

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

Venue: Training Room, 3rd Floor, **Date:** Monday, 5 January 2009
Bailey House, Rawmarsh
Road, Rotherham. S60
1TD

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972 (as amended March 2006).
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the RMBC Transport Liaison Group held on 1st December, 2008. (copy attached) (Pages 1 - 7)
 - to receive the minutes.
4. Minutes of the Rotherham Local Development Framework Steering Group held on 12th December, 2008. (copy attached) (Pages 8 - 10)
 - to note continuing progress and receive the minutes.
5. Report re: Opening of Tender. (copy attached) (Page 11)
6. Petition – Football Activities and Bramley Grange Crescent. (report attached) (Pages 12 - 14)
Steve Hallsworth, Leisure Services Manager, to report.
 - to consider the response to the petition.
7. Response to the Consultation Draft of the Robin Hood Doncaster Sheffield Airport Master Plan. (report attached) (Pages 15 - 19)
Ken Wheat, Transportation Unit Manager, to report.
 - to inform Cabinet Member about the Robin Hood Airport Draft Master Plan and to suggest a response to Peel Airports about issues affecting Rotherham.
8. Flood Alleviation and the need for catchment wide solutions. (report attached) (Pages 20 - 24)
Greg Lindley, Partnership Implementation Officer, and Stephen Smith, Assistant Development Co-ordinator, to report.
 - to note the partnership bid for European funding.

**RMBC TRANSPORT LIAISON GROUP
Monday, 1st December, 2008**

Present:- Councillor Smith (in the Chair); Councillors Austen, Barron, Goulty, McNeely, R. S. Russell, Swift, Turner and Wootton.

together with:-

Paul Bell	SYPTE
Stephen Hewitson	Rotherham Community Transport
Pam Horner	SYPTE
Shayne Howarth	Stagecoach Rawmarsh
Richard Simons	First
Paul Sylvester	Stagecoach Rawmarsh

20. TOUR OF THE INTERCHANGE SITE AND FACILITIES

Members of the Group were given a guided tour of the Infrastructure Management and Journey Planner facilities which were based at the Interchange.

21. WELCOME AND INTRODUCTIONS

Councillor Smith welcomed everyone to the meeting and introductions were made.

22. APOLOGIES FOR ABSENCE

Apologies for absence were received from:-

Councillor Clarke	
Councillor Dodson	
Councillor Doyle	
Councillor Falvey	
Councillor Hodgkiss	
Councillor Hughes	
Councillor Pickering	
Councillor Simms	
Councillor Sharman	
Councillor Whelbourn	
Gary Nolan	Stagecoach East Midlands
Paul Gibson	RMBC Transportation Unit

23. MINUTES OF THE PREVIOUS MEETING HELD ON 22ND SEPTEMBER, 2008

The minutes of the previous meeting held on 22nd September, 2008 were noted.

24. ANY MATTERS ARISING FROM THE PREVIOUS MINUTES

The following matters were raised:-

- (i) Treeton to Sheffield – missing early morning service

Councillor Swift reported that he was happy with the response he had received to this issue and thanked First.

- (ii) Bus Rapid Transit

Pam Horner reported on the progress of the consultation regarding the Southern route (Rotherham to Sheffield via Parkgate). A presentation had been made to the Rother Valley West Area Assembly. It was reported that although the official consultation had closed further presentations would be offered on a request basis.

Consultation on the Northern route would commence in the New Year and Councillors in Wath and the Dearne towns would be consulted.

25. UPDATES FROM THE TRANSPORT OPERATORS

- (i) **First**

Richard Simons reported that First had no plans to make service changes in January 2009, apart from timetable changes on Saturday services in the Kimberworth area on Services 7 & 8.

The main issue had been disruption due to roadworks on the Rotherham to Maltby Quality Bus Corridor at Hellaby which had been causing major problems to bus journey times. There had been complaints about gaps in service and journey times had varied from 1¼ hours to 3 hours. The roadworks had overrun and were likely to continue into December.

The A631 West Bawtry scheme, although overrun also, was a much longer project and changes to timetables were made, and additional drop back time was factored in. This had incurred extra costs and had affected passengers travelling to Sheffield in the morning period.

Current roadworks on the Parkway were also an issue.

Reference was made to Service 33 at Treeton and the removal of bus stops along the spine road. It was explained that until the road was adopted (which meant bus stops could not be put in) arrangements had been made for buses to stop on request.

- (ii) **Northern Rail**

Pam Horner reported on behalf of Northern Rail:-

- Tunnel Works

Currently tunnel works out of Sheffield Station were affecting services to Birmingham and London. These were scheduled for completion in December. However there was a need to check departure times.

- Cable theft

Cable theft on three occasions in two weeks was affecting services to and through Rotherham Central. British Transport Police, Northern Rail and Network Rail were jointly mounting a project to try to stop this. Services were being delayed and station announcements were affected.

Services to Leeds and Manchester had been affected as well.

It was explained because lines connected at Swinton junction theft affected services to Swinton and out to Goldthorpe etc, and to Conisborough and Doncaster.

Aldwarke Junction which carried the Leeds to Rotherham and Doncaster to Rotherham lines had also been affected.

Various joint initiatives and anti-theft marking paints were being trialed, and mobile cctv units were being used.

(iii) Rotherham Community Transport

Stephen Hewitson presented a PowerPoint report in respect of the Annual Report re: Rotherham Community Transport.

The following issues were highlighted:-

Over 106,000 passenger journeys had been provided in the year up to March 2008. These included around 41,000 Dial-a-Ride bookings; nearly 18,000 rides to and from local shopping centres and over 1,000 bookings by Community Groups generating a further 21,500 passenger journeys.

Community Transport was also involved in delivering Day Care Transport for organisations like Age Concern and Home to School Transport for disabled children. Around half the journeys provided were for passengers using services supported through the SYPTA arrangements for funding Community Transport. Passenger Surveys carried out by the Transport Executive continued to show a high level of satisfaction with Community Transport with passengers highlighting factors such as the helpfulness of drivers.

Changes in funding arrangements for Community Transport had caused

uncertainties over the last two years. This had led to choices between making significant fare increases, or withdrawing services. However, Rotherham CT had continued to deliver successfully a range of Door 2 Door Transport throughout the Rotherham area. The service had also seen increased up- take of Dial-a-Ride by disabled students to Rotherham Colleges, as well as responding to requests from passengers for help with travel to and from hospital and extending the "Shoppa" Bus activity. However some consolidation of activities had been necessary resulting in the closure of the Booking Centre in Rotherham Town Centre and the consequent loss of Rotherham's Shopmobility scheme.

Community Transport aided to provide personalised transport solutions and the work of the Community Links Coordinator illustrated the importance of working with local communities to shape services to meet the needs of a variety of groups, ranging from older people living in sheltered housing to work with disabled children.

Copies of leaflets containing information about Christmas special shopping services and transport links to Christmas shows in Dinnington and Wath were distributed.

Members discussed the following issues:-

- extent to which the leaflets had been distributed
- links to Cortonwood Retail park
- achievement of targets
- level of subscription to the service
- possible inappropriate use of the service

Community Transport's experience was that competition for bookings and the cost of Dial-a-Ride contrasted with the ease and convenience of using free concessionary travel meant bookings were likely to be made only by those who really needed to use the service. The introduction of low floor buses had also had a noticeable impact on bookings for Community Transport from some areas, for example Thorpe Hesley, by disabled passengers.

The Chairman thanked Stephen for his presentation.

(iv) South Yorkshire Passenger Transport Executive

- Update

Pam Horner reported on traffic congestion in the vicinity of Meadowhall which was affecting journey times. Service X78 Doncaster to Sheffield via Conisbrough had been particularly affected. There was also queuing traffic on the M1.

- Draft Local Transport Bill

Paul Bell reported on issues emanating from the Local Transport Bill which gained royal ascent on 26th November, 2008. The Bill was now the Transport Act 2008

It was explained that the legislation had been designed to focus the industry to put passengers first. Consultation had taken place with the industry and with Authorities on how to deliver the legislation based around three delivery models.

Paul detailed the major changes to the three models:-

1. Voluntary Agreements

The DfT power to impose heavy fines for interpretation of an agreement considered to be anti-competitive had been removed. A much simpler code of practice to measure whether an agreement is anti-competitive or not had been introduced instead.

2. Statutory Quality Partnerships

Previously this partnership could not commence until all elements were in place. Now it was possible to introduce them with phased progress for each of the issues over a period of time during the agreement.

Under the new arrangements partnerships could now include fares and frequencies.

The new arrangements now made it possible to look at entire networks whereas previously it was focussed on single services or groups of routes.

3. Quality Contracts

Applications would now be considered by the Quality Control Board rather than the Secretary of State for Transport. The Board comprised the Traffic Commissioner and 2 others who had the power to recommend, not refuse. Objectors to any proposal could only do so on the basis of issues of law and interpretation.

Transport Executives had gained emergency powers to become operators, provide vehicles, adopt transferred workforce and oversee a continuation of services.

The period of the contract had also been extended from 5 to 10 years.

Benefits included ability of operators to share a network and run a simplified fares system, with a common brand and fleet identity. There were also financial benefits from this model.

However there were issues of governance around the formation of an Integrated Transport Authority covering a wider area than South Yorkshire

i.e. the City region, including North Derbyshire and Bassetlaw. Also the Authority could own vehicles and use resources in broader ways to develop projects which had a social, environmental and economic impact.

Reference was also made to secondary legislation which would take a further 9 months. There would be a one year period after the award of contract for e.g. building of a depot or purchase of a fleet. The risks associated with this were outlined.

De-registration period had now been extended from 56 to 112 days.

Members of the Liaison Group discussed the following issues:-

- governance issues and how elected member representation would be allocated
- political issues
- pros and cons of proposed/possible cross county boundary operations
- funding for existing community transport scheme
- extended powers of the ITA to use their resources
- how would it be decided for what period the maximum fares agreement was to operate and how would this be reviewed
- the continuing increase in the cost of fuel

The Chairman thanked the operators for their updates.

26. ANY OTHER BUSINESS

The following items were raised:-

- (i) Removal of bus stops in Treeton

Richard Simons reported that these stops would be re-sited when the road (which had been closed for more than 12 months) re-opened and First was able to resume service.

- (ii) Disruption to services on the Maltby QBC

It was suggested that an alternative route might be found which did not miss many bus stops until the roadworks were completed.

The extent of the problem was further explained in that queues were sometimes as far back as Brecks and parallel roads had also been affected by the congestion.

- (iii) Hospitality

The Chairman thanked Pam Horner for hosting the meeting at Rotherham Interchange.

27. DATE, TIME AND VENUE FOR THE NEXT MEETING

Agreed:- That the next meeting of the Transport Liaison Panel be held as follows:-

DATE: MONDAY, 23RD MARCH, 2009

TIME: 10.30 a.m.

VENUE: Rotherham Town Hall, Moorgate Street, Rotherham. S60 2TH

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP -
12/12/08**

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 12th December, 2008**

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

together with:-

Councillor Wootton	Ward 2 Boston Castle
Councillor Gamble	Ward 3 Brinsworth & Catcliffe
Councillor F. Wright	Ward 3 Brinsworth & Catcliffe
Councillor Hodgkiss	Ward 7 Hooper
Councillor Gilding	Ward 15 Sitwell
Councillor License	Ward 16 Swinton

and the following officers:-

Dave Edwards	Area & Environmental Planning Team Leader
Paul Gibson	Transportation
Ken Macdonald	Solicitor, Legal Services
Andre McGarrigle	Project Officer, Chief Executive's Office
Ryan Shepherd	Senior Planner
Helen Sleigh	Senior Planner
Gordon Smith	Quality & Design Co-ordinator
Phil Turnidge	Local Development Framework Manager
Paul Woodcock	Director of Planning & Regeneration

39. APOLOGIES

Apologies were received from:-

Councillor Boyes	Chair, Regeneration Scrutiny Panel
Councillor J. Hamilton	Ward 7 Hooper
Councillor R. S. Russell	Cabinet Member for Streetpride
Councillor Swift	Vice-Chair, Regeneration Scrutiny Panel
Councillor Wyatt	Cabinet Member for Sustainability and Innovation
Neil Finney	Technical Assistant

40. MINUTES OF THE PREVIOUS MEETING HELD ON 14TH NOVEMBER, 2008

Consideration was given to the minutes of the previous meeting held on 14th November, 2008.

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

41. MATTERS ARISING

Minute No. 36 – Waste DPD

Phil Turnidge, Local Development Framework Manager, reported that the consultation would end today following a six weeks consultation period. This was to be followed in 2009 by site specific consultation with communities likely to be affected by the proposed sites. At this stage sites at Bolton Road and Aldwarke Lane seemed likely to be the subject of this further consultation. Assurance was given that the relevant Ward Councillors would be consulted.

A communications strategy would be prepared through the engagement of PR consultants on behalf of the Waste PFI.

The point was made that the views of the Ward Councillors needed to be taken into account particularly in respect of highways aspects, bridges etc.

42. ROTHERHAM LDF ALLOCATIONS DPD SETTLEMENT SURVEY - ROTHERHAM URBAN AREA (EXCLUDING TOWN CENTRE)

David Edwards, Area & Environmental Planning Team Leader, presented a report detailing the outcome of preliminary settlement surveys of the settlement grouping in the Rotherham Urban Area (excluding Town Centre)

Relevant Ward Councillors for this settlement grouping had been invited to attend the meeting and those present expressed a variety of views in respect of the findings, which were noted by the Forward Planning Team.

It was stressed by the Solicitor that this work was embryonic and would evolve in order to get to the stage to take a document out to the public for their comments. Following which the document would be submitted for an examination in public before an Inspector. Consequently the submitted papers were very much work in progress.

The public consultation was scheduled to commence in March 2009.

Resolved:- That the position, and the continuing development work, be noted.

43. ROTHERHAM LDF ALLOCATIONS DPD SETTLEMENT SURVEY - ROTHERHAM URBAN CENTRE (INCLUDING TOWN CENTRE)

Ryan Shepherd, Senior Planner, presented a report detailing the outcome of preliminary settlement surveys of the settlement grouping in the

**3ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP -
12/12/08**

Rotherham Urban Area (including Town Centre)

Relevant Ward Councillors for this settlement grouping had been invited to attend the meeting and those present expressed a variety of views in respect of the findings, which were noted by the Forward Planning Team.

Resolved:- That the position, and the continuing development work, be noted.

44. ROTHERHAM LDF DRAFT ANNUAL MONITORING REPORT 2008

Phil Turnidge, Local Development Framework Manager, presented the draft Annual Monitoring Report, and drew the Steering Group's attention to:-

- the present position, which covered the previous financial year, together with progress to date.
- housing trajectory;- noting that the statistics had taken into account housing densities
- revised timescales for the preparation of LDF documents

Members of the Steering Group referred to the complexity of the process and documentation, and stressed the need to identify which parts of the consultation timetable were for "public" consultation.

Resolved:- That the contents of the Annual Monitoring Report be noted.

45. ANY OTHER BUSINESS

No further items were raised.

46. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the LDF Members' Steering Group be held on FRIDAY, 23RD JANUARY, 2009 at 10 a.m. at the Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

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

2. MEETING DATE:- 5th JANUARY, 2009

3. OPENING OF OFFERS/TENDERS

I wish to report the opening of Tenders by the Cabinet Member, Regeneration and Development Services, as follows:-

on 16th December, 2008 re:-

- Town Centre Accommodation and Development of vacant sites.
Lot 1 Council Central Accommodation

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	5th January 2008
3.	Title:	Petition – Football Activities and Bramley Grange Crescent
4.	Programme Area:	Environment and Development Services

5. Summary

A petition protesting about mud on causeways and roads and about irresponsible parking by users of the Bill Hawes playing fields was received by the Chief Executive's office on 7th October 2008. This report summaries the contents of the petition and provides a response to the issues raised.

6. Recommendations

- 1. A boot scrape is installed next to the 'A' barrier.**
- 2. Another letter is sent to all organisers booking the site, reminding people to be aware of local residents and to park respectfully.**
- 3. Green Space Officers speak to colleagues in Parking Services once the pilot study they are undertaking in other areas is concluded, in order to explore its potential to contribute to the parking issues at Bill Hawes.**
- 4. In the longer term ensure the proposed development of a master plan for the site considers all of the identified issues.**

7. Proposals and Details

A petition containing 44 names and protesting about the soiling of causeways and roads and about irresponsible parking by users of the Bill Hawes playing fields, Bramley was received by the Chief Executive's office on 7th October 2008. The petition raised concerns about parents of junior football teams littering the area and using pavements to scrape mud from football boots. It also refers to erection of gazebos on the sports field and cooking taking place. The petition asks that people 'be a bit more responsible with their habits and cut down on their noise levels'.

Since receiving the petition Green Space Officers have carried out investigatory work in an attempt to establish the scale of the problem. The observations of Green Space Rangers are detailed in the table below:

Date of Observation	No. Cars in Car Park	No. Cars on grass	No. Cars on street / pavement	Evidence of mud, litter, bad language
Sat. 25 th October	20	0	0	No evidence of litter or foul language. One person observed cleaning boots on the road. Small amount of mud created by people walking in football boots.
Sun. 26 th October	20	0	15 to 20	No evidence of litter or foul language and no significant mud leading from the field.
Sat. 8 th November 2008	20	25	5	No foul language heard, no litter observed and no significant mud leading from the field.
Sat. 22 nd November 2008	20	12	0	No foul language heard, no litter observed and no significant mud leading from the field.
Sun. 23 rd November 2008	24	28	20 - 30	No foul language heard and no litter observed. There was a small gazebo selling sweets etc; there was no hot food or cooking.

General observations

Due to the limited amount of parking available on the recreation ground, some participants park their vehicles on the streets near to the ground. Some of these streets are wide enough to park cars correctly, however on the more narrow streets cars straddled the pavement in order to park. Local residents / visitors were also observed parking in this way.

The issue of capacity of the current car park needs to be considered. The Bill Hawes site is identified in the Playing Pitch Strategy as one of five key sites across the borough. As such a master plan for the site will be developed over the next 12 to 18 months and this plan needs to take account of the current car parking facilities.

On some occasions, particularly when the pitches were muddy due to heavy rain fall, there was some mud left on the road. This was from the tyres of the cars leaving the

site and from the boots of players leaving the site. On one occasion this mud was more significant on Wroxham Way, although it did not continue beyond that street.

As players are leaving the site through an 'A' barrier, they are taking an amount of mud with them, on their boots. Although a foot scraper is provided near to the changing rooms, it is suggested that a second boot scrape is sited next to this exit.

There was no evidence or observations of litter or foul language, either during or after matches. There was a small amount of noise from players shouting instructions and the refs whistle, although this would be in line with any game.

On one occasion there was a small gazebo selling sweets etc; there was no hot food or cooking and this did not create any litter. The club carrying out this activity has been given permission by Green Space Officers to sell pre packaged items only. This kind of activity is an essential part of the work of voluntary clubs, in their attempts to sustain their activities.

The Service has previously been made aware of some these issues and at that time took the following actions:

- All teams using the site received a letter reminding them of their responsibilities re litter, foul language, mud, parking etc
- Officers visited the site but there was very little evidence of litter or mud on roads.
- Notices were placed in the changing rooms

8. Finance

Limited costs in the first instance but development of the proposed master plan and addressing any short comings in parking provision will require significant capital investment.

9. Risks and Uncertainties

N/A

10. Policy and Performance Agenda Implications

N/A

11. Background Papers and Consultation

None

Contact Name:

Steve Hallsworth, Leisure Services Manager, Culture & Leisure
01709 (82) 2483, steve.hallsworth@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Regeneration and Development Services meeting.
2.	Date:	5th January 2009
3.	Title:	Response to the Consultation Draft of the Robin Hood Doncaster Sheffield Airport Master Plan
4.	Directorate:	Environment and Development Services Planning and Transportation Service

5. Summary

To inform Cabinet Member about the Robin Hood Airport Draft Master Plan and to suggest a response to Peel Airports about issues affecting Rotherham.

6. Recommendations

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

7. Proposals and Details

The Government's 2003 White Paper, "The Future of Air Transport" sets out a strategic framework for the sustainable development of airport capacity in the UK to 2030 in the context of wider developments in air transport and outlines the Government's conclusions on the case for future airport expansion. It requires airports to prepare and publish Master Plans outlining individual airport growth up to 2030.

Accordingly, Robin Hood Airport Doncaster Sheffield (RHADS) has at long last published a draft Master Plan and is seeking comments prior to finalising the document. Preparation of the master plan has been overseen by a steering group comprising of key stakeholders including local and regional government, transport authorities, and regeneration agencies. All four South Yorkshire local authorities and the SYPTA have been well represented and this has ensured that proper account has been taken of local plans (LTP, UDP's, LDF's) and regional policies including Regional Economic and Spatial Strategies.

The key features of the Master Plan to 2030 include:

- Various upgrades to the airfield, taxi ways and apron stands.
- Expanded general airport business and aviation facilities.
- New cargo facilities to accommodate 120,000 tonnes of freight pa by 2030.
- Multi-Storey car parking for long and short stays to accommodate potential passenger growth of up to 6.6 million passengers per annum by 2016 and 10.8 million by 2030.
- Green infrastructure (woodland planting, cycle-ways and paths) and community support.
- A further phase of the airport business park and housing development.
- Additional hotel accommodation.
- Further enhancements to public transport services to and from the airport.
- A new Railway Station on the Doncaster-Lincoln line
- Completion of the FARRRS link road

A plan showing the overall view, taken from the draft Master Plan document is shown in Appendix A.

In terms of the impact on Rotherham, the proposed housing development contained in the Master Plan is not of a scale to raise concerns. Doncaster Council and the Regional Assembly will form a view about how new housing at the airport fits in with the Doncaster LDF and Regional Spatial Strategies. Also, as long as it remains "airport related" (as the RSS and PPG13 requires), the business park expansion is not of a scale to raise concern and again, the development is a matter for Doncaster MBC, the Regional Assembly and Government Office.

Furthermore, based on passenger predictions and current geographical passenger split, an estimated 1300 (in 2016) and 2200* (in 2030) passengers per day are likely to originate from Rotherham postcodes. When public transport use and car occupancy are taken into account, this passenger demand equates to approximately 900 and 1500 daily in/out car trips respectively. To put this level of traffic generation into perspective, a large supermarket will generate some 6000 daily in/out car trips on a typical Sunday.

* These figures are based on interpolation by RMBC Transportation Unit for illustrative purposes and do not form any part of the Airport Master Plan.

Although future airport traffic generation is unlikely to have any noticeable effect on Rotherham, any future traffic impact, albeit minor, could be mitigated by better use and promotion of public transport. Whilst representatives from the Transportation Unit continue to work with the airport on both the Master Planning Steering Group and the Airport Transport Forum, progress to establish a direct bus or rail connection to Robin Hood Airport from Rotherham and Sheffield has been slow. Passengers accessing the airport are required to interchange at Doncaster and continue their journeys to the airport by airport bus. The inconvenience and extended journey time results in an estimated 75% and 92% of passengers accessing the airport by car or taxi from Sheffield and Rotherham respectively. This compares unfavourably with modal split figures for passengers from Barnsley where some 60% of passengers use "national/regional coach services" (assumed to be the X19 bus service or other "local bus companies")

The SYPTE are currently examining options to create a direct bus service between Sheffield, Rotherham and RHADS and it is hoped that progress towards determining the viability of a service can be made early in 2009. However, it is suggested that the need for a direct link is given more emphasis in the Master Plan and the SYPTE and Peel Airports are asked to give the matter a higher priority.

The Master Plan also offers firm support and a commitment to make a major financial contribution towards the FARRRS link road from the M18 to the airport. Whilst the link would provide the airport with quicker and more convenient regional connectivity, it does little for public transport and the

scheme benefits must be carefully assessed against those of other South Yorkshire and regional road schemes competing for DfT major scheme funding. However, it should be noted that the Master Plan is not an application for planning permission and will not of itself grant approval for any works. Development in and around RHADS will remain subject to the normal requirements of the local and regional planning process.

8. Finance

The Master Plan has no financial implications for the Council.

9. Risks and Uncertainties

The Master Plan presents a number of opportunities for South Yorkshire and strengthens our connectivity both regionally and internationally. It is essential that better links are forthcoming for any transport projects that improve connections between Rotherham and the airport otherwise our role in the City Regions and our connectivity to international destinations will be eroded.

10. Policy and Performance Agenda Implications

Supporting the existence of and connectivity to a regional airport will help enhance the Borough's standing both regionally and internationally. The economic benefits brought about by increased connectivity will go some way to achieving the aspirations of the Regional Economic Strategy, Local Development Framework and the Local Transport Plan 2006-11.

11. Background Papers and Consultation

- The full RHADS Draft Airport Master Plan to 2030 which will be available at the meeting.

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

APPENDIX A



- Key**
- Airfield Development
 - Mixed Use Community Development
 - Leisure Development
 - Safeguarded Land for Airport Related Development
 - Safeguarded Land for Airport Infrastructure Development
 - Green Infrastructure
 - Existing Buildings
 - Proposed Buildings
 - Proposed Car Parking
 - Existing Aircraft Pavements
 - Proposed Aircraft Pavements
 - Roadways
 - Existing Woodland
 - Proposed Woodland
 - Proposed Open Space/ Landscape Works
 - Residential Development
 - Sewage Works

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Economic Regeneration and Development Services
2.	Date:	05 January 2009`
3.	Title:	Flood Alleviation and the need for catchment wide solutions
4.	Programme Area:	Environment and Development Services

5. Summary

This report notes the success of the Partnership bid for European funding under Interreg for the MARE project and asks for confirmation of the involvement of the Council in flood risk research work and partnership in the River Don Catchment-wide working.

6. Recommendations

That the Council:

- (1) Confirm its role as a full partner in the MARE project under the Interreg programme.**
- (2) Be involved in joint research and action on Flood Risk reduction with Sheffield University and Sheffield City Council, and other partners, and report back on progress as this develops.**
- (3) Support the proposal to set up a Catchment-wide Flood Risk Action Alliance**
- (4) Support the proposal to set up a Rotherham Water and Flood Risk Group**
- (5) Support involvement in the Yorkshire Learning Alliance.**

7. Proposals and Details

Background

Previous Reports to CMT and Members have outlined the basis of the Rotherham Renaissance Flood Alleviation scheme and the need for wider flood risk working with partners beyond the administrative boundary of Rotherham.

A separate report on the Renaissance Flood Alleviation Scheme will be submitted.

This report outlines the need for catchment wide working. An Environment Agency discussion note circulated at the SYCEO meeting on 15th December 2008 has set out the EA intentions

We have also just been notified of our success in securing Interreg funding for the MARE project and so this report is submitted now to tie in with these two events.

Catchment – wide Action Alliance

There is currently no structure for the coordination of catchment wide consideration and action on Flood Risk reduction.

Work to produce strategies and management plans is underway by the Environment Agency and there is a pressure for Councils to prepare Surface Water Management Plans as well as a host of other policy recommendations, such as the Sir Michael Pitt Review into the summer 2007 floods. This information should feed into the EA Upper Don Strategy.

There is an urgent need for joint action now by all agencies responsible for the many diverse aspects of flood risk reduction. This includes upstream work on capacity, regeneration opportunities to create space for water capacity, run off solutions, sustainable urban drainage, development control policy and decisions, emergency response and resilience forums etc.

It is proposed to set up a structure for action through joint work with other local authorities and the Environment Agency, Yorkshire Water, Yorkshire Forward etc.

The proposed Action Alliance will be a forum to agree common action for change to reduce the level of flood risk catchment wide.

Rotherham MBC are proposed as a lead partner in the development of this Alliance alongside Sheffield City Council.

Members support for this proposal is sought with RiDO /EDS taking the lead in view of, in particular, the Renaissance Flood risk scheme.

Catchment wide means the full extent of the water catchment from the headwaters in the Pennines, and including the Rother catchment, down to link into the Hull / Humber downstream areas.

Rotherham Council are working very closely with Sheffield City and Sheffield University on this, with the City Region connections and the physical connection of the River Don. These three partners together with the Environment Agency would lead on setting up this Action Alliance.

We will look to bring in stronger connections with Barnsley, Doncaster and the other upstream local authorities of Peak Park and Chesterfield, NE Derbyshire because of the River Rother link. It also needs Yorkshire Water and British Waterways and Yorkshire Forward and in some cases key landowners, such as British Land , EON or UK Coal, who have a riparian interest for land alongside the rivers or where significant regeneration proposals are planned.

For such a proposal to work and make a difference over the next few years it is vital that there is sign up of the key organisations from the highest level down through the entire structure of organisations as progress will be hampered without this.

MARE

We have just been notified that we have been successful in a bid for Interreg funding for this three year project (2009-2012) - of around 500,000 euros for Rotherham.

The MARE project is Managing Adaptive Responses to changing water and flood risk in the North Sea region.

This has partners from Sheffield City and Sheffield University, Dordrecht Holland, Bergen Norway and Hannover Germany.

One part of the project aims is to create local learning alliances as part of sharing this international knowledge of similar problems and solutions – even though the different city regions are in different sections of river catchment some being middle catchment and some coastal.

Note - A Pennine Water Group/ Bradford project called SKINT that supports Skills networking and integration has also been successful and will also help the development of the alliances discussed here.

Rotherham Water and Flood Risk Group

To ensure that Rotherham Council (and partners in Rotherham Partnership) are well placed to both influence and maximise local benefits for the proposed catchment wide working then it is suggested that a Rotherham Water and Flood Risk Group is set up with appropriate representation from all disciplines.

Yorkshire Alliance

A proposal for a Yorkshire Learning Alliance has been put forward led by Bradford.

A Launch is planned at Wakefield on 28 January 2009.

Rotherham are a part of this new Alliance and the link will be developed.

Ursula

There is also a piece of national research currently underway called Ursula that we are linked into. Ursula stands for Urban River Corridors and Sustainable Living Agendas. This is a £2.5 million four year research project led by Sheffield University as part of the Pennine Water Group and will look at flooding and water management issues as part of a series of research areas.

The project is to look at the redevelopment of the River Don floodplain in South Yorkshire, to create a place where people can live and work safely, now and in the future. Other partners include Sheffield City Council, South Yorkshire Forest, Yorkshire Forward, Yorkshire Water, Arup, Corus, University of Bradford, Scott Wilson, Environment Agency and others.

8. Finance

The Ursula Sheffield University research is already funded by EPSRC (Engineering and Physical Sciences Research Council) and requires no finance and will be supported by existing staff time from Rotherham Council officers.

The MARE research project bid will require Council staff time to be identified as match for European funding under the Interreg programme as a Full Partner. In-kind staff time has been identified in EDS to support spending at 50% of total costs of 500,000 euros over three years.

9. Risks and Uncertainties

The nature and scale of the Urban Renaissance flood defence risks and the June 2007 floods and the Pitt Review response has been presented in previous reports.

Rotherham have agreed to be a full partner in the MARE project to be able to influence the issues in respect of the research work being developed and the project will highlight issues and test the response to our catchment flood risk.

Not setting up a Catchment wide Action alliance will leave the, often conflicting, strategy reports and recommendations with no direct outlet for agreeing SY and City Region action for change.

There may be a shortfall regarding the existing Council staff resources to undertake the work associated with this agenda.

10. Policy and Performance Agenda Implications

The Flood Alleviation Scheme project and the Flood Risk research supports the aims of:

- Rotherham Community Strategy
- the vision for Rotherham Town Centre (as contained in the Charter and the Strategic Development Framework)
- Town Centre Interim Planning Statement
- the objectives of PPS25 – Development and Flood Risk
- the delivery of the objectives of the South Yorkshire Housing Market Renewal Pathfinder.

In terms of sustainability, the research into development of resilient solutions to the flood risk of our riverside areas is essential in the light of climate uncertainty.

11. Background Papers and Consultation

Previous report to CMT in February 2008.

Minute 204 of 18 February 2008 - Cabinet Member for Regeneration and Development Services.

Various previous Members reports on Renaissance Flood Alleviation Scheme, Pitt Review and Floods June 2007.

Ursula Research papers and the MARE draft bid document – are available on request.

Consultation has been undertaken within EDS, in particular with drainage section and with partners from Sheffield University, Sheffield City council, Barnsley and Doncaster Council's, Environment Agency and Jacobs (RMBC design contractor.)

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.

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

Contact Name : Greg Lindley, Partnership Implementation Officer, RIDO: Ext 3871, greg.lindley@rotherham.gov.uk Steve Smith, Assistant Development Co-ordinator, RIDO: Ext 3807, Stephen.smith@rotherham.gov.uk