

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

Venue: Training Room, 3rd Floor, **Date:** Monday, 2nd February, 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 Part I of Schedule 12A to 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. Opening of e-tenders (Page 1)
4. Minutes of a meeting of the Health, Welfare and Safety Committee held on 16th January, 2009 (Pages 2 - 4)
5. Portable Teenage Seating Unit - Valley Park (Pages 5 - 6)
Andy Lee, Operations Manager, to report.
 - to consider locating a seating unit.
6. Petition regarding controlled access to Schoolfield Drive from Rosehill Park (Pages 7 - 9)
Andy Lee, Operations Manager, to report.
 - to consider the responses to a petition.
7. A57/B6067 Worksop Road - Junction alteration (Pages 10 - 12)
Ken Wheat, Transportation Unit Manager, to report.
 - to consider the proposed removal of the right turn out of B6067 onto the A57, Aston.
8. Queen Street, Swinton - Proposed Traffic Calming (Pages 13 - 18)
Ken Wheat, Transportation Unit Manager, to report.
 - to report receipt of an objection to proposed traffic calming measures.
9. Knollbeck Lane, Brampton (Pages 19 - 21)
Ken Wheat, Transportation Unit Manager, to report.
 - to report proposals to provide accessibility improvements.

10. South Yorkshire Second Local Transport Plan - Progress Delivery Report (Pages 22 - 32)
Ken Wheat, Transportation Unit Manager, to report.
 - to report LTP2 2006-2008 performance.
11. Wellgate South Residents' Parking Scheme - public consultation (Pages 33 - 47)
Ken Wheat, Transportation Unit Manager, to report.
 - to report results of public consultation.
12. Renaissance Flood Alleviation Scheme - Wetland Partner Landscaping (Pages 48 - 51)
Greg Lindley, Partnership Implementation Officer/Steve Smith, Assistant Development Co-ordinator, to report.
 - to consider landscaping delivery at C R Wetland site.
13. Grange Park Golf Club - Lease extension (Pages 52 - 54)
Steve Hallsworth, Leisure Services Manager, to report.
 - to review the current lease agreement and consider proposed developments for the golf course.
14. Catalogue and Library Membership Data Maintenance (Pages 55 - 57)
Mark Heaton, Manager-Service Design & Development, to report.
 - to consider update for the library management system.
15. Rotherham Economic Regeneration Fund (RERF) - Steelos (Pages 58 - 61)
Nick Barnes, Principal Project Development Officer, and Chris Majer, Economic Strategy Officer, to report.
 - to consider a request for RERF funding.
16. AMP Technology Centre (Pages 62 - 64)
Tim O'Connell, Business Development Manager, to report.
 - to seek approval to submit a proposal to Yorkshire Forward.
17. School Travel Plans - Procurement of Cycle Training (Pages 65 - 67)
Ken Wheat, Transportation Unit Manager, to report.
 - to consider procurement of cycle training.

The Cabinet Member authorised consideration of the following urgent, extra item so that arrangements could commence at the earliest opportunity:-

18. ROTHERHAM SHOW 2009 (Report attached) (Pages 68 - 71)
Marie Hayes, Events and Promotions Services Manager, to report.
 - to consider the location for Rotherham Show for 2009.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

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

2. MEETING DATE:- 2ND FEBRUARY, 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 14th January, 2009 re:-

- Demolition of Herringthorpe Leisure Centre, Rotherham

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 16TH JANUARY, 2009**

Present:- Councillor R. S. Russell (in the Chair); Councillors Dodson, Smith, Whelbourn and Wootton. and Mrs. S. D. Brook (NASUWT), Mr. J. W. Clay (ATL), Mrs. J. Adams (NUT), Mr. K. Moore (AMICUS), Mr. C. Booth (GMB), Mr. M. Eyre (GMB) and Mr. P. Waterworth (UNISON)

Apologies for absence were received from Councillors P. A. Russell, Swift and Walker and from Mrs. R. Asquith and Mrs. C. Maleham (UNISON)

15. MINUTES OF THE PREVIOUS MEETING HELD ON 10TH OCTOBER, 2008

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 10th October, 2008, be approved as a correct record for signature by the Chairman.

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

The Principal Health and Safety Officer submitted a chart summarising reported accidents to Council employees (with separate data for each Directorate) occurring during the calendar year 2008.

The Panel noted that the statistics about (i) physical and verbal violence to staff, including details of working time lost because of subsequent absence and (ii) accident statistics relating to non-employees, would be reported to future meetings of this Panel.

Resolved:- That the statistical information be noted.

17. HEALTH AND SAFETY BULLETIN

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

The following were highlighted:-

- matters of interest from the Health and Safety Executive (Capita gas safe register; European Campaign for Safety and Health at Work 2008/09; advice for safe working in Winter);
- myth of the Month (throwing snowballs; bonfires);
- recent Court Cases.

The Panel noted that school caretakers would receive training in the health and safety practices affecting asbestos.

Resolved:- That the Principal Health and Safety Officer distribute copies

of the bulletin throughout the Authority and also publish the bulletin on the Council's Intranet web site.

18. HEALTH, WELFARE AND SAFETY - OVERVIEW OF INITIATIVES AND PROCEDURES

The Panel considered a report, presented by the Principal Health and Safety Officer, summarising issues dealt with by the Emergency and Safety team since the last Panel meeting :-

- incident at Clifton Park, where an operator involved in tree felling had been injured;
- pupils injured in incidents at three Junior Schools;
- resolving the problem of fumes from one of the heating boilers within Crinoline House;
- day care worker injured in a car accident after skidding on black ice;
- continuing the programme of fire drills at multi-occupancy buildings;
- operational audits of refuse collection teams whilst on their collection routes
- health and safety training provided for waste management employees;
- health and safety inspections prior to the switch-on of the Christmas illuminations within the Rotherham town centre.

Resolved:- That the information be noted.

19. SAFETY AND HEALTH EXPO - 12TH TO 14TH MAY, 2009 - NATIONAL EXHIBITION CENTRE, BIRMINGHAM

Members of the Health, Welfare and Safety Panel would be attending this year's Health and Safety Expo on Wednesday, 13th May, 2009.

20. REPORTS ON VISITS OF INSPECTION HELD ON 12TH DECEMBER, 2008

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 12th December, 2008.

The report included the responses provided by Service Areas to the various issues raised at the inspections.

Particular reference was made to:-

- (a) Vision Panels in Interior Doors

A general instruction would be issued to ensure that vision panels in interior doors in the Council's buildings (including schools) must not be obstructed by posters, papers etc. being affixed to them.

(b) Large 'Burco' type Water Boilers

A general instruction would be issued to ensure that this large type of water boiler must be properly secured when in use, to prevent spillage of boiling water.

(c) Wath Victoria Junior and Infant School

The Panel agreed that an access door must be installed for the toilet area, as well as appropriate doors on each of the toilet cubicles at this Primary School.

(d) Ulley Country Park

A hot tap was to be installed at the wash basin within the disabled toilet of the Park visitor centre.

(e) Fire Exit Signs - Illumination

The Panel requested clarification of the Regulations relating to the lighting and illumination of fire exit signs within buildings.

(f) Anston Hillcrest Primary School

The Panel noted that appropriate means of ventilation would be provided for the toilet area (located near to the ICT suite).

(g) Issues Reported at Visits of Inspection of Schools

Panel members agreed that the School Governing Bodies be informed of the issues reported on the visits of inspection to Schools.

(h) Ravenfield Primary School

The Emergency and Safety Team staff would undertake further visits to this School to ensure that all items reported at the visit of inspection have been dealt with satisfactorily.

(i) Visits of Inspection to Premises – Person(s) Accompanying Panel Members

It was agreed that future reports of the Panel's visits of inspection shall include the name(s) of all of the person(s) who accompany the Panel members around the premises and sites being visited.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	2nd February 2009
3.	Title:	Portable Teenage Seating Unit – Valley Park
4.	Directorate:	Environment and Development Services

5. Summary

A request has been received from the Wentworth South Area Assembly Co-ordinating Group to locate a portable teenage seating area on Herringthorpe Valley Road

6. Recommendