCIL

PLEASE FIND CLOSED PETITION
FROM RESIDENTS OF DOG
KENNEL HILL IN PROTEST AND
OPPOSITION TO THE PLANS TO
BUILD A COMBINED HEAT AND
POWER PLANT (RB2008/1653)
ON LAND AT THE REAR OF DOG
KENNEL HILL SOUTH ANSTON.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration Development Services
2.	Date:	15th December 2008
3.	Title:	RERF - ABLE Project site Investigation
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval for the allocation of £12,500 of RERF capital to Site Investigation works needed on the proposed site for the ABLE Project at Templeborough, with match funding from the Children and Young Peoples Service.

6. Recommendations

That £12,500 of RERF Capital be approved to match fund CYP investment in Site Investigation costs for the ABLE project.

7. Proposals and Details

Background

Previous report to Children & Young People's Services Cabinet Member in February and CMT report in November have outlined the development of the Rotherham ABLE project.

The project proposal is to undertake essential site investigations and service checks to be completed now so that certainty of site delivery is assured. A budget of £20,000 - £25,000 is estimated for this.

The RERF funding contribution would support the match funding from the Children and Young Peoples Service of £12,500 and if both are approved will allow early site investigations to be undertaken to ensure that there are no unknown ground conditions or service issues with the site selected. If the major capital project spend is to proceed it must be based on certainty of the site.

ABLE Rotherham will be located on an urban green space site at Ickles Locke, 0.5 mile from the town centre of Rotherham with clear links to Rotherham Renaissance. The land is owned by RMBC (EDS) and will be long term leased to the Social Enterprise.

The project has a Steering Group including local ward Members, College, RBT and SRWT.

The site is Urban green space and is part of the Templeborough Regeneration Scheme. Known as Site 17 it was reclaimed in conjunction with Site 9 (Centurion Business Park). The site is a former steel slag tip and was intended for use as amenity landscaping. The existing material on site was used to create a suitable land form for this purpose. The material on the site is mainly steel slag that was capped with soil materials to allow the site to be landscaped.

In terms of any future development of the site if any buildings are required then a detailed ground investigation should be carried out to confirm what works would need to be carried out for the proposed development. There is some information available from a previous ground survey but is insufficient for any detailed assessment required for any development proposal.

There are no utility services into the site. Any in the area would not extend beyond the lock keepers cottage. The extent and capacity of services in the area would need to be checked to confirm that they are capable of servicing any proposed development.

ABLE Rotherham will be a fully operational sustainable business, incorporating: a fish farm; aquaponics, horticulture, an orchard, bee hives, rural crafts and an education centre. EDS are a partner in the project alongside the lead of Children and Young Peoples Service.

ABLE will place Rotherham at the forefront of the inland production of fish and Rotherham's young people will be amongst the first in the country to access all levels of qualifications in these specialist areas, placing them in an excellent position with regards to future employment in these emerging industries.

ABLE will be:

- a provider of work experience placements for young people, linked to qualifications,
- a catalyst for employment and the creation of small enterprises
- and a retailer of fish, fruit, vegetables and honey.

The project builds on the knowledge from a successful project already operating at Wakefield.

The key project objectives are to:

- Increase the number of available work/training placements in Rotherham
- Increase the number of outdoor education opportunities
- Increase the number of young people in education, training and employment
- Increase opportunities for young people to achieve a recognised qualification
- Improve the knowledge and responsibilities of children and young people regarding the environment and their community
- Promote children and young people's understanding of recycling and its effects on the environment
- Improve the health of children and young people through promoting healthy cooking, eating and lifestyles
- Improve children and young people's self esteem
- Increase the number of young people setting up small enterprises
- Improve young people's access to job opportunities

ABLE meets targets and contributes to aims and objectives in Yorkshire Forward's Vision and Corporate Objectives, the Rotherham Community Strategy, Local Area Agreement, the Town Centre Vision, Climate Change Action Plan and NHS Rotherham Priorities.

The request has been scored against and meets the funding criteria for RERF.

8. Finance

Funding for site investigation ABLE project

Funding	Scheme Total
RERF	12,500
CYP	12,500
TOTAL Funding	25,000

Children and Young Peoples Service funding confirmed.

The amount of revenue and capital allocation available in RERF is sufficient to fund this request.

9. Risks and Uncertainties

The works here are essential to confirm that there are no unforeseen ground problems with the site selected and that services costs are known.

The cost estimate is based on knowledge of similar investigation work.

10. Policy and Performance Agenda Implications

The project supports the aims of:

- Rotherham Community Strategy
- the vision for Rotherham Town Centre (as contained in the Charter and the Strategic Development Framework)
- Climate Change Action Plan
- NHS Rotherham Priorities and Every Child matters.
- YF Vision and Corporate Objectives

11. Background Papers and Consultation

Initial contact has already been made with:

- Local residents at Ickles Lock House and BWB site
- RMBC EDS as a Partner and on site discussions
- British Waterways regarding the canal side site
- Yorkshire Forward regarding a Yorkshire network
- Health/Probation/College as partners in the project
- Rotherham Chamber seeking business support

So far there have been no overriding objections and support for the proposal but the formal processes may elicit more significant response.

- Planning application is submitted and currently under consultation hopefully for a December decision date.

Background papers include:

Children & Young People's Services Cabinet Member and Advisors report February ABLE Steering Group reports

CMT report 3 November 2008

Reports to members will continue as the development of the project progresses.
RERF Application Form – November 2008.

Contact Name :

Greg Lindley Partnership Implementation Officer, Economic Strategy Team
Ext 3871. Email greg.lindley@rotherham.gov.uk

RERF Contact Christine Majer Economic Strategy Officer, Economic Strategy Team
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration Development Services
2.	Date:	8th December 2008
3.	Title:	RERF Chantry Bridge flood defence (Flood Alleviation Scheme)
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval for the allocation of £375,000 of RERF Capital to the Flood Alleviation Scheme to support the match funding, currently being bid for from the Environment Agency Yorkshire Regional Flood Defence Committee funding for flood defences in the area of Chantry Bridge.

6. Recommendations

That £375,000 of RERF Capital is approved to match fund EA – Regional Flood Defence Committee funds for the Chantry Bridge Flood Defences.

7. Proposals and Details

Background

Previous reports to Cabinet Member have outlined the progress on development of the Rotherham Renaissance Flood Alleviation Scheme and within this the area around Chantry Bridge.

The Chantry Bridge flood defence works have been submitted to the Environment Agency Yorkshire Regional Flood Defence Committee seeking RFDC funding.

A report on the Don Bridge removal has been approved by Cabinet Member and this will effect a reduction in the flood defence levels required up to a distance of 3.5km upstream of Don Bridge. The range of the reduction is between 670mm immediately upstream, 440mm at Chantry Bridge and 250mm at Main Street Bridge falling to 40mm at the upstream extent of Phase 1 of the scheme.

The Environment Agency is fully supportive of this approach to flood risk management and reduction at this catchment point of the River Don.

The project proposal submitted to RFDC seeks support to develop a flood cell protection on the right bank of the River Don for a vulnerable area of the town centre that includes the Chapel on The Bridge, a Scheduled Ancient Monument, the entrance to the town's main bus interchange and a main commercial area of the town.

In the June 2007 floods this area suffered significant flooding.

Overall Rotherham Renaissance Flood Defence Scheme Phase 2

The overall scheme being developed for phase 2 of the Rotherham Renaissance Flood Defences concentrates on the left bank flood cell. This effectively operates as one large single flood cell and so the concentration of effort now is to secure that cell and the regeneration plans under the Renaissance agenda.

The right bank flood cell issues, including this proposal, are smaller individual flood cells by comparison and are being dealt with individually.

Description of Works

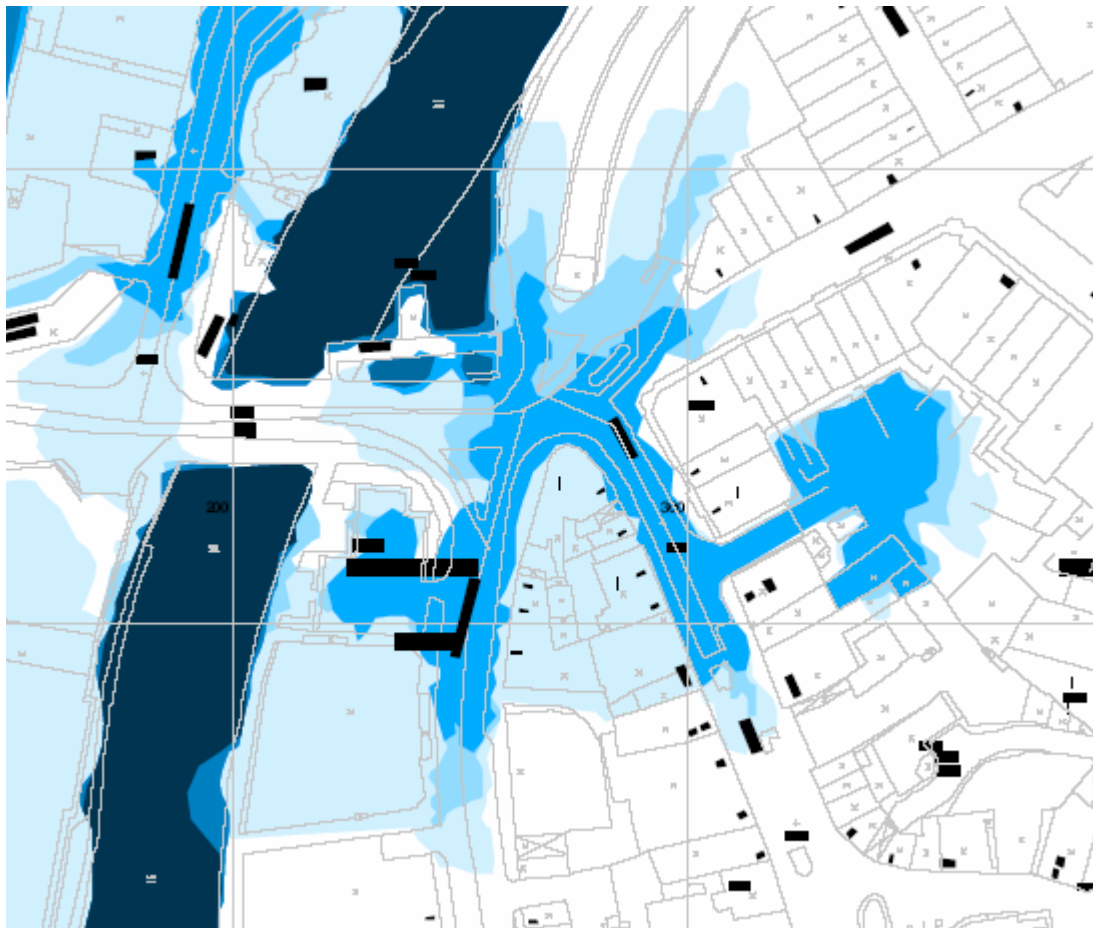
The area affected is within the Rotherham Town Centre Conservation Area. The main focus is The Chantry Chapel, one of only four similar extant Chapels still in position. It is a Scheduled Ancient Monument and Grade 1 Listed. It was built in 1483 and has had several uses over its life. It is currently restored back to its religious use and is the responsibility of Sheffield Diocese and the proposals have been consulted on, in outline, with Diocese Officers and are acceptable to them, although the detail will require a formal approval by the Diocese as part of the authorization process.

The Chantry Bridge / Corporation Street junction is a main access for buses using the Central Interchange. Bridgegate is a key public area and central street. It includes the main Post Office, a Bank and other commercial buildings and leads directly into the main town square (All Saints Square) adjacent to the Rotherham Minster.

The impact of flooding on this area in June 2007 was significant with depths of water of half a metre and considerable property damage. The central bus station was out of commission during the flooding.

At the upstream extent the defences will tie into the existing riverside walkway high ground near the Tesco footbridge and at the rear of the Wilkinson's Store on Corporation Street. At the rear of both the Wilkinson's Store and the Mecca Bingo building a tie-in to the building wall defences is planned and making sewer and water grate covers secure, as well as incorporating the building Fire Exits that lead onto the riverside walkway. Achieving the Corporation Street Car Park defence level will involve the building of new car park river edge walls, in place of the existing decorative walls, and the installation of flood gates to allow the riverside walkway access routes. This will then tie – in to the Chantry Bridge high ground bridging point.

Flood defences are required to be built to a level of 26.11m AOD to achieve the 1 in 100 year flood defence level (TRFAS, Design Brief for Flood Risk Management, April 08.



Jacobs JBA-Sept 2008

Benefits

The flood defence walls will :

Protect the bus interchange – No of passenger movements using the Interchange are
10.2 million per year
2,000 bus vehicle movements per day

Protect 40 commercial properties with an area of 9,819 Sq M (105,693 sq ft)
Property values affected of almost £30 Million (Sq M x £3,000 – Prime retail on overall rental value of £165 psm)
Safeguard Jobs in commercial businesses (370 FTE based on 37.5 jobs per 1,000 sq m)

The RERF funding is matched with the bid for grant contribution of £375,000 from the Environment Agency – Yorkshire Regional Flood Defence Committee. Without match funding the project cannot go ahead and the risk of a repeat of the June 2007 flooding problems would remain.

The request has been scored against and meets the funding criteria for RERF

8. Finance

Funding for flood defence works around Chantry Bridge

Funding	Scheme Total
RERF	375,000
EA RFDC	375,000
TOTAL Funding	750,000

The EA Yorkshire Regional Flood Defence Committee bid is going through their assessment process through November and December and will be decided in January 2009. There are other bids from across the Region against the local levy funds annually available.

The amount of revenue and capital allocation available in RERF is sufficient to fund this request.

9. Risks and Uncertainties

The works are dependent on achieving approval from Planning and Listed Building Consent for works near to the Scheduled Ancient Monument. Initial enquiries /consultation have already been engaged as part of the feasibility stage and no overriding objections have arisen so far.

The Chantry Bridge flood defence works are essential to protect business in the area and the main bus station entrance.

The EA RFDC decision will be made in January 2009 and to be successful requires the scheme to be deliverable - that is to say no overriding issues such as match funding or planning.

10. Policy and Performance Agenda Implications

The Flood Alleviation Scheme project and supports the aims of:

- Rotherham Community Strategy
- the vision for Rotherham Town Centre (as contained in the Charter and the Strategic Development Framework)
- the objectives of PPS25 – Development and Flood Risk

- the delivery of the objectives of the South Yorkshire Housing Market Renewal Pathfinder.

11. Background Papers and Consultation

Initial contact has already been made with:

- Conservation Officer
- PTE
- English Heritage
- RMBC Engineers
- Rotherham Chamber.

So far there have no overriding objections but the formal processes may elicit more significant response.

Next stage is detailed contact with businesses affected, in conjunction with the Rotherham Chamber.

Background papers include:

Urban Renaissance Flood Scheme brochure

Objective 1 and YF funding business Plan

A series of Members reports

Extensive consultation in Phase 1 undertaken with outside agencies and local businesses affected.

Report to DP June 2008

This supports wider project work on the Urban Renaissance Flood scheme that continues to be developed through direct consultation with scheme partners and wider consultation with stakeholders, statutory bodies and those landowners' who are directly affected. For instance a consultation day was held in the town centre in September 2007 and October 2008.

Reports to members will continue as the delivery of the various elements of the work progress.

RERF Application Form – November 2008.

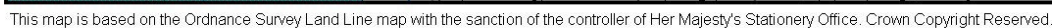
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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:-	Cabinet Member for Regeneration and Development Services
2.	Date:-	15 December 2008
3.	Title:-	Serviced Accommodation Needs Study and Profile of the Borough's facilities for the future All wards affected
4.	Directorate:-	Environment and Development Services

5. Summary

In 2006 / 07 a serviced accommodation needs study for South Yorkshire was commissioned by Yorkshire South Tourism and undertaken by consultants Marketing Planning Associates. The consultant report findings have been adjusted in line with the Borough boundaries and changes since the report was produced by the consultants in 2007 to provide the information in this report to inform planning and regeneration decisions in the area over the next five years.

6. Recommendations

- That the report be received by members.
- That the report information with adjustments forms part of the Local Development Framework evidence base and is taken into account as a material consideration when determining planning applications for visitor accommodation in the Borough.
- That this report is referred to the tourism panel, the tourism forum and Planning Board for information.

7. Proposals and Details

Background

A serviced accommodation needs study was produced by consultants Marketing and Planning Associates for Yorkshire South Tourism in 2006 / 07. The information contained in the study on the Rotherham area was produced in confidence for Yorkshire South Tourism and is slightly incorrect due to postcode entries of the establishments and the consultants not quite getting the information correct for the establishments in the Rotherham boundary area. This information has been adjusted and planning applications for existing facilities and proposed developments have been taken into consideration to produce the attached report (appendix 1).

Planning permissions that were extant when the accommodation report was produced were taken into consideration and some of these have been implemented by the accommodation establishments, including extensions to existing properties. These figures have been taken into account when calculating the number of additional rooms that Rotherham has the capacity to support in the next five years.

New build hotels include the completed Aston Hotel Sheffield / Rotherham consisting of 78 rooms and a 130 room hotel is under construction at Wath. One existing non-assessed serviced hotel establishment of nine bedrooms has since applied for change of use to residential flats, but is still operational. The Yes project development at Rother Valley Country Park will include the development of two new hotels by 2012.

Guest Accommodation that is currently being developed are a 6 bedroom establishment at a private residential home at Swallownest and an extension / conversion of a public house at West Melton which has planning permission, but is currently on hold by the lease owner.

Other proposed accommodation developments by independent home owners that have been discussed with the Tourism Development Unit in 2008 include a conversion of a bungalow at Dinnington to self catering accommodation, a conversion of a two bedroom property near the town centre, a four bedroom property at Boston Castle a conversion of a private house and annex to bed and breakfast and self catering property at Thorpe Hesley, which may apply for planning permissions in the near future.

The area has gained an extra self catering establishment at Upper Haugh of which the borough only supports two such establishments. There is capacity to support further self catering establishments in the area in the next five years.

The current and future proposed accommodation supply in Rotherham as at November 2008 is included in appendix 1.

Findings and recommendations

It has been recommended that no further budget accommodation is required in Rotherham over the next five years, but three star quality rating and above for all sectors of accommodation hotels, self catering and guest is recommended.

The report estimated that it would be economically viable for an extra 67 bedroom hotel to be built in addition to existing planning permissions that had been outlined in 2006 / 07 for the next 5 years. Following adjustment to correct errors in the analysis of the current supply it is considered that Rotherham can support an extra hotel that does not have an existing planning permission of up to 80 bedrooms without affecting the existing accommodation businesses in the borough.

It is proposed under the Rotherham Renaissance developments that there will be an extra two hotels to be located in the town centre of which planning applications have not been submitted to date. This will assist with the regeneration and development of the town centre and they will be ideally located near to public transport access. The introduction of one hotel is not expected to impact on the existing businesses, but two may impact on existing accommodation supply in the borough if natural wastage is not apparent over the next five years.

The accommodation study concentrated on serviced accommodation and did not include self catering or camping and caravanning. Holiday Parks are the largest provider of rural tourism bed spaces in the UK and accommodate 22% of all holiday bed nights. Rotherham Borough is over 50% rural and it is the opinion of the Tourism Development Unit that the borough could support a smaller camp site in the north of the borough and another registered caravan and camping site for holiday purposes and to support special events held throughout the year at Rother Valley Country Park. The camp site must be sensitive to the environment landscape around where it is located. The camp site could include some self catering accommodation through cabins.

Market demands, environmental impacts, transport and accessibility, regeneration benefits and labour supply will influence developments by the private sector in the future. Economic climates fluctuate and it is good practice to allow existing accommodation businesses that are applying to expand to do so, and to allow existing residential properties and farm diversification in urban and rural areas to convert to self-catering or guest accommodation in the future providing that schemes are acceptable in planning terms.

Planning issues

The guidance in Planning Policy Statement 6 (Planning for Town Centres) (PPS6) applies to all main town centre uses including hotels. PPS6 indicates that Local Planning Authorities should assess the need for new floorspace for retail, leisure and other main town centre uses. This report contributes by identifying future hotel requirements.

70% of Visitor Economy businesses in the UK are Small and Medium Enterprises (SME's), the number of which Rotherham is aiming to develop in the Borough through the economic plan in the future. Tourism is the fifth largest industry in the UK and in Rotherham the visitor economy employs an estimated 5,000 people. Therefore, it is very important to ensure it is supported effectively by planning policies in the future.

Although acknowledging some limitations and that further work may be required in the future, it is considered that the accommodation report (as amended at appendix 1) should form part of the evidence base when preparing the Local Development Framework. Specifically:

- the assessment provides a consideration of the need for further visitor accommodation, although this covers the period to 2012 rather than the LDF Plan Period to 2026.
- Whilst the document was not subject to public consultation the Centre for Hospitality Management Research at Sheffield Hallam University has undertaken a critical review of the study. Although identifying a number of weaknesses it concluded that there was no obvious reason to cast doubt on the main findings / recommendations. *"In the main, the report is contemporary, valid and robust. It is fit for purpose as a basis for economic planning provided that the various caveats and limitations...are taken into account"*.

It is also considered that the findings should be taken into account as a material consideration when determining planning applications.

8. Finance

The accommodation study report was undertaken by consultants and paid for by the Yorkshire South Tourism Partnership organisation. The adjustments have been undertaken by the Tourism Development Unit within existing staff resources.

Future developments of the accommodation sector will be undertaken by the private sector.

9. Risks and Uncertainties

The accommodation study was undertaken by the consultants and uses speculative calculations; the economic climate and investment in the area will depend upon suitable locations identified in the local development framework that meet market and private sector development demands in the future. Economic climate, market demands and private sector investment and existing accommodation may change due to market trends over time. Market demands, environmental impacts, transport and accessibility, regeneration benefits and labour supply will influence developments by the private sector in the future.

A failure to take account of the findings when making planning decisions will limit the potential to influence development and to assist in supporting the Rotherham Renaissance aspirations.

10. Policy and Performance Agenda Implications

- It is important that any planning applications that involve the accommodation provision for the visitor economy are sustainable, innovative and productive for the local economy and in turn deliver high levels of employment.
- It is important that any future developments protect and enhance the physical and natural environment.
- It is important that developers are advised on using resources and energy as efficiently as possible.

11. Background Papers and Consultation

- Marketing and Planning Associates, South Yorkshire Serviced Accommodation Needs Study Report July 2007.
- Update of the study by Tourism Development Unit from local suppliers (appendix 1).
- Review of the South Yorkshire Serviced Accommodation Needs Study Report July 2007 by the Centre for Hospitality Management Research at Sheffield Hallam University
- Good Practice Guide for Planning for Tourism.

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Appendix 1: Serviced Accommodation Needs in Rotherham by Market Planning Associates, July 2007, with adjustment information by RMBC Tourism Manager

1 BACKGROUND

- 1.1 On 3rd August, 2006 Planning Board resolved that the Good Practice Guide on Planning for Tourism (Department for Communities and Local Government, July 2006) be utilised by the Tourism and Planning Services of the Council (minute 54 refers).
- 1.2 The Good Practice Guide recognises that the planning system, by taking a pro-active role in facilitating and promoting the implementation of good quality development, is crucial to ensuring that the tourism industry can develop and thrive. At the same time, the planning system aims to ensure that these benefits are achieved in the most sustainable manner possible.
- 1.3 It indicates that:
 - developments need to be located where they are accessible to visitors (and for many, but not all developments, by means other than just by private car) and where they do not have an adverse impact upon sensitive environments;
 - developments should be attractive to users, they need to work well in functional terms and they need to use natural resources in an efficient manner; and
 - developments need to respect their environs and complement them rather than detract from them.
- 1.4 The guidance in Planning Policy Statement 6: Planning for Town Centres (PPS6) indicates that Local Planning Authorities should assess the need for new floorspace for retail, leisure and other main town centre uses. The Good Practice Guide also acknowledges the need to consider relevant quantitative data, including data relating to the economics of tourism development, in both the plan making process and in respect of specific proposals.
- 1.5 The study, undertaken by Market Planning Associates (MPA) on behalf of Yorkshire South Tourism, contributes to the above by considering the supply, demand and capacity for visitor accommodation to 2012.
- 1.6 The information contained in the study on the Rotherham area is slightly incorrect due to postcode entries of the establishments and the consultants not quite getting the information correct for the establishments in the Rotherham boundary area. Therefore the following report contains the information for Rotherham and other extracts from the accommodation study with adjustment information provided by the RMBC Tourism Manager. Annex 1 provides an up-to-date profile of accommodation within Rotherham as of November 2008, including corrections to the data collected by MPA.

- 1.7 It is intended that this report will be used to help provide advice to developers, inform planning and development decisions and form part of the evidence base for preparing the Local Development Framework.
- 1.8 The events and economic factors on which the projections are based by the consultant are subject to change over time and readers of this report must be aware that any changes to these factors could influence the conclusions drawn.

2 STUDY OBJECTIVES

2.1 These are summarised as:

- Review serviced accommodation supply and demand by market segment and quality for the area as a whole and for the sub-areas of Sheffield, Rotherham, Barnsley and Doncaster
- Evaluate the effect on demand of recent and planned major investment projects, including, inter alia, Doncaster racecourse redevelopment, Rotherham's YES! Project and the opening of the Robin Hood Airport.
- Analyse future serviced accommodation demand up to 2012 and identify needs for additional supply to meet the identified need.
- Provide advice as to how any shortfalls in supply, in terms of quality and/or quantity, may be addressed.

3 APPROACH AND SCOPE OF WORK

3.1 This study has looked in detail at the local market place for hotel accommodation. In establishing the background to the study, consultants from MPA have:

- met with the steering group and held individual discussions with members, to source data, discuss issues and identify demand drivers.
- met individually with local authority tourism personnel to discuss issues, identify demand drivers and clarify new hotel development plans.
- visited the area on a number of occasions and held discussions with representatives of a number of organisations including, Creative Sheffield, Sheffield One, Doncaster Airport, Hospitality Sheffield, Renaissance South Yorkshire, Yorkshire Tourist Board and Experience Doncaster.
- reviewed relevant current data.
- established and agreed a database of all known hotel accommodation within study area, based on information provided by Yorkshire South Tourism.

3.2 In order to assess current supply and demand, MPA have:

- designed and circulated a performance data and market mix questionnaire to all hotel, guest house and B & B businesses on the database provided/agreed.
- reviewed existing demand data supplied by Yorkshire South Tourism.

- developed a computer model of current supply and demand for the area's serviced accommodation businesses, segmented geographically and by source of business.

3.3 In order to establish future relevant serviced accommodation supply and demand, MPA have:

- sought information from the Local Authorities on active and prospective hotel development projects.
- obtained economic and tourism growth projections for the area.
- obtained the views of hotel owners/operators on future demand prospects for their businesses (which remains confidential to MPA).

3.4 The conclusions reached are based on a computerised Supply and Demand model outlined below:

- Supply
 - Current supply is taken from database information on hotels, guest houses and B&Bs, provided by the project sponsors.
 - Future known supply is based on planning applications and information obtained directly from existing establishments and responses from the individual local authorities.
- Demand
 - Current demand is based on information collected from establishments using a questionnaire.
 - Future demand is based on growth projections of tourism and economic factors. These are fully detailed in the appropriate section of the report.
 - The projected demand data is subjected to a sensitivity analysis to show the impact of varying growth projections.
- Supply & Demand Balance
 - Comparison of both known supply and projected demand is used to identify specific areas of under/over supply of serviced accommodation.

Statistical Comment and Data Sources

3.5 All demand information in this report is based on questionnaire data collected from accommodation providers and demand growth factors projected by MPA. It is important to note that all tables, charts and comments in this report should be seen as indicative of the measurements being made rather than facts. MPA are confident that the analysis is a sound basis for developing future policy decisions.

3.6 Unless otherwise stated, all data is derived from supply information provided by clients and/or data collected via questionnaires from accommodation providers, and/or estimates made by MPA.

4 CURRENT SUPPLY

- 4.1 The tables below identify property locations as defined by MPA, rather than Local Authority boundaries. They give a broad indication of existing supply, however do contain some errors. Adjustments to include those properties within Rotherham reveal that there are 37 properties with 872 bedrooms. It is not considered that these adjustments greatly impact on the occupancy figures and conclusions drawn in the study.

Table 1: Number of properties in Rotherham by location and property style

MPA Sub-areas	Hotel Graded	Lodge	Hotel Ungraded	Small Hotel/Inn Graded	Small Hotel/Inn Ungraded	Guest House/B&B Graded	Guest House/B&B Ungraded	D/K *	Grand Total
Rotherham									
Town Centre	5	2	1	2	1		3	5	19
S of M1/Shef					1				1
N Rural			1	1	2		2		6
East							1	1	2
E of M18	2		1			1			4
E of M1						1	1		2
Doncaster	1		1					1	3
Total	8	2	4	3	4	2	7	7	37
RMBC adjusted total									37

Table 2: Number of bedrooms in Rotherham by location and property style

MPA Sub-areas	Hotel Graded	Lodge	Hotel Ungraded	Small Hotel/Inn Graded	Small Hotel/Inn Ungraded	Guest House/B&B Graded	Guest House/B&B Ungraded	D/K*	Grand Total
Rotherham									
Town Centre	272	123	12	20	9		20	17	473
S of M1/Shef					7				7
N Rural			11	18	13		16		58
East							5	3	9
E of M18	115		50			7			172
E of M1						3	28		31
Doncaster	29		12					3	44
Total	416	123	85	38	29	10	70	24	794
RMBC adjusted total									872

5 CURRENT DEMAND

- 5.1 The analysis is primarily based on a business performance and market segment questionnaire completed by individual properties. This data has been supplemented with other data available to the consultants and known to be reliable and robust.

- 5.2 The table below summarises the consultants estimate of total demand (rooms sold) in 2006. The region has over 1.1 million room nights per year.

Table 3: Total Demand in Rotherham 2006

	No Properties	No Bedrooms	Occupation % 2006	Demand 2006 Room Nights 000's
Graded Hotels/Lodges	10	539	73%	143.8
Other	27	255	54%	50.6

- 5.3 It is notable that the majority of recently opened new hotels and active developments are in the limited service and budget categories, which largely reflects the current pattern of hotel development throughout the UK.

Market Segment Demand

- 5.4 The consultants were confident that the following presents a realistic market segmentation of the current demand for serviced accommodation.

Table 4: Market Segment demand in Rotherham

	Total Demand	Corporate	Leisure	Local Leisure	Events	Overseas
Hotels Graded/Lodge	143.8	100.5	12.1	25.7	5.5	9.4
Other	50.6	20.5	15.7	10.1	7.7	2.5

6 FUTURE SUPPLY

- 6.1 The table below from the study identifies known new hotel developments

Table 5: Known New Hotel Developments

Location	Brand/Operator	Quality	Rooms	Opening
Brecks 2 miles East of centre	Premier Travel Inn	Budget	25 added	Autumn 2006
Kimberworth 1 mile from centre	Welcome Inn (Independent)	Ltd service	42	Sept 2006
Capacity			67	

- 6.2 The proposed major leisure facility "YES" is within Rotherham, to the south west of Junction 31 of the M1. Should this proceed it is planned to include 400 hotel bedrooms of, as yet, unspecified level. As the site is more accessible to Sheffield than Rotherham any hotel development here will have more relevance to Sheffield than Rotherham.
- 6.3 A further 3 sites have planning permission, but work has not started:
- 1 Hotel at the Former Dinnington Colliery
 - 1 Hotel at Chesterton Road, Eastwood
 - 2 Hotels at M1 Junction 33

6.4 Other additional proposed Hotel Developments we are aware of but which do not have planning permission as of November 2008 are:

- 2 hotels at Waverley
- 1 Hotel Templeborough
- 1 Hotel Firbeck Hall

6.5 Overall, the supply covering all standards of serviced accommodation is summarised as:

Table 6: Rotherham Supply				
	Serviced Properties	Rooms	Self Catering Properties	Camping Sites
MPA report information	37	794	1	N/a
Adjustment Figure for 2006	37	872	1	2
Situation early 2009	36	1,126	2	2
Future prediction 2012	Possible additional 12	Approx. 1668	3 +	3 or 4

6.6 The table shows that following new developments expected to be operational by early 2009 Rotherham will have 36 properties and 1126 rooms. It should be noted that new operators in 2009 are larger operators replacing smaller ones.

6.7 In the table above 'future prediction 2012' includes;

- 2 Hotels at the YES project Rother Valley Country Park with 400 bedrooms
- 1 Hotel Rotherham Town Centre with 80 bedrooms (a Rotherham Renaissance aspiration)
- a 40 bedroom extension at the Holiday Inn Rotherham / Sheffield
- 1 or 2 camp sites
- 3 or more additional self catering establishments
- Natural wastage of existing properties and new developments to replace these.

7 FUTURE DEMAND

7.1 The main demand drivers the consultants believed to be relevant are:

- Local GVA growth – a key driver of Corporate market segments.
- National GVA growth – a key driver of Leisure based markets.

7.2 It was the consultants' general premise that many of the developments taking place and planned for South Yorkshire are helping towards achieving these economic growth targets and/or maintaining South Yorkshire market share of

serviced accommodation demand rather than increasing share. Developments are not of a scale that can be expected to create demand growth above GVA growth levels.

- 7.3 For this study, the consultants have assumed the GVA growth rate for South Yorkshire will be 2.5% p.a from 2007-2012, and that underlying National GVA growth projection was 2.25% p.a. These GVA rates will have now possibly reduced in light of the current economic climate apparent in late 2008.

Market Segment Growths

- 7.4 For the purposes of our demand projection, the consultants made the following assumptions:

Table 7: Market Segment Growth

Market Segment	Growth	Growth Rate % p.a
Corporate/Business Travel	Local GVA growth	2.5%
Leisure	National GVA growth	2.25%
Local Leisure	National GVA growth	2.25%
Local Events	National GVA growth	2.25%

Demand Estimate 2012

- 7.5 The table below shows the demand estimate by the consultants to 2012:

Table 8: Rotherham Demand Estimate 2012 (room nights 000s)

	Very Low Growth	Low Growth	Projected Growth	High Growth	Very High Growth
Hotels Graded/Lodge	160.4	163.8	166.0	168.2	171.5
Other	60.1	61.3	62.1	62.9	64.1

- 7.6 It was the consultants' judgement that the difference between the core 'projected' growth and the Very High/Very Low estimates is unlikely to greatly influence development.

Table 9: Comparison of Rotherham Demand 2006 and 2012

	Estimated Demand 2006	Growth 2006-2012		Projected Demand 2012
	Room Nts. 000s	%	Room Nts . 000s	Room Nts. 000s
Rotherham				
Graded Hotels/Lodges	143.8	15.5%	22.2	166.0
Other	54.0	14.9%	8.1	62.1

- 7.7 To appreciate the meaning of the above room night growths, a 40 room hotel trading at 70% occupancy is equivalent to 10.2 thousand room nights per annum.

7.8 The projections need to be seen against a number of opportunities and threats:

Opportunities

- Local and national GVA growths are higher than projected. These would need to be dramatically higher to influence future hotel growth, which seems unlikely.
- One or more of the major inward investments is materially more successful than assumed as a basis for the GVA growth projections. However, this would probably only impact a small number of properties.
- Some of the older, small independent hotels exit the market, creating opportunities for other hoteliers.

Threats

- South Yorkshire GVA is significantly lower than the national average but, with public sector support, is projected to grow faster than the UK as a whole, this growth is included in our projections. However, public sector support is not always effective at growing the economy and there must be a risk that the GVA growth projections used in our study are not achieved.
- South Yorkshire's marketing for economic development and tourism fails to keep pace with other UK regions and market demand aspirations are not met.

8 FUTURE DEMAND AND SUPPLY BALANCE

- 8.1 The following table summarises the supply and demand position for 2012 by the consultants. It draws together future demand estimates and known changes in supply identified in the MPA study.

Table 10: Rotherham Supply and Demand 2012			
	2006	2012	
Graded Hotels/Lodges			
Demand Rooms p.a 000s	143.8	166.0	(22,200 extra nights or 15% growth)
Supply Rooms	539	606	(67 extra rooms or 12% growth)
Supply Rooms p.a 000s	196.7	221.2	(24,500 extra rooms or 12% growth)
Occ. %	73.1%	75.0%	
Key impact year		2007	
Demand to maintain 2006 Occ. % rooms p.a.		161.6	
Reduced demand to maintain 2006 Occ. % rooms p.a.		-4.4	
Other Properties			
Demand Rooms p.a 000s	54.0	62.1	(8,100 extra nights or 15% growth)
Supply Rooms	255	255	(No extra rooms)
Supply Rooms p.a 000s	93.1	93.1	(No extra rooms)
Occ. %	58.0%	66.7%	
Demand to maintain 2006 Occ. % rooms p.a.		54.0	
Reduced demand to maintain 2006 Occ. % rooms p.a.		-8.1	

- 8.2 The table above estimates the supply and demand of serviced accommodation bedrooms per annum in 000's, occupancy rates estimated at the 2006 figures and future prediction for 2012. It is estimated that further development should only occur in an area if the average accommodation occupancy rate per annum is over 70%. If development goes ahead when present accommodation average occupancy rates are below 70% it will most probably affect the viability of the existing and new developments.
- 8.3 Below MPA have summarised the anticipated change in average occupancy between 2006 and 2012 that will result from the changes in demand and supply outlined above.

Table 11: Anticipated Change in Average Occupancy		
	Occupancy 2006	Occupancy 2012
Graded Hotels/Lodges	73.1%	75.0%
Other Properties	58.0%	66.7%

- 8.4 It is apparent that the extra 67 rooms that were identified in 2006 /07 in Rotherham with in the study will have been fully absorbed by demand projected in 2012.

9 ROTHERHAM IMPLICATIONS AND ACTIONS

- 9.1 The implications of the above, up to and including year 2012, at the projected level of demand are:

Consumers, City and Hoteliers

- 9.2 They will notice little change from the situation in 2006.

Developers

- 9.3 Rotherham may well attract interest for further supply of, say, 60 rooms from the Budget/Limited Service sector. However, given the closeness of some Sheffield hotels to Rotherham and projected over-supply there, development in Rotherham may be risky.
- 9.4 It is the Council's view that a healthy balance between supply and demand is an average occupancy level of around 70% when consumers can buy accommodation at competitive prices and hoteliers can make a profit and return on capital.
- 9.5 It is apparent that the supply due to open in 2008 will lead to a significant lowering of average occupancy in the Graded Hotel and Lodge sectors of the market. The full effect of this new supply on the existing supply will probably not be felt until 2009/2010 because the new supply will take time to make its 'mark in the market place'.
- 9.6 Further development in South Yorkshire does not look attractive, but MPA note that *not all* investment decisions are based on market rationale, for instance:
- Brands desperate to expand may develop in areas where they expect low occupancies, at least in the early years.
 - Brands which have already developed at 'easy' sites and feel they must now look at more marginal sites.
 - Individuals who are local entrepreneurs who believe they have the ability to out-perform the average using local knowledge

10 ROBUSTNESS OF THE STUDY

- 10.1 The Centre for Hospitality Management Research at Sheffield Hallam University has undertaken a critical review of the study by MPA. They identified that there were discrepancies in the report, but concluded that:

"The analysis of the data follows an internal logic in a consistent manner. The assumptions made are plausible and reasonable. A number of the calculations have been randomly checked and no calculation errors have been found. Hence it would seem that the data has been manipulated accurately. There is no obvious reason to cast doubt on the main findings / recommendations...In the main, the report is contemporary, valid and robust. It is fit for purpose as a basis for economic planning provided that the various caveats and limitations...are taken into account".

11 CONCLUSIONS AND RECOMMENDATIONS

- 11.1 Having regard to the MPA study it has been recommended that no further budget accommodation is required in Rotherham over the next five years, but three star quality rating and above for all sectors of accommodation hotels, self catering and guest is recommended.
- 11.2 The report estimated that it would be economically viable for an extra 67 bedroom hotel to be built in addition to existing planning permissions that had been outlined in 2006 / 07 for the next 5 years. Following adjustment to correct errors in the analysis of the current supply it is considered that Rotherham can support an extra hotel that does not have an existing planning permission of up to 80 bedrooms without affecting the existing accommodation businesses in the borough.
- 11.3 It is proposed under the Rotherham Renaissance developments that there will be an extra two hotels to be located in the town centre of which planning applications have not been submitted to date. This will assist with the regeneration and development of the town centre and they will be ideally located near to public transport access. The introduction of one hotel is not expected to impact on the existing businesses, but two may impact on existing accommodation supply in the borough if natural wastage is not apparent over the next five years.
- 11.4 Market demands, environmental impacts, transport and accessibility, regeneration benefits and labour supply will influence developments by the private sector in the future. Economic climates fluctuate and it is good practice to allow existing accommodation businesses that are applying to expand to do so, and to allow existing residential properties and farm diversification in urban and rural areas to convert to self-catering or guest accommodation in the future providing that schemes are acceptable in planning terms.

Joanne Edley, Tourism Manager
Ryan Shepherd, Senior Planner
RMBC Environment and Development Services
November 2008

Annex 1: Rotherham Accommodation Profile – November 2008

The table below shows properties within Rotherham, including those attributed to other Local Authority Areas or missed from the MPA study. It also provides an up-to-date profile of accommodation within the borough.

Property	Location	Property Type	Rooms			Postcode	Comments
			MPA report	RMBC corrected	RMBC Nov 08		
Properties attributed to Rotherham in MPA study							
Best Western Elton Hotel	2.0 Roth C	1 Hotel Graded	29	29	29	S66 2SF	Up for sale
Brecon Hotel	2.0 Roth C	1 Hotel Graded	21	21	18	S60 2AY	
Brentwood Hotel	2.0 Roth C	1 Hotel Graded	30	28	28	S60 2TY	
Carlton Park Hotel	2.0 Roth C	1 Hotel Graded	80	79	80	S60 2BG	
Courtyard by Marriot Rotherham /Sheffield	2.0 Roth C	1Hotel Graded	112	106	104	S60 4NA	Holiday Inn 40 bedroom extension Panning Permission gained
Ibis Rotherham	2.0 Roth C	2 Lodge	86	86	86	S66 1YY	
Brecks Premier Travel Inn	2.0 Roth C	2 Lodge	37	37	61	S65 3JB	
Phoenix Hotel	2.0 Roth C	3 Hotel Ungraded	12	18	18	S60 1EY	
Fernlea Hotel	2.0 Roth C	4 Sm Hotel/ Inn graded	13	12	12	S60 2PW	
Stonecroft Hotel	2.0 Roth C	4 Sm Hotel/ Inn Graded	7	7	7	S66 2SF	
Limes Hotel	Roth		9	0	0	S60 3EL	Not operating
Aldersyde Hotel	Roth		5	0	0		Not operating
Netherleigh	2.0 Roth C	7 GH/ BB ungraded	5	10	7	S60 2PN	
Regis Hotel	2.0 Roth C	7 GH/ BB ungraded	9	7	9	S60 2BP	Change of use gone through planning for flats
Corona Hotel	2.0 Roth C	8 d/k	3	13	13	S60 IJA	Used mainly by DHSS residents
Cross Keys	2.0 Roth C	8 d/k	3	4	4	S60 2DA	Planning application for 6 bedrooms (in total) ongoing work
Moulders Rest	2.0 Roth C		3	7	7	S60 1EG	

Property	Location	Property Type	Rooms			Postcode	Comments
			MPA report	RMBC corrected	RMBC Nov 08		
Prince Of Wales Hotel and Coach House	2.0 Roth C	8 d/k	3	22	32	S60 1HX	
The Kenbet (combined with above 2008)	2.0 Roth C	8 d/k	3	22	0	S60 1HF	Joint with above. Used mainly by DHSS residents
The Fairways	2.1 Roth S of M1/Shef	5 Sm Hotel/ Inn Ungraded	7	7	7	S60 5NU	
Sandygate Hotel	2.2 Roth N Rural	3 Hotel Ungraded	11	11	11	S63 7LR	
Rockingham Arms	2.2 Roth N Rural	7 GH/ BB ungraded	11	11	11	S62 7TL	
Fitzwilliam Arms Hotel	2.2 Roth N Rural	4 Sm Hotel/ Inn graded	18	19	18	S62 6EE	Extension nearly completed for an extra 21 rooms (39 total)
Hooton Lodge	2.3 Roth East	8 d/k	3	3	0	S65 4TE	Not operating
Marquis Hotel	2.2 Roth N Rural	5 Sm Hotel/ Inn Ungraded	9	9	0	S62 7RX	No longer operating as Guest Accommodation
Best Western Consort Hotel	2.4 Roth East of M18	1 Hotel Graded	26	27	27	S66 9JA	
Hellaby Hall	2.4 Roth East of M18	1 Hotel Graded	89	89	90	S66 8SN	
Restover Lodge Hotel	2.4 Roth East of M18	3 Hotel Ungraded	50	70	51	S66 8RY	
The Cottages Guest House	2.4 Roth East of M18	6 GH /BB graded	7	9	5	S66 8HX	
Throapham House B&B	2.5 East of M1	6 GH/ BB Graded	3	3	3	S25 2QS	
Red Lion Inn	2.5 East of M1	7 GH/ BB ungraded	28	28	28	S26 1DJ	
Travellers Rest	2.2 Roth N Rural	5SM Hotel/ inn ungraded	4	4	4	S64 8RQ	
Mount Guest House	2.2 Roth N Rural	7 gh/bb ungraded	5	5	0	S62 5EA	Not operating
Cosy Terrace Cottage			3	0	0		
Milburn House	Roth		5	0	0		Doncaster property (3 rooms)

Property	Location	Property Type	Rooms			Postcode	Comments
			MPA report	RMBC corrected	RMBC Nov 08		
Lord Conyers	Roth / Don		3	0	0		Doncaster property (12 rooms)
Pastures	Roth / Don		29	0	0	S64 OJ3	Doncaster property (29 rooms)
Total rooms			781	803	770		Excludes non-RMBC properties
Accommodation within Rotherham but not attributed to Rotherham within the MPA report							
Aston Hall Hotel	1.2 Shef SE	1 Hotel Graded	20	18	47	S26 2EE	Extension extra 29 rooms 2008
Days Inn Sheffield	1.2 Shef SE	2 Lodge	38	38	34	S26 7XR	
Pear Tree Cottage	1.2 Shef SE	6 GH/BB Graded	2	2	0	S26 2EB	Not trading
Black Bull	1.2 Shef SE	8 d/k	4	4	6	S26 3XH	
Total rooms from MPA report within Rotherham			843	863	857		Total of both sections above
Missed from Consultants List							
Faris's Cosy Cottage		GH/BB 2 star		0	2	S26 7XP	Up for sale
Kingfisher		GH/BB Inn Ungraded		0	2		
Robin Hood Inn	Roth, Aughton, Rural	Guest Inn / LodgeUngraded	5	5	5	S26 3XJ	
Total rooms in Rotherham				872	866		Total of all sections above
New Hotel Developments open by early 2009							
Park Inn Mavers Lakeside		3 star	N/A	N/A	130		
Aston Hotel Sheffield /Rotherham		3 star	N/A	N/A	78		
Welcome Inn		3 star	N/A	N/A	52		
Total rooms expected in 2009					1126		Total of above sections
New Guest Accommodation							
Swallownest			0		6		Possible 6 rooms – provisional opening 2009
Plough Inn, Melton High Street					5		Planning permission for 5 rooms
Self Catering							
Whiston Annex		1 bed room		1	1	S60 3BG	
New Self Catering - Old Police House		1 bed room		0	1	S62 7DR	

Property	Location	Property Type	Rooms			Postcode	Comments
			MPA report	RMBC corrected	RMBC Nov 08		
						1 extra self catering	
Proposed Self Catering to date							
Boston Castle area							
Thorpe Hesley							
Proposed Hotels to date							
M1 J33 Ramada			288				
Meadow Bank Road							
Yes Project			400				
Former Beighton Colliery							
Waverley 2 hotel sites							
Former Dinnington Colliery							
Chesterton Road, Eastwood							
Templeborough							
Town Centre							
Firbeck Hall							
Camping and Caravan Sites							
Thrybergh Country Park				24 Pitches			
Horse Shoe Fishing Lake				5 Pitches			
Guildingwells				5 Pitches			

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	15 December 2008
3.	Title:	Domine Lane – Proposed changes to parking restrictions and meter parking
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of an objection to the proposed amendment to existing parking arrangements on Domine Lane and to seek Cabinet Members' approval not to accede to the objection.

6. Recommendations

It be resolved that:

- (i) the objection not be acceded to**
- (ii) the objector is made aware of the decision and the reasons**
- (iii) the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order**
- (iv) the order be implemented as part of Westgate Demonstrator Project improvements**

7. Proposals and Details

The Director of Planning and Regeneration Service gave his approval to consult upon changes to the existing on street parking and associated waiting restrictions on Domine Lane and Market Street, as shown on Drawing No.126/18/TT410A which is attached as Appendix 'A'. The proposal was advertised on street and in the press with the objection period expiring on the 17 October 2008. One letter of objection has been received and this is attached as Appendix 'B'.

The proposal involves the removal of some of the existing pay and display parking spaces on Domine Lane and all of the spaces currently available on Market Street. The rationale behind this is to enable access to the new development off Domine Lane. Parking would be retained where it does not adversely affect access to premises adjacent to the highway. The parking spaces on Market Street would be removed as part of further development proposals for Market Street as a consequence of the Westgate Demonstrator Project.

The objector is concerned that the introduction of no waiting at any time waiting restrictions will affect her ability to pick up and drop off her children at business premises on Domine Lane. The restrictions will not stop the picking up or setting down of passengers it will however not permit waiting for passengers. Notwithstanding this the objector could utilise one of the five pay and display parking spaces (maximum stay 1 hour) retained on Domine Lane or those nearby on Main Street.

8. Finance

There are minor funding requirements as a consequence of these proposals which can be accommodated from existing budgets.

9. Risks and Uncertainties

The proposal will, if implemented, assist the regeneration of this part of town through the Westgate Demonstrator Project by allowing access to the new building.

10. Policy and Performance Agenda Implications

The proposals are in line with the Councils' theme of Achieving

11. Background Papers and Consultation

Director of Planning and Regeneration report

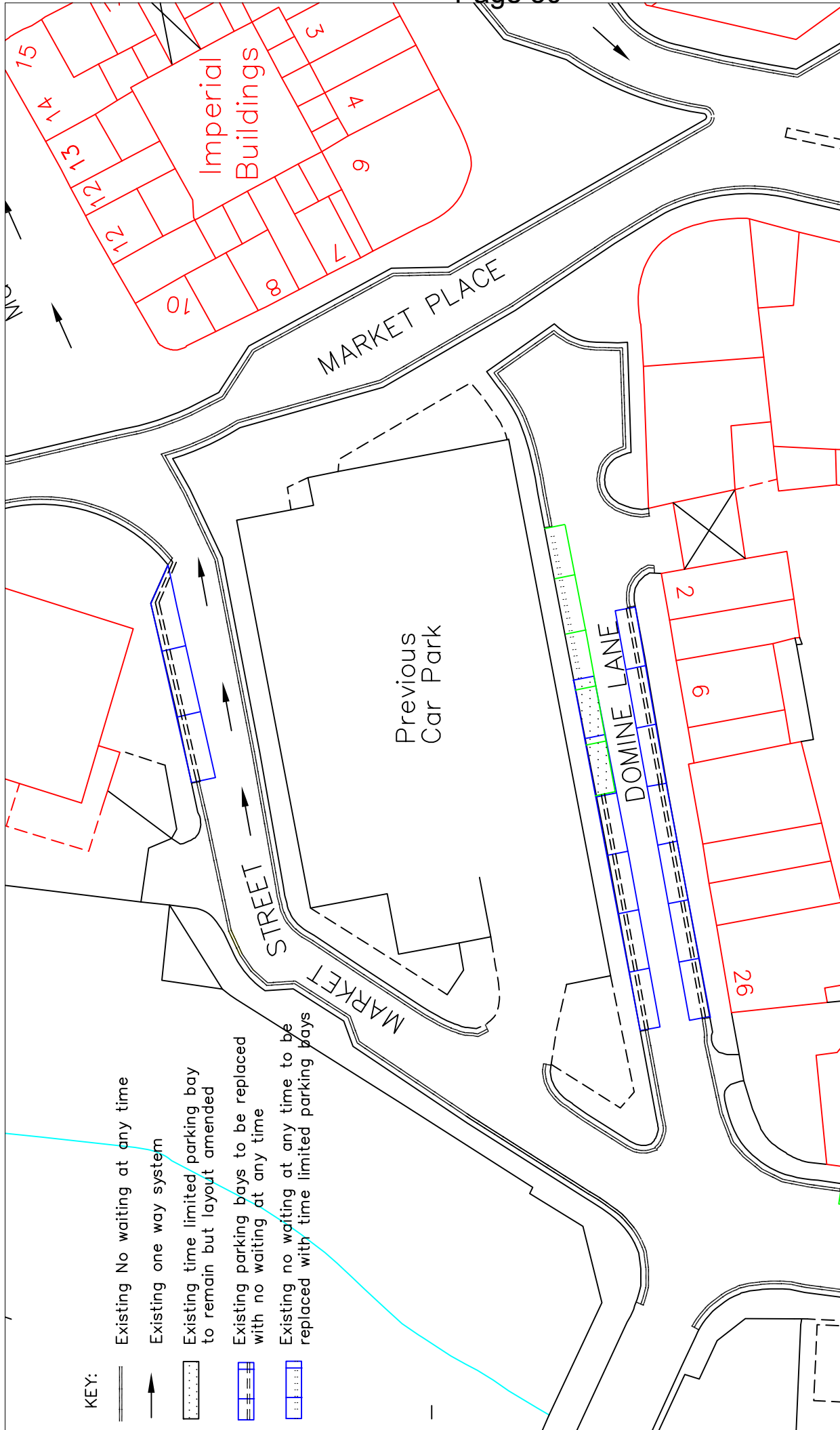
Letter of objection


Consultation with Ward Members and public through on street notices and press.

Drawing No. 126/18/TT410A

Contact Name : *Andrew Butler Engineer, Ext 2968*

Andy.butler@rotherham.gov.uk



Title Westgate Demonstrator Project – Proposed removal of parking bays Domine Lane Rotherham	Client: Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD		 Rotherham Metropolitan Borough Council Environment & Development Services <small>Strategic Director: Karl Battersby Bsc (Hons) MTPL MRTPI</small>
Dwg. No. 126/18/TT410A	Drawn ASB	Date August 08	Scales (if A4) 1:500 Chd. by TFS

17th October 2008

Dear Sir

I write with regard to the traffic order that is proposed on Domine Lane & Market Street.

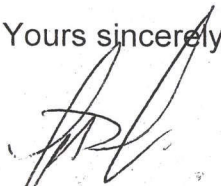
My son attends Karate lessons at Rotherham Martial Arts Centre which is situated on Domine Lane. I have serious concerns over the health & safety issues that will present themselves if the proposed order is approved.

Parking is extremely limited in the close vicinity to Domine Lane especially since the closure of the car parks on Market Street. The nearest are parking bays on Main Street & these bays are always occupied at the times that I drop off and collect my son.

There has to be some provision in place to enable the safe collection of children from the Karate centre. John Ball, the Karate centre proprietor will not allow children to leave after a lesson unless he can clearly see that a parent or guardian has arrived to collect them.

If the proposed order is approved this safe arrangement will not be possible & will have implications for the safety & wellbeing of the children that attend the Karate centre. Therefore, it is imperative that this matter is reconsidered & some waiting time/drop off time should be allowed.

Yours sincerely

A handwritten signature in black ink, appearing to be 'SD' or similar, written over the closing 'Yours sincerely'.

Sonia Dyson

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services meeting.
2.	Date:	15th December 2008
3.	Title:	Response to the Consultation Draft of the South Yorkshire Tram Strategy
4.	Directorate:	Environment and Development Services Planning and Transportation Service

5. Summary

To inform Cabinet Member about the consultation draft of the South Yorkshire Tram Strategy and to suggest a response to the SYPTC about issues affecting Rotherham.

6. Recommendations

That Cabinet Member endorses the contents of this report which will be used to form a response to the SYPTC.

7. Proposals and Details

The SYPTE are undertaking a stakeholder consultation on the South Yorkshire Tram Strategy (SYTS). The SYTS identifies a primarily short term strategy (2008 to 2011) outlining deliverable improvements to the existing tram network and a medium to long term strategy (2011-2021) aimed at influencing longer term planning issues.

The shorter term strategy is focussed on:

- Maintaining the reliability of the existing Supertram network.
- Providing Customer service excellence.
- Delivering High Quality Customer facilities.
- Promoting tram travel.
- Delivering efficient and attractive ticketing.
- Improving environmental performance.
- Identifying and delivering service enhancements.

The delivery of service enhancements is of most relevance to Rotherham. In the absence of current Government support for tram extensions, the Strategy acknowledges the need to develop an alternative Bus Rapid Transit routes between Sheffield, Waverley and Rotherham. Although BRT proposals are well advanced, the proposal is referred to as being “sub-optimal” in comparison to tram service enhancements and further lobbying is recommended to gain support for more detailed exploration of the business case for an extended tramway between Sheffield and Rotherham.

The possibility of extending the Tram Train pilot between Sheffield and Huddersfield is also considered. Whilst the pilot is yet to start, the viability of extending the scheme in 2013-15 to form a route between Centertainment in Sheffield and Rotherham or even Parkgate is to be investigated. Although these positive developments are more likely to occur in the medium to longer term, their inclusion in the Strategy is welcomed but it is suggested that the scope be extended to include better access into the Dearne area.

A summary of the Draft South Yorkshire Tram Strategy is attached at Appendix A.

8. Finance

The Strategy raises no immediate financial implications for the Council. However, the Strategy itself does have financial implications and it is disappointing that the document makes little reference to funding and affordability.

9. Risks and Uncertainties

In the current draft, timescales are vague but it is anticipated that firmer timescales will evolve over the next few years as the relationships between the BRT / Tram Train projects and emerging new land uses (such as those at Waverley) become clearer. Also, whilst it is appreciated that this is a strategic overview, there are no details about costs, therefore the funding and financial viability of projects become key uncertainties.

10. Policy and Performance Agenda Implications

Delivery of improved connectivity between Rotherham and Sheffield, albeit in the medium to longer term, will enhance the Borough's position in the Sheffield City Region thereby achieving some of the aspirations of the Regional Economic Strategy, Local Development Framework and the Local Transport Plan 2006-11.

11. Background Papers and Consultation

- Draft South Yorkshire Tram Strategy
- South Yorkshire Local transport Plan 2006 – 2011

Contact Name: Paul Gibson
Senior Transportation Officer
Ext 2970
paul.gibson@rotherham.gov.uk

Appendix A

SUPERTRAM STRATEGY DELIVERY PLAN – STRATEGIC PRIORITIES

1. Maintain the Reliability and Performance of the Network
i) <u>Manage the Supertram Concession Agreement</u> and maintain the close working relationship with Stagecoach Supertram in order to develop and deliver the existing quality service regime – with emphasis on patronage growth, punctuality, reliability and customer care.
ii) <u>Ensure best use of existing tram resources</u> – work with the Tram Operator to ensure that existing capacity is fully utilised.
iii) <u>Ensure best use of fixed track and road resources</u> – work with the Tram Operator and Sheffield City Council to maximise tram priority and ensure enforcement of parking and other restrictions. Ensure effective notification of road works that might impede tram progress.
iv) <u>Use satellite tracker information to support more robust scheduling</u>
v) <u>Maintain tram track/structure and assets</u> – Stagecoach will carry out maintenance of the tram track and related infrastructure on a regular basis in accordance with the concessionaire agreement, whilst Sheffield City Council will also carry out agreed maintenance work in areas where joint running (tram track and roadway shared) occurs. This includes introducing improved asset monitoring systems.
vi) <u>Oversee and promote existing and potential further bus feeder services</u> which offer reliable connections to the existing tram network.
2. Provide Customer Service Excellence
i) <u>Manage the Supertram Concession Agreement</u> - work closely with Stagecoach Supertram to ensure standards are maintained through the (QUEST) Quality Agreement and to address Customer Complaints made to Stagecoach Supertram and their staff as well as SYPTE.
ii) <u>Work with Stagecoach Supertram to ensure that all staff are suitably trained</u> and with particular emphasis on customer care and disability awareness for frontline staff.
3. Deliver High Quality Customer Facilities
i) <u>Implement the Tram Refresh Programme</u> and continue to work with the Tram Operator to implement a proactive customer focused approach to future refurbishment throughout the term of the Concession Agreement. (Significant refurbishment was undertaken during 2007/08). The next vehicle refurbishment will take place between 2016 and 2018) and will be influenced by customer research and legislative change (if any).
ii) <u>Improve Customer Facilities at stops</u> – including installation (where appropriate) of: - CCTV - Seating - Real Time Information/Public Announcement - Cycle storage
iii) <u>Improve Park and Ride Facilities</u> to include seating, shelters aligned to tram doors and Real Time Information.
iv) <u>Ensure Information is available in different formats</u> and is delivered to consistent standards at stops and on vehicles. This will include Real Time and publicity about other transport services.

v) Make the customer travel experience more enjoyable especially at busy times. Including:

- Investigate options to reduce overcrowding at peak times (differential pricing etc)
- Educate customers about optimum times to use trams and on-vehicle seating/standing space.

4. Promote and Publicise the Tram Effectively

i) Gain a better understanding of the market to target promotion and publicity for different market segments. In particular, target off peak travel where there is capacity for increased usage.

ii) Oversee Stagecoach Publicity to ensure consistent, high quality, up to date information is available.

iii) Ensure information on public transport and travel opportunities is available at home, work and other establishments and in a range of different formats to meet specific customer and multi modal needs. Raise awareness of the availability of this information.

iv) Specifically raise awareness of trip planning services and make sure that these are easy to access and at different locations appropriate to the Tram network.

v) Ensure that information is available in appropriate formats upon request to meet the needs of passengers with specific requirements, including Braille, audio, large print or language translations.

vi) Ensure that fares and ticketing information is available, particularly at the journey planning stage.

vii) Educate more widely about the real cost of car use.

5. Deliver Efficient and Attractive Ticketing

i) Yorcard – smartcard ticketing – implement for tram use in line with programme. Make it easier for passengers to create personalised tickets at the lowest cost for their particular journeys, to incentivise travel at out of congested periods.

ii) Continue to participate in the Concessionary Travel Scheme and ensure appropriate reimbursement to the Tram Operator.

iii) Review the existing prepaid ticketing range to see if rules and/or product ranges can be usefully changed to improve efficiency and minimise fare evasion.

iv) Continue to offer the Travel Master range and negotiate with operators to offer value for money to passengers.

v) Provide multi-leg and through (integrated) ticketing to minimise interchange penalties. The aim is to simplify the product range by making nearly all tickets valid on all modes. (With reference to capacity constraints)

vi) Make it easier for passengers to create personalised tickets at the lowest cost for their particular journeys.

6. Improve Environmental Performance

i) Continue to explore areas for environmental improvements. (A large number of initiatives relating to environmental performance have already been made by the Tram Operator to ensure best environmental practice is followed at the servicing depot).

7. Identify and Deliver Service Enhancements

i) Make the case for extra capacity – develop the business case for additional trams to enhance services based on the present lines, especially during peak periods of use.

- | |
|---|
| ii) <u>New Bus Feeder Services</u> – assess whether other areas could benefit from such services, providing access to the tram network and building on the Middlewood model. |
| iii) <u>Examine options to upgrade the existing network</u> – work closely with Stagecoach Supertram to examine options and if appropriate develop the business case, to upgrade the existing network outside the existing franchise commitment |
| iv) <u>Supertram Extensions</u> – examine whether opportunities for tram extensions can be revisited. Previous plans included extension to Ranmoor and Rotherham. |
| v) <u>Tram/Train Pilot</u> – in addition to Tram Train pilot on Penistone line consider Tram Train suitability for Sheffield Supertram network and explore possible links to Rotherham/Parkgate by transfer to the heavy rail network. |

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services meeting.
2.	Date:	15th December 2008
3.	Title:	Response to the Consultation Drafts of the Yorkshire and Humber Rail Network Route Utilisation Strategy and the South Yorkshire Rail Strategy.
4.	Directorate:	Environment and Development Services Planning and Transportation Service

5. Summary

To inform Cabinet Member about the Consultation Drafts of both the Yorkshire and Humber Rail Network Route Utilisation Strategy (RUS) and the South Yorkshire Rail Strategy and to endorse the suggested response to Network Rail and the SYPTE about issues within the drafts affecting rail services serving Rotherham.

6. Recommendations

That Cabinet Member endorses the contents of this report which will be used to form a formal response to the RUS and to comment upon the South Yorkshire Rail Strategy.

7. Proposals and Details

7.1 Draft Rail Utilisation Strategy

Following the Rail Review in 2004 and the Railways Act 2005, the Office of Rail Regulation (ORR) modified Network Rail's network licence in June 2005 to require the establishment of Route Utilisation Strategies (RUS's) across the rail network in England. RUS's reflect current Network Rail duties in relation to the operation, maintenance, renewal and development of the rail network. The strategies should:

- Enable Network Rail and persons providing services relating to railways better to plan their businesses, and funders better to plan their activities: and
- Set out feasible options for network capacity, timetable outputs and network capability, and funding implications of those options for persons providing services to railways and funders

The RUS primarily covers the period 2009-19 but it does, however, look further into the future in line with the 30 year timescale adopted in the Government's 2007 White Paper 'Delivering a Sustainable Railway' to identify long term factors which should influence the development of the 10 year RUS.

The RUS analyses the current capability and capacity of the Yorkshire and Humber region's railways in order to measure ability to cater for existing demand and to highlight any present day gaps. It also forecasts future passenger growth and identifies future gaps where interventions are needed to meet demand. The main gaps or issues identified across the region are:

- Peak and off peak overcrowding and network congestion to be addressed in general by progressive train / platform lengthening, small scale capacity improvements and additional peak hour shuttle services.
- Perceived quality of regional links, especially the need to improve services from Sheffield to Manchester and London with additional services proposed
- Engineering access and delays.
- Freight capacity and particularly limited loading 'gauge' (the width and headroom of rail routes) across much of the regional network (the width and headroom of rail routes) to be addressed in the main by the Northern Gauging Project.
- Reactionary Delays, often where infrastructure has become inadequate and outdated. However, in the main, low cost interventions are preferred in favour of more complex and expensive solutions.

A set of options is suggested which could potentially bridge the known and predicted gaps on the rail network. These options are further analysed to determine which will offer the most promising value for money solutions. It is at this stage that the RUS is being put out to consultation to seek stakeholder responses which may help refine the options. A map of the current Yorkshire and Humber rail network is attached at Appendix A.

At a local level, the following gaps and options affecting rail services through and around Rotherham are identified:

Peak Crowding – A number of services are overcrowded during the high peak hours in the morning and evening with standing passengers being a common occurrence. The RUS recommends that four additional carriages are spread across two Doncaster to Sheffield peak train services and two additional carriages are added to one peak hour service on the Leeds-Sheffield via Moorthorpe service. These longer trains will help to ease overcrowding on peak hour services through Rotherham Central.

Regional Links – Bearing in mind Rotherham's sizeable rail catchment area, our proximity to Sheffield and our role in the Sheffield City Region, the sub-standard service of three trains per hour at Rotherham central is acknowledged in the RUS. However, relatively costly infrastructure requirements are needed to increase services to 5 per hour by doubling the track at Holmes Chord along with further capacity improvements at Sheffield Station. The RUS merely recommends further work be undertaken by Network Rail and the SYPTe to ascertain whether such works would meet the minimum DfT value for money criteria.

Improvements to regional links are also proposed with three fast trains to Manchester and improved journey times on the Leeds-Sheffield via Barnsley corridor.

Engineering Works – Rotherham Central Station, being located on a loop, can be adversely affected by nearby engineering work, but effectively mitigation could only be provided by reopening Rotherham Masbrough Station or another station on the main line; however, with various cost and other access issues, such an approach is not favoured by the RUS.

Freight Capacity – The Sheffield (Rotherham) Doncaster / Moorthorpe line forms an important part of the overall freight network but has a limited loading gauge which, if not improved, could become an increasing constraint to the growing inter-modal container market and the local City Region economies. No significant improvement works are put forward in the RUS with proposals limited to further investigative work within the Northern Gauging Project.

Reactionary Delays – Rotherham Central and Aldwarke Junction (at a somewhat lower level) are significant reactionary delay locations. One cause is the single line section between Rotherham central and Holmes junction over which all passenger trains serving Rotherham must pass and which can become a source of congestion in the event of out-of-course running. The doubling of Holmes Chord (as discussed previously) would reduce reactionary delays in the Rotherham area.

Although no improvements are included in the RUS, Swinton has also been associated with substantial reactionary delays for passenger and freight trains. It forms a hub at which several lines converge with services passing through originating and terminating over a wide area. As traffic continues to grow, consideration will have to be given to capacity improvements, which could include additional tracks and grade separation. Further 'knock on' reactionary delays are common place at Sheffield and Doncaster Stations. Whilst the RUS acknowledges that infrastructure at Sheffield Station has become increasingly inadequate and outdated and there has been no major re-signalling or track remodelling for many years, no significant infrastructure improvements are proposed.

A copy of the draft response to the RUS consultation is attached as Appendix B.

7.2 Draft South Yorkshire Rail Strategy

The SYPTE are undertaking a stakeholder consultation on the South Yorkshire Rail Strategy (SYRS). The SYRS brings together work that has/will be carried out on the development and enhancement of the local rail network. It suggests a "realistic and pragmatic" approach to developing rail in the short term (to 2014), the medium term (2014 to 2019) and in the longer term (where timescales are not specified).

Infrastructure improvements within the SYRS are inextricably linked to the RUS programme and funding regime and whilst the SYRS can do little more than mirror the RUS, it does highlight the need to give more prominence to rail issues affecting Rotherham and South Yorkshire by prioritising network bottlenecks & strategic priorities in the short / medium term including:

- Capacity issues at Manchester, Sheffield, Leeds and Doncaster stations.
- The 'dualing of Holmes Chord' (or suitable alternative), access to Rotherham Central and congestion issues at Swinton.
- Improved connections to London, Leeds and Manchester.
- New lines and stations including long term aspirations for stations at the YES Project, Waverley and Parkgate.
- Freight network and track gauging issues.

The SYRS also outlines timescales for ongoing and short / medium complimentary projects including improvements to:

- Network reliability.
- Customer services.
- Existing stations including car parking.
- Promotion, publicity and ticketing.
- Environmental performance.

A summary of the Draft South Yorkshire Rail Strategy Delivery Plan is attached at Appendix C.

8. Finance

Although there are no direct financial implications raised by the RUS and SYRS, both documents are vague regarding detail about the delivery of schemes (by who and by when) and few reference to costs are made. For example, the South Yorkshire Strategy refers to aspirational need for rail stations at Parkgate, Waverley and Swallownest (Yes Project) but it suggests that these stations “will only be delivered should funding be provided by the private sector or the rail industry, and where delivery would not undermine other aspects of the Strategy”.

Development of the rail network in Rotherham is welcomed but such aspirations need to be fully assessed at an early stage to determine whether their inclusion in the emerging Local Development Framework is appropriate or necessary. In the absence any certainty, it is difficult to predict how and where the rail network will evolve over the next decade or so and hence, it is difficult to determine complementary land planning issues and the transport infrastructure needed to support it.

Therefore, it is suggested that both strategies and especially the South Yorkshire Rail Strategy, should focus more on deliverables and key network bottlenecks and this concern be raised with both Network Rail and the SYPTE. Nevertheless, Cabinet Member is asked to welcome the South Yorkshire Rail Strategy and particularly the emphasis placed on giving greater priority to strategic rail issues in the Rotherham and the region more generally.

9. Risks and Uncertainties

Whilst some relief from peak crowding on trains serving Rotherham and better connections between Sheffield and Manchester are to be welcomed, the RUS and South Yorkshire Rail Strategy are overly focussed on low cost interventions and propose very little in terms of new infrastructure or new rail services to address long standing problems. For example, the long awaited improvements at Holmes Junction remain very much aspirational and, whilst problems are identified on the network at Swinton, Doncaster and Sheffield no appropriate action is proposed.

A lack of major investment in rail infrastructure in South Yorkshire potentially hinders our role in the Sheffield and Leeds City regions and puts further pressure on other transport infrastructure to effectively fill the gaps that are not addressed by either Strategy. It is very uncertain that the level of funding required to address the fundamental (or strategic) bottlenecks will be available to invest in this area.

10. Policy and Performance Agenda Implications

Although some welcome minor short term improvements are identified in the RUS and the South Yorkshire Rail Strategy, a continuing lack of major investment in the rail network could have a potentially negative impact on our Local Transport, Corporate and Community Plans and on Rotherham’s status within the Sheffield City Region and links to the Leeds City Region. These concerns and the other issues highlighted in this

report form the basis of the Council's input into the attached SYPTE co-ordinated reply to the RUS consultation.

11. Background Papers and Consultation

- Draft for Consultation on the Yorkshire and Humber – Rail Network Route Utilisation Strategy.
- Draft South Yorkshire Rail Strategy
- Government White Paper - Delivering a Sustainable Railway, 2007
- South Yorkshire Local transport Plan 2006 – 2011
- DfT's Rolling Stock Plan January 2008

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APPENDIX A

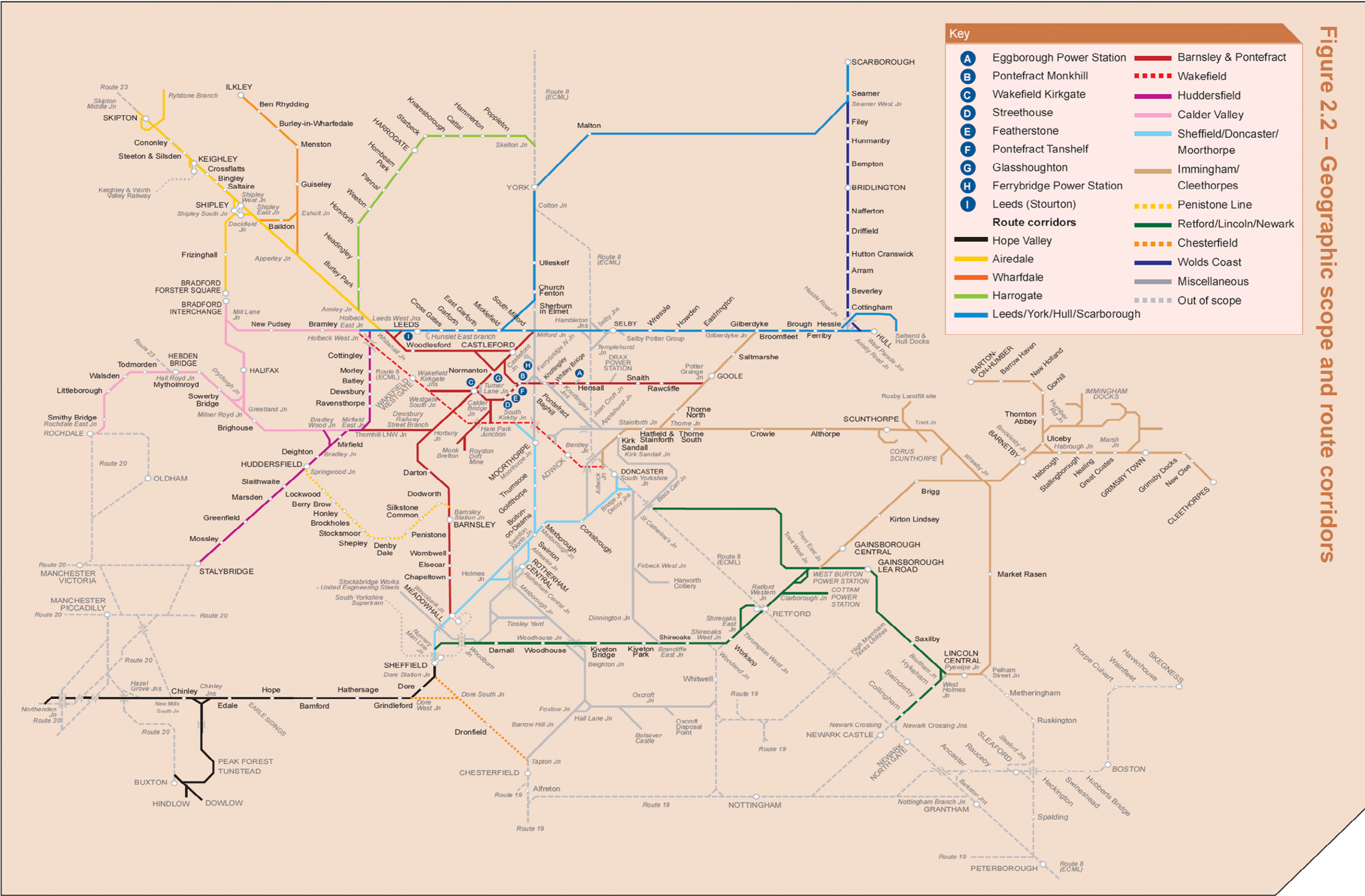


Figure 2.2 – Geographic scope and route corridors



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December 2008

DRAFT SUBJECT TO APPROVAL

Dear Sir



YORKSHIRE & HUMBER RUS CONSULTATION RESPONSE

This consultation response has been considered and endorsed by the South Yorkshire Passenger transport Authority at their meeting held on 4 December 2008.

Firstly the Y&H RUS is welcomed as a tool to plan for the future needs of the railway in the region, the approach adopted is supported in that it complies with the RUS guidance, however as congestion on the public highway increases and demand management techniques need to be deployed, it is disappointing that the railway industry is not positioning itself to capitalise and meet this demand and opportunity and the failure to fully assess the impact of the Manchester TIF bid and congestion charging on Transpennine services is a failure, which will necessitate the RUS to be revisited if the TIF bid goes ahead. The PTE supports the fact that the RUS has not relied on national growth models and has taken account of sub-regional factors, such as the economic growth in the Sheffield City Region.

In terms of the detailed elements of the Strategy, the following comments require consideration and addressing prior to the final adoption of the RUS:

1. **Doncaster Station and approaches** - The RUS suggests that the plans to address the ECML and Y&H concerns about constraints at, and approaching, Doncaster, will not be considered further until the retimetabling of the ECML has been undertaken. It is not clear from either the Y&H RUS or the ECML RUS what and when engineering and signalling works will be undertaken, or what the process is to engage with stakeholders (like SYPTE) in developing any solution. Please can this be clarified in the final draft. Also see point 4 below.
2. **Sheffield Station and approaches** - The RUS makes clear that any significant upgrade will be dependant upon resignalling works. I assume

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these are the works planned in the medium term strategy (CP5), if not, this needs to be made clearer and an early and definitive date provided for the signalling works. The RUS does not make clear whether the train lengthening and additional peak services, proposed in the short and medium term strategies, can go ahead in advance of the station upgrade. If not, the signalling and engineering works will need to be brought forward. Also see point 4 below.

3. **Holmes Chord** - Whilst discussions on this capacity constraint (limiting the number and frequency of train services to/from Rotherham Central station and causing reactionary delay), is ongoing between ourselves, it is critical to South Yorkshire that this scheme is included in the final draft and is eligible for funding via yourself. I am surprised its position as a scheme remains ambiguous especially as the RUS discusses removal of the 3 'flat junctions' for freight purposes and it is recorded that this area suffers 'significant reactionary delay'.
4. **South Yorkshire Rail Strategy** - As you are aware the Strategy was updated in October 2008 and is currently out to consultation. To assist I will report any changes to this document via the Stakeholder Management Group. The RUS needs to make clear that where works are proposed to the existing rail network it will take into account and facilitate other stakeholders' plans and proposals. This is to avoid further disruption and potentially abortive spend. Particular examples I have in mind include:
 - Barnsley to Doncaster Rail Line - Extra services this will generate need to be accommodated within the work planned at Swinton Junction and Doncaster Station and its approaches.
 - Barnsley Growth Corridor - This will also generate new services which again need to be accommodated within the works planned at Leeds, Wakefield and Sheffield Stations plus approaches, as well as at Swinton Junction.
 - Can I conclude that the stations being considered in the South Yorkshire Rail Strategy do not conflict with the RUS recommendations (Rotherham Parkgate; Rother Valley Park/YES; Waverley/Orgreave)? The RUS needs to make clearer its position in this respect.
5. **Long Term Strategy** - The RUS needs to make clear how this is to be refined and developed with the stakeholders. How it might include wider schemes (see point 4. above) and when appraisal works will start. As written the RUS implies thinking will not start until after 2019, whereas it needs to commence now to inform scheme design and finance bidding to enable an early delivery in CP6, so the rail network is capable of accommodating the predicted doubling of freight and passenger traffic.
6. **Car Parking** - The work on car parking/access to the rail network being led by Passenger Focus is welcomed, and I am aware SYPTE is participating in this work. However what form of consultation will this

output be subject to? As drafted it appears outwith this consultation or indeed any process!

7. **Transpennine Links** - The RUS proposes an extra train service each hour in the medium term. In the longer term on both the South and North transpennine routes extra lines, possibly involving re-opening the Woodhead Tunnel; are discussed. At the same time work is being considered to tackle road based transpennine problems. It makes sense to explore the longer term plans for both road and rail together so that an integrated solution with adequate overall capacity is proposed.
8. **Journey Time Targets** - It is noted a 43 minute target is set for Leeds to Manchester journey times. For consistency, similar targets should be set for other key trips including:
 - Sheffield - Manchester 45 minutes
 - Sheffield - Leeds 45 minutes

These are extracted from the “South Yorkshire Shared Transport Vision”.

I trust these comments assist in refining the RUS. If you wish to discuss or clarify any point do get in touch. I am happy to meet up if this would help.

Can I also thank you and the team for the level of involvement SYPTE has been afforded in the work to date, and may I congratulate you on what is in the main, a very good piece of work.

Yours sincerely

DAVID YOUNG
HEAD OF TRANSPORT INTEGRATION AND
DEPUTY TO PASSENGER SERVICES DIRECTOR

APPENDIX C

Network Bottlenecks and Scheme Dependencies

Enhancement sought	Scheme description	Scheme dependency
Track and Service enhancements		
Barnsley to Doncaster rail line	New service and line connecting two towns. Further works if extending services beyond (e.g. to RHADS or to Huddersfield)	<ul style="list-style-type: none"> • Doncaster station • Doncaster station approaches • Swinton junction
Barnsley growth corridor	New service and line connecting Crofton to Swinton, with services Leeds to Sheffield	<ul style="list-style-type: none"> • Leeds station • Leeds station approach • Swinton junction • Sheffield northern approach • Sheffield station
Sheffield to Stocksbridge	Initially a heritage line solution, if access to Sheffield Midland Station then constraints	<ul style="list-style-type: none"> • Sheffield northern approach • Sheffield station
Track and Station enhancements		
Rotherham southern access	Dualling track access to allow diversion of services	• None
Elsecar stop reinstatement	Reinstata 2 nd stop every hour each direction	• Penistone Line speed increases
Service only enhancements		
RHADS	Assume Doncaster to Lincoln service	<ul style="list-style-type: none"> • RHADS station • Doncaster station • Doncaster station approaches
Sheffield to Manchester	Frequency enhancements Note also Y&H RUS Capacity scheme	<ul style="list-style-type: none"> • Dore Junction • Sheffield station • Sheffield northern approach • Hope Valley passing loops • Manchester Hub
Sheffield to London	2 x hourly service	<ul style="list-style-type: none"> • None but performance risks without Dore junction • Sheffield station including southern approach depending on solution
Penistone Line frequency enhancement	Possible shuttle service between Penistone and Barnsley	<ul style="list-style-type: none"> • Penistone line passing loops • Barnsley Station
Y&H RUS capacity enhancements		
Doncaster – Sheffield Peak service enhancements	4 extra peak services	<ul style="list-style-type: none"> • Doncaster station • Doncaster station approach • Swinton junction • Sheffield northern approach • Sheffield station
Sheffield to Leeds via Dearne	2 extra peak services	<ul style="list-style-type: none"> • Leeds station • Leeds station approach • Swinton junction • Sheffield northern approach • Sheffield station
Train lengthening	Sheffield to Leeds via Dearne	<ul style="list-style-type: none"> • Platform lengthening • Sheffield Station • Leeds Station
Performance improvements	Assorted bottlenecks resulting in lost mileage. Top 8 schemes in region (in order), bold indicates impact on South Yorkshire.	<ul style="list-style-type: none"> • Leeds station approach (Whitehall Junction) • Sheffield northern approach • Rochdale Junction • Swinton junction • Meadowhall Junction • Huddersfield • Wakefield Westgate • Holmes Junction (Rotherham)

Freight enhancements		
Hope Valley	Increased freight movement predicted	<ul style="list-style-type: none"> • Dore Junction • Sheffield station • Sheffield northern approach • Hope Valley passing loops
Crofton	Increased freight movement predicted	<ul style="list-style-type: none"> • Hare Park to South Kirkby junction • Doncaster station approach
ECML/Humber Ports	Increased freight movement predicted	<ul style="list-style-type: none"> • Doncaster station • Doncaster station approach

Rail Strategy Delivery Plan – Strategic Priorities

1. Maintain the Reliability and Performance of the Network	Timescale
i) <u>Manage the Northern Rail Franchise Performance</u> through regular engagement with the Train Operator and Department for Transport (DfT) - ensure punctuality and reliability targets are met and maintained and the franchise quality targets are achieved.	Ongoing
ii) <u>Oversee other Train Operating Companies' Franchise Performance</u> to ensure agreed performance standards are met on longer distance and express services as they affect South Yorkshire. (Chiefly the Cross Country, East Midlands, Transpennine and East Coast Franchises).	Ongoing
iii) <u>Encourage and advise Train Operators on use of technology to improve the scheduling of their services.</u> In particular encourage the use of satellite tracking of train positioning (this is linked to passenger information).	Short / Medium
2. Provide Customer Service Excellence	Timescale
i) <u>Manage and Inform the Northern Rail Franchise delivery</u> through research, passenger counts and complaints analysis. Work closely with the Train Operator to take remedial action or identify enhancements based on Franchise obligations.	Ongoing
ii) <u>Oversee other Train Operating Companies' Franchise delivery</u> and identify areas for customer service improvements through local and national research. Engage with the relevant Train Operator to deliver improvements and to respond effectively to customer complaints.	Ongoing
iii) <u>Undertake Market Research</u> (particularly 'mystery shopper' surveys) to assess the customer experience and identify quality issues.	Ongoing
iv) <u>Continue to engage with the Community Rail Partnership</u> to promote and enhance the Huddersfield - Penistone - Sheffield route, through this national pilot.	Ongoing
v) <u>Work with the Train Operator to improve train passenger security</u> through installation of on train CCTV on the Northern Rail fleet.	Short
vi) <u>Encourage the use of Real Time Information</u> to provide improved passenger information at local stations.	Short
3. Provide High Quality Customer Facilities (Stations)	Timescale
i) <u>Station standards:</u> introduce a range of enhancements at specific stations to meet the passenger priorities which identified through research as part of the 'bronze', 'silver' or 'gold' station standards specified in the Rail Strategy document. <ul style="list-style-type: none"> - Introduce improved car parking facilities at South Yorkshire rail stations in line with the plan set out in the Rail Strategy document and with the Park and Ride Strategy. - Introduce specific cycle parking provision at specified rail stations (as part of station standards: bronze, silver and gold). - Introduce CCTV at stations not yet covered, in line with the above station standards improvements. - Implement the 'Access for Everyone' programme to assess and devise solutions 	Now - Medium

<p>to access problems (actual and perceived) by all modes at local stations.</p> <ul style="list-style-type: none"> - Improve information provision at stations as part of station standards programme, in different formats and make sure it is accurate and easy to understand, including real time, station displays, timetable books, 'next stop' and public announcements. - Work with the British Transport Police and Rail Operator to improve station security and monitoring – particularly in relation to revenue protection. 	
ii) <u>Implement Rotherham Central Station plans</u> to rebuild passenger facilities – to improve the waiting environment and provide step free access.	2010
iii) <u>Implement Public Announcement (PA) upgrades</u> at stations not yet covered and in line with the above.	Short / Medium
iv) <u>Network Rail platform lengthening</u> – lobby for improvements at specified South Yorkshire Stations to accommodate 4-car trains.	Short / Medium
v) <u>Bolton upon Dearne Barrow Crossing removal</u> - lobby Network Rail for early completion.	Short
4. Promote and Publicise the Train Effectively	Timescale
i) <u>Work closely with Rail Operators to plan and conduct marketing campaigns</u> based on enhancements to rail services, customer facilities and other improvements.	Ongoing
ii) <u>Continue the programme of station specific posters</u> to provide information for passengers on access by other modes.	Short
iii) <u>Publish timetables in different formats and to include promotional information</u> on service upgrades to assist passengers in planning journeys and during the journey.	Short
iv) <u>Station Travel Plans</u> – introduce a programme of 'on station' surveys to better understand travel patterns of current users, starting with a national pilot at Chapeltown station. Also monitor non-users to understand requirements and target future enhancements.	Short
v) <u>Secure station awards</u> – continue to progressively implement necessary standards at silver and gold stations to achieve secure station awards and promote these.	Short
vi) <u>Ensure information on rail services and travel opportunities is available</u> at home, work and other establishments and in a range of different formats to meet specific customer needs. Raise awareness of the availability of this information.	Short
vii) <u>Specifically raise awareness of trip planning services</u> and make sure that these are easy to access and at different locations.	Short
viii) <u>Work with Rail Operators to ensure that information is available in appropriate formats</u> to meet the needs of passengers with specific requirements.	Short
ix) <u>Ensure that fares and ticketing information is available</u> , particularly at the journey planning stage.	Short
x) <u>Educate more widely about the real cost of car use.</u>	Short / Medium

5. Deliver Efficient, Effective Ticketing	Timescale
i) <u>Develop ticketing and price scales</u> appropriate for local travel with Train Operating Companies and lobby to ensure fares remain within the franchise structure.	Short
ii) <u>Participate with Train Operating Companies to promote</u> and encourage greater rail use – especially at off peak times through targeted ticket offers.	Ongoing
iii) <u>Yorcard - smartcard ticketing</u> - monitor performance of trials to determine future strategy. Make it easier for passengers to create personalised tickets at the lowest cost for their particular journeys.	Short / Medium
iv) <u>Continue to participate in the South Yorkshire enhanced Concessionary Travel Scheme</u> and ensure appropriate reimbursement for Rail Operators.	Ongoing
v) <u>Review the existing prepaid ticketing range</u> to see if rules and/or product ranges can be usefully changed – subject to national conditions and agreement with DfT.	Medium
vi) <u>Continue to offer the Travel Master range</u> and negotiate with operators to offer value for money to passengers.	Ongoing
vii) <u>Provide multi-leg and through (integrated) ticketing</u> to minimise interchange penalties. The aim is to simplify the product range by making nearly all tickets valid on all modes but this must be subject to fare controls within the Rail Franchise Agreements.	Medium
6. Improve Environmental Performance	Timescale
i) Work with rail industry partners to introduce more environmentally friendly rolling stock and environmental enhancements at stations.	Ongoing
7. Planning Service Enhancements	Timescale
<p>i) South Yorkshire bottlenecks: Address existing track and signalling constraints at key points on the network in South Yorkshire – including:</p> <ul style="list-style-type: none"> - Doncaster Station capacity and approaches, including completing Doncaster East slow line to bi-directional working. - Sheffield Station capacity and northern approach capacity between Meadowhall Junction to Sheffield Station. - Swinton Junction <p>The following schemes are free standing improvements:</p> <ul style="list-style-type: none"> - Sheffield Station South and Dore Junction - Access to Rotherham Central, including platform lengthening and dual line track access. - Penistone line speed to allow reinstatement of Elsecar stops - Freight lines – Hope Valley passing loops and Doncaster Area capacity 	<p>Short / Med</p> <p>Short / Med</p> <p>Short / Med</p> <p>Medium</p> <p>Medium</p> <p>Short / Med</p> <p>Medium</p>
<p>ii) Out of County bottlenecks: Address constraints outside South Yorkshire including those impacting on routes to London and which affect our wider aspirations in relation to the Northern Way and City Regions. These include:</p> <ul style="list-style-type: none"> - Approaches to Leeds Station (especially Whitehall junction) - Manchester Hub 	<p>Med / Long</p> <p>Long</p>

- Hope Valley (passenger and freight)	Med / Long
- Freight lines around and avoiding Doncaster / East Coast Mainline	Med / Long
iii) New lines and stations: quantify costs, benefits and impacts of potential new lines and stations in identified locations and build the business cases:	
- Barnsley to Doncaster (direct rail link)	Long
- Heritage rail to Stocksbridge (support through staff)	Medium
- Barnsley Growth Corridor line	Long
- RHADS Station (support station and service options)	Medium
- "YES" Project at Rother Valley <i>old Southern</i>	Long
- Waverley development site (Bus Rapid Transit in the short/medium term)	Long
- Improved Transpennine route, which may include reopening Woodhead tunnel subject to business case approval	Long
- Investigate opportunities for an additional station at Rotherham Parkgate:	Medium ✓
iv) <u>Continue to deliver a programme of rolling stock upgrades and:</u>	
a) Offer support to rail operators to address rolling stock capacity issues.	Medium
b) Support Northern Rail to replace Pacer / Sprinter trains	Med / Long
v) <u>Support the construction of stabling facilities in South Yorkshire to improve reliability and access to units.</u>	Long
vi) <u>Sheffield – London St Pancras (half hourly) service</u> - lobby to secure frequency enhancement and necessary funding.	Short / Medium
vii) <u>Midland Mainline (London) speed improvements</u> – ensure these are met in December 2008 line with Franchise Commitment, and between 2009 -14 via Network Rail Business Plan.	Short / Medium
viii) <u>Engage with DfT and Northern Rail in the planned Tram/Train Trial</u>	Medium
ix) <u>Lobby for high speed lines in South Yorkshire</u>	Short / Medium
x) <u>Engage with and lobby the National Rail industry</u> to ensure right outcomes for South Yorkshire (including through the Route Utilisation Strategy, consultations and franchises)	Medium
xi) <u>Engage with "Open Access" Operators</u> to ensure that the interests of South Yorkshire Passengers can be served.	Ongoing

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	15th December 2008
3.	Title:	The Education and Inspections Act 2006 Duty to Produce a Sustainable School Travel Strategy
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member's approval to consult on a Draft Sustainable School Travel Strategy.

6. Recommendations

Cabinet Member is asked to:

(i) Note the duty introduced by the Education and Inspections Act 2006 to produce a Sustainable School Travel Strategy;

(ii) Authorise consultations to take place on the attached draft strategy in accordance with the Council's Consultation and Community Involvement Framework, and:

(iii) Refer a copy of this report to the Cabinet Member for C&YPS and C&YPS and Regeneration Scrutiny Panels for information.

7. Proposals and Details

The Education and Inspections Act received Royal Assent in November 2006. The Act implements proposals contained in the Government White Paper - Higher Standards, Better Schools for All which was published on 25th October 2005 and introduces a number of new regulatory powers for Government and new statutory duties on local authorities. These are outlined below:

- Extending the ability for schools to become Trust Schools.
- Giving Local Authorities a new strategic role with duties to promote choice, diversity, higher standards and, for the first time, a duty to fulfil “every child’s potential”.
- Creating a clear statutory right for school staff to discipline pupils putting an end to the “you can’t tell me what to do” culture.
- Enabling every young person to pursue a course of study that prepares them for success in life. Schools will need to work with each other and offer education relevant to individual needs.
- Revolutionising the provision of school meals, with new powers established to create tough new nutritional standards for food and drink served in maintained schools.
- Increasing youth access to new opportunities and experiences.
- Promoting fair access to educational opportunity including a duty to provide extend free transport to the most disadvantaged families, a further duty to publish and maintain a school travel strategy and creating a small number of Pathfinder authorities to pilot innovative approaches to home to school travel.

The majority of the new duties and powers in the Act refer to general education matters within the remit of Children and Young Peoples. However sections 76 – 80 of the 2006 Act set out the following duties which impact upon Environment and Development Services:

- To promote environmentally sustainable travel modes for all educational journeys which may improve the physical well being of those who use them and/or the surrounding environment.
- To publish a School Travel Strategy to develop the environmentally sustainable travel and transport infrastructure so that the needs of children and young people are better catered for.
- To audit any travel infrastructure that may be used when travelling to, from and between educational establishments.

The Transportation Unit and our partners involved with education, health and environmental matters have already made good progress with many of the school travel issues targeted by the 2006 Act. Examples include the introduction of school travel plans in all but 3 of the Borough's schools, the introduction of cycle training for school age children, road safety and public transport education training and publicity and numerous traffic management / road safety capital projects on home to school travel routes and progress on new agendas including Healthy / Sustainable Schools initiatives. Most importantly, the duty to audit school travel infrastructure and publish information is already complete and is available to view on the Council website along with other information important information about school travel.

Our existing strategies and plans adequately take account of the need to improve school travel but the 2006 Act requires local authorities to publish and consult upon a 'stand alone' Sustainable Schools Transport Strategy. Whilst it is desirable to 'put things in one place', such a strategy risks being nothing more than a repetition of our existing Local Transport Plans and policies and a document of any length or repeated detail is not likely to be beneficial. Therefore, a short, easy to read consultation draft has been produced to bring together the good work already under way and to set out a future action plan based on our existing and future plans and strategies related to school travel. The draft Strategy is attached as Appendix A.

8. Finance

The Government's Department for Children Schools and Families (DCSF) allocated an annual bursary of £37,000 from March 2006 until March 2010 to fund the introduction of Travel Plans in Rotherham schools. The majority of the bursary has funded a School Travel Plan Advisor and as a result, 98% of Rotherham schools have an active Travel Plan (October 2008). The DCSF has allocated a further £22,800 per year from March 2008 to March 2012 to implement the requirements of the Education and Inspections Act 2006. The funding will be used to meet statutory duties outlined in section 1.1.

It is anticipated that the existing funding allocations will be adequate to implement the majority of the Strategy with assistance where necessary from the Local Transport Plan settlement via funding allocated to school related projects in existing strategies.

9. Risks and Uncertainties

Much of the success of school travel initiatives can be attributed to the Council's Children and Young People's Services, Travel Plan promotion and School Travel Advisor. Indeed, the relevant Local Transport Indicator for 2007/8 shows performance has exceeded the agreed trajectory target. If the positive impact of school travel planning is to continue, funding will be required beyond 2010 when the DCSF bursary for the School Travel Advisor ends.

The Strategy may therefore need to reviewed in 2010 and 2012 as and when existing funding sources come to and end.

10. Policy and Performance Agenda Implications

The Sustainable School Travel Strategy has a comprehensive impact on our overarching goals including Rotherham Alive, Learning, Achieving and Safe. The Strategy also contributes to aims and objectives of Community Strategies, Local Transport Strategy and the Healthy Schools / Sustainable Schools Initiatives.

11. Background Papers and Consultation

It is important that the Sustainable School Travel Strategy has the support of schools and interested partners. Therefore it is proposed that, in accordance with the Consultation and Community Involvement Framework, the document is subject to consultation with the following groups:

- Parents, Head Teachers and School Governors
- Children and Young People Services
- Ward Members
- Rotherham NHS
- Area Assemblies
- South Yorkshire PTE
- South Yorkshire Police
- Other Stakeholders as required

A further report will be submitted to Cabinet Member once the consultation outcomes of are known.

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paul.gibson@rotherham.gov.uk.

Draft Sustainable Schools Travel Strategy

2008

1.0 INTRODUCTION

1.1 The Education & Inspections Act 2006

The Sustainable Travel Strategy for Home to School Journeys was developed in response to new duties set out in the Education and Inspections Act 2006 which, from 1st April 2007 placed various new statutory duties on local authorities, one of which is to promote and increase the use of sustainable travel modes for school journeys.

The 2006 Act sets out four key duties for local authorities in terms of transport:

- To assess travel needs of children and young people and to make provision for extended rights for free school travel;
- To audit any travel infrastructure that may be used when travelling to, from and between educational establishments (initial audit completed in mid 2008);
- To promote environmentally sustainable travel modes for all educational journeys.
- To publish a School Travel Strategy to develop the environmentally sustainable travel and transport infrastructure so that the needs of children and young people are better catered for.

1.2 The Sustainable Schools Travel Strategy

Much of the content of the Education Inspection Act requirements are already embedded in core Council, duties, policies, plans and those of our partners including:

- The local authority statutory duty to provide free transport to eligible children and parents/carers who are socially or physically disadvantaged, unable to walk due to the nature of a route to school, are entitled to free school meals, whose parents receive maximum Working Tax Credit or children walking outside statutory walking distance. Children and Young Peoples Services Transport Policy for Children and Young People refers;
- The South Yorkshire Joint Local Transport Plan.
- Road Safety Strategy - Traffic Calming, speed reduction, road safety education.
- The Rotherham Cycling Strategy - Cycle training, cycle routes, the South Yorkshire Congestion Plan - a commitment to tackle traffic congestion of which the school run is a significant contributor.
- The South Yorkshire Bus and Rail Strategies.

- The emerging Speed Management Plan - slower speeds especially where vulnerable road users can benefit.
- School Travel Plans in all schools - addressing travel needs around schools and monitoring modal split associated with school travel.
- Sustainable Schools / Every Child Matters – bringing together issues such as travel, conserving energy, waste, eco buildings, participation, well being (fitness, obesity etc.) and global environmental issues.

This Strategy simply brings these policies and plans together, insofar as they relate to school travel, and suggests how we and our partners (listed below) might maximise benefits arising from them:

- South Yorkshire Passenger Transport Executive (SYLTE).
- Local schools, colleges, their pupils, teachers, parents and communities.
- Rotherham NHS Neighbouring local authorities.

1.3 Targets and Objectives

There are five key objectives relating to school travel:

- To reduce car use
- To improve travel choice
- To improve safety
- To improve health and well being
- To raise awareness

With the above objectives in mind, the ‘headline’ aim or target of this Strategy is:

To meet or better the South Yorkshire LTP target to cap the number of children travelling by car to primary and secondary schools at 24.7%.

In accordance with the Education & Inspections Act 2006, this will be achieved by:

- Ensure free transport for ‘eligible children’ is fit for purpose by reviewing contracted bus services, matching services with pupils needs, providing travel training and by publicising the extended rights to free school travel (Ongoing in 2008).
- Continue work with the SYLTE to reduce incidents of bad behaviour on school buses.
- Maintaining the school travel infrastructure audit and addressing issues arising from it.

- Ensuring all schools have a School Travel Plan and those plans are updated when necessary (achieved in Rotherham in Autumn 2008) and to work with schools to encourage safe cycling, walking and bus travel.
- Continue to deliver the LTP road safety engineering schemes programme and the Road Safety Education, training and publicity programme but with greater emphasis on improving travel choice and on general sustainable school and school travel issues.
- Developing a programme of transport infrastructure improvements and promotional campaigns in tandem line with existing plans and strategies.
- Promote sustainable school travel and sustainable schools more generally.

Related LTP targets and objectives are shown in Appendix A

2.0 STRATEGY DELIVERY

Appendix 'B' details how the Sustainable School Travel Strategy will be delivered via the School Travel Planning process over next few years.

Taking into account the multi agency involvement in school travel, a steering group consisting of the following representatives will be formed to oversee progress:

- Children and Young People Services - The Healthy Schools Team, Education Transport.
- Environment and Development Services – Transportation, Streetpride, Planning.
- SYPTE.
- Rotherham NHS.
- Stakeholder representatives.

3.0 FINANCIAL IMPLICATIONS

The Government's Department for Children Schools and Families (DCSF) allocated an annual bursary of £37,000 from March 2006 until March 2010 to fund the introduction of Travel Plans in schools. The majority of the bursary has funded a School Travel Plan Advisor and as a result, 98% of Rotherham schools have an active Travel Plan (October 2008). The DCSF has allocated a further £22,800 per year from March 2008 to March 2012 to implement the requirements of the Education and Inspections Act 2006. The funding will be used to meet statutory duties outlined in section 1.1.

It is anticipated that the existing funding allocations will be adequate to implement the majority of the Strategy with assistance where necessary from the Local Transport Plan settlement via funding allocated to school related projects in existing strategies.

The Strategy and funding sources will be reviewed in 2012.

Appendix A: WIDER LTP TARGETS AND OBJECTIVES

Modal Shift (Reduce Car Use)				
Aspirations	Source	Progress	Strategy contribution	Timescale
To Reduce journeys to school made by car across South Yorkshire	LTP	Rotherham currently has lower car use than the South Yorkshire average.	Modal shift campaigns and promotional work to help reduce car use.	2011
To reduce car, car share & taxi use on school journeys.	RMBC STP	Currently Rotherham has a 36.79% car, car share & taxi use in primary schools and 13.95% in secondary schools.	Modal shift campaigns and continual progress on school travel planning will help meet these targets	2011
Increase the number of school children receiving cycle training on a year by year basis across South Yorkshire.	RMBC Planning and Regeneration	In 2007/08, 1122 children received cycle training. Target of 1500 set for 2008/09	This strategy supports the cycling strategy	Ongoing
Choice				
Aspirations	Source	Progress	Strategy contribution	Timescale
To improve choice of mode of travel to school	SYLTE	Education and Safety Programme which also offers pupils advice on journey planning and timetable reading.	Partnership work with the SYLTE	Ongoing
To improve choice of mode of travel to school	RMBC Planning and Regeneration	Infrastructure around schools mapped to provide info on available modes of travel.	Identify gaps in the travel infrastructure to provide more sustainable travel choices.	Ongoing

Safety				
Aspirations	Source	Progress	Strategy contribution	Timescale
To reduce by 5% the number of criminal behaviour incidences on public transport to and from school.	SY authorities & SYPTE	For the financial year 2007/08, 408 incidents were reported to SYPTE, making 98.68% of journeys incident free.	Partnership work with the SYPTE and the managing the criminal behaviour policy will reduce incidences on school transport.	2010
To reduce child Killed and Serious Injury (KSIs) accidents by 25% from 2001-2004 base year average, in line with BV99b indicator, but subject to change when new NI48 targets are set.	LTP LAA	Rotherham's base year average was 19 child KSIs, giving a target of 14 by 2010. Child KSIs have seen a downward trend since 2001 and there were 20 child KSIs in 2007.	Collaborate with Road Safety on engineering and education work will contribute to meeting this target.	2010
To provide school (according to child KSIs) with an enhanced level of Road Safety education	Prioritisation of schools for Road Safety education report	Priority schools will receive enhanced support during the academic year.	Collaborate with Road Safety education, school travel planners and SYPTE.	July 2009
Increase the numbers of children receiving pedestrian training from 431 in 2007/08.	RMBC Planning and Regeneration	The numbers of children receiving pedestrian training has remained fairly constant for the last 3 years.	Collaborate with Road Safety education and schools to increase the number of pupils trained.	2010
To increase the number of children receiving Level 2 cycle training from 1500 in the financial year 2009/10	RMBC Planning and Regeneration	In the financial year 2007/08 1122 children and young people were trained in level 2 'Bikeability'.	This strategy supports the cycle training and promotion of cycling.	April 2009

Health and Wellbeing				
Aspirations	Source	Progress	Strategy contribution	Timescale
To ensure at least 95% of Rotherham schools achieve Healthy Schools status	DCSF and DH targets	105 (81%) of schools have so far achieved Healthy Schools status (April 2008). And 100% of schools are recruited to the programme.	Promoting active travel amongst children, young people and parents /carers	December 2009
To achieve an increase in cycling to schools (refer to current LTP for actual targets)	Rotherham Cycling Action Plan	Data from the January 2007 Census shows that 0.3% of children and young people cycle to and from school/college. By 2011 we are aiming for this figure to be 0.9%.	Encourage cycling to school.	2011
Raising Awareness				
Aspirations	Source	Progress	Strategy contribution	Timescale
To increase the number of people using the getting to school website annually.	RMBC Planning and Regeneration	The website was launched in 2007.	The promotion of the website through schools and in the admissions booklet should increase the numbers.	Ongoing
To increase the proportion of school children engaged in a sustainable travel project each academic year.	RMBC Planning and Regeneration	1122 secondary school pupils received cycle training in 2006/7.	Partnership work with the NHS Rotherham and SYPTE will help engage higher numbers.	July 2009

APPENDIX B - SUSTAINABLE SCHOOL TRAVEL ACTION PLAN

1. School Travel Plan development		
Action	Responsibility	Timescale
Ensure all schools in the Borough implement a workable and approved STP, achieving the 100% Government target of 2010.	Transportation Unit	March 2009
Provide access to GIS mapping information to schools including, highway infrastructure, and public transport provision for all schools developing a travel plan.	Transportation Unit	Ongoing
Revisit all schools after implementation of the STP to encourage development, implementation and monitoring of school travel plans.	Transportation Unit	March 2010
Ensure that all STP's remain active and are updated on a regular basis.	Transportation Unit	Ongoing
Support Further Education colleges in the preparation of travel plans.	Transportation Unit	March 2010
Provide resources to schools to assist in the preparation of travel plans.	Transportation Unit	Ongoing
Provide marketing material to schools to promote sustainable travel.	Transportation Unit	Ongoing
Ensure all schools complete accurately school census details.	Transportation Unit, C&YPS	Ongoing

2. Develop practical projects, initiatives and campaigns to promote and support sustainable travel.		
Action	Responsibility	Timescale
To support schools in setting up walking initiatives such as walking buses, Walk on Wednesdays.	Transportation Unit	Ongoing
Encourage schools to participate in National Bike/Walk to School Weeks/events.	Transportation Unit	Ongoing
Introduce each school to the SYPTE Education and Safety programme.	Transportation Unit, SYPTE	Ongoing
Introduce long term promotion of sustainable school travel issues.	Transportation Unit, SYPTE, C&YPS.	Ongoing
Actively promote sustainable travel options for school staff e.g. walking, cycling, car share, bike to work scheme and SYPTE travel schemes.	Transportation Unit, SYPTE, C&YPS.	Ongoing
Liaise with schools to alter school management issues and policy to ensure the STP can be successfully implemented.	Transportation Unit, C&YPS.	Ongoing
To develop a pilot travel and infrastructure project around a selected school (or cluster of schools) to incorporate and address all issues that will improve school travel.	Transportation Unit, SYPTE, C&YPS.	End 2009

3. Act in partnership with stakeholders to maximise the effectiveness of the STP project.

Action	Responsibility	Timescale
To assist schools in developing, monitoring and evaluating their STP so they can achieve Healthy Schools status.	Transportation Unit, Healthy Schools Advisors.	Ongoing
Develop links with C&YPS to ensure sustainable travel issues are incorporated into the school curriculum.	Transportation Unit, C&YPS. Curriculum Advisors.	April 2009
Local Area Agreement indicator on School Travel (NI198) is met.	Transportation Unit, Chief Executive.	Annual review
To ensure the principles of accessibility planning are incorporated into Local Development Framework.	Transport Policy, SYPTE	2010
To provide accessibility mapping to Learning Skills Council to inform reorganisation process.	Transport Policy, SYPTE, LSC	Ongoing
Assist C&YPS in ensuring the principles of sustainable travel, accessibility and safety are embedded at an early stage into proposals for new builds, Building Schools for the Future and major renovations.	Transportation Unit, C&YPS.	Ongoing

4. Develop measures and improvements which enhance the safety and impact of sustainable school travel choices.

Action	Responsibility	Timescale
To compile an in-depth audit of all school infrastructure to identify gaps or barriers for sustainable travel to school.	Transportation Unit, RBT GIS Unit.	Completed
Deliver cycle training to Year's 5 & 6 primary pupils, secondary school pupils and school staff to encourage cycling to school.	Transportation Unit	Ongoing
Work with road safety education to develop new safety initiatives for children walking to school.	Transportation Unit	Ongoing
Ensure children and young people are educated about road safety, pedestrian skills, and social safety.	Transportation Unit	Ongoing
To provide sustainable travel information in admissions booklets, and RMBC website.	Transportation Unit, C&YPS	Annual review
To reduce the number of RTA's involving school pupils on the school journey.	Transportation Unit	Annual review

5. Work in partnership with other stakeholders when planning sustainable travel.

Action	Responsibility	Timescale
Assess and evaluate the impact for post 16 education and training and between schools for 14-19 specialist diploma agenda.	C&YPS, SYPTE, bus	Annually
Assess and evaluate the impact of the extended free travel rights for disadvantaged pupils (on free school meals or max working tax credit).	C&YPS, SYPTE	Annually
Assess and evaluate the impact upon SEN travel throughout the Borough.	C&YPS	Annually
Work with bus operators and SYPTE to improve access for the extended schools programme.	C&YPS, SYPTE	Annually

6. Influence the design and development of new build, extensions to schools and FE establishments with regard to safety and sustainable travel modes.

Action	Responsibility	Timescale
Secure travel plans through the planning process for all schools (including Building Schools for the Future), FE and children's centres.	Transport Policy, Planning Services	Ongoing
Ensure the ability to promote sustainable transport is incorporated into the building design, e.g. cycle provision.	Transport Policy, Planning Services	Ongoing
Ensure travel plans are consulted on and acted upon when considering highway schemes outside schools and FE facilities.	Transport Policy, Planning Services, Building Schools for the Future team and LSC	Ongoing
Provide guidance to Development Control on measures available to promote sustainable travel to all schools.	Transportation Unit	Ongoing
Ensure school travel planning guidance is followed and the appropriate conditions are placed upon the development, when assessing planning applications.	Transport Policy, Planning Services, Transportation Unit	Ongoing

7. Work with regional partners to develop resources, organise training and share best practice.		
Action	Responsibility	Timescale
Attend regular Y&H Regional School Travel meetings and access relevant training opportunities.	Transportation Unit	Ongoing
Establish a Sustainable Education Travel Steering group and develop workshops to promote sustainable travel with key partners.	Transportation Unit, C&YPS, SYPTE	Complete

STP = School Travel Plans, **GIS** = geographic information system, **C&YPS** = Children & Young Peoples Service, **SYPTE** = South Yorkshire Passenger Transport Executive, **LSC** = Learning Skills Council, **RBT** = Rotherham Borough Connect, **RTA** = Road Traffic Accident, **SEN** = Special Educational Needs,

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1)	Meeting:	Cabinet Member for Regeneration and Development Services
2)	Date:	15 December 2008
3)	Title:	Former Ex Servicemen's Club Car Park, Canklow Road, Canklow
4)	Programme Area:	Environment and Development Services

5. Summary

To seek approval to use delegated powers to declare the above-mentioned asset surplus to the requirements of Asset Management Service.

6. Recommendations

That the Regeneration and Development Service Cabinet Member declares the land surplus to the requirements of the Asset Management Service.

7. Proposals and Details

The site extends to approximately 0.16 acres / 0.06 hectares and is shown hatched black on the attached plan. The site is rectangular in shape and following the construction of the adjacent sports pavilion in May 2005 has been re-surfaced and marked out for use as a car park in connection with the pavilion.

The car park is currently administered by Asset Management Service and is being used as a car park by Culture and Leisure Services.

The Director of Asset Management has agreed in principle to declare the land surplus to requirements, subject to the approval of the Cabinet Member for Regeneration and Development Services.

The Director of Culture and Leisure has confirmed that his service will accept an appropriation of the subject land subject to a handover taking place.

8. Finance

If the asset is declared surplus to requirements the land will be transferred into the Property Bank and future maintenance paid for using de-minimus capital receipts.

9. Risks and Uncertainties

There are no risks associated with declaring the land surplus to requirements.

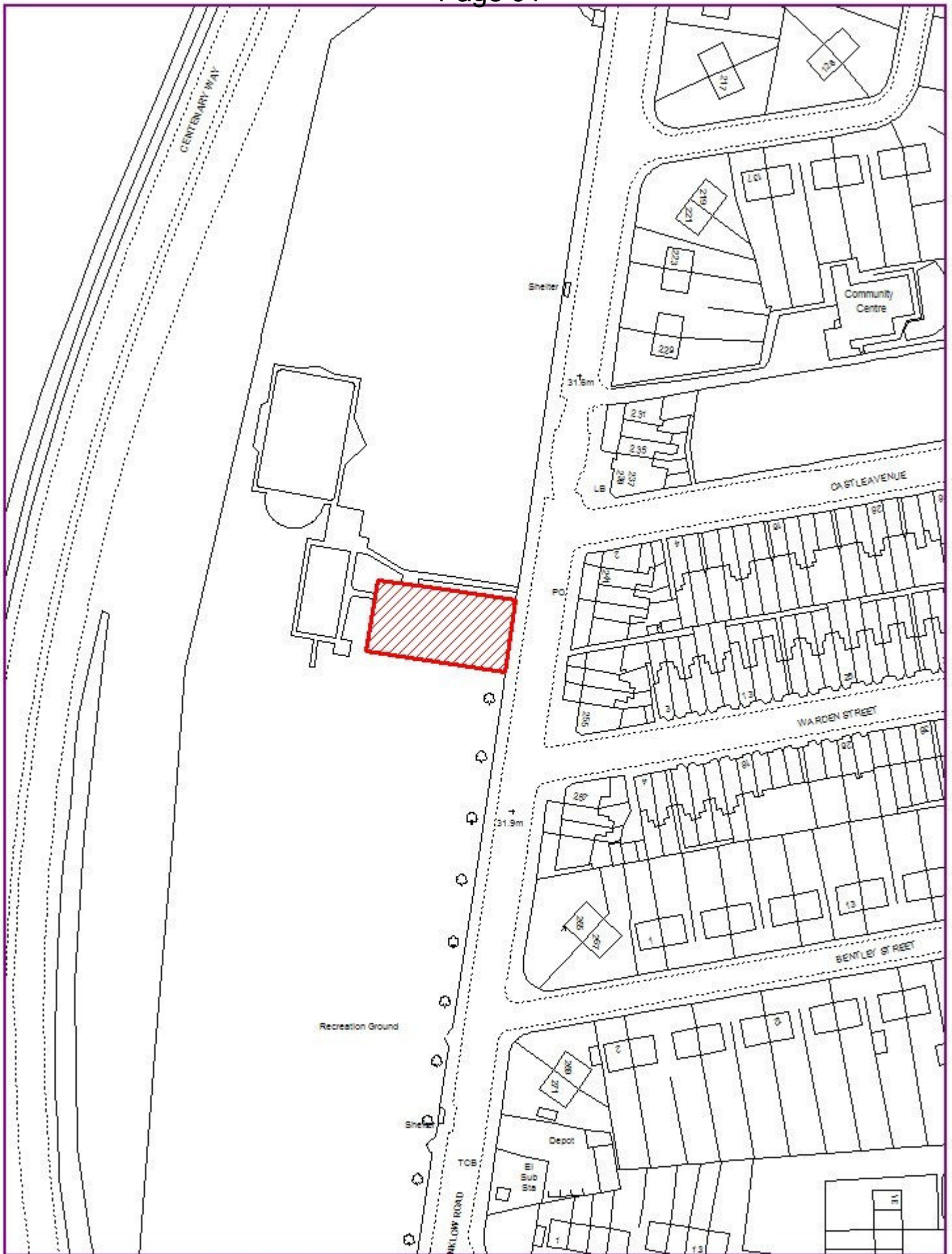
10. Policy and Performance Agenda Implications

Sustainable Development: The proposal will support the principles of sustainability by promoting the use of a previously used site.

11. Background Papers and Consultation

Contact Name: Elizabeth Ryan, Estates Surveyor, Ext 2867
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Ian Smith, Director of Asset Management Service, Ext 3850
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Scale 1:1250

FORMER CAR PARK TO CANKLOW TO SERVICEMANS CLUB
CANKLOW ROAD
CANKLOW
ROTHERHAM

Rotherham
 Metropolitan
 Borough Council

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	15 December 2008
3.	Title:	Former Herringthorpe Library Building, Chaucer Road, Herringthorpe
4.	Programme Area:	Environment and Development Services

5. Summary

To seek approval to use delegated powers to declare the above-mentioned asset surplus to the requirements of Asset Management Service.

6. Recommendations

That the Regeneration and Development Service Cabinet Member declares the land surplus to the requirements of the Asset Management Service.

7. Proposals and Details

The above-mentioned property asset, known as the former Herringthorpe Library is shown edged and hatched black on the attached plan at Appendix 1. The asset is administered by Asset Management Service and is vacant and boarded up following the closure of the library.

The Director of Asset Management has agreed in principle to declare the property asset surplus to requirements, subject to the approval of the Cabinet Member for Regeneration and Development Services.

8. Finance

There are a number of departments interested in using the library for their service requirement. If the asset is considered suitable for the proposed uses an appropriation will need to be considered by the Regeneration and Asset Board.

If the asset is declared surplus to requirements it will be placed into the Property Bank and future maintenance until sale or appropriation will be funded by the use of de minimus capital receipts.

9. Risks and Uncertainties

There are no risks associated with declaring the land surplus to requirements.

10. Policy and Performance Agenda Implications

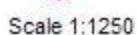
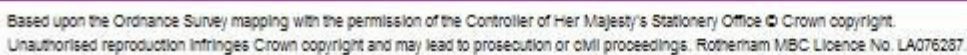
The proposal supports the principles of sustainable development by promoting the re-use of the site and releases capital from an underused asset.

11. Background Papers and Consultation

Consultations have been carried out and no adverse comments have been received.

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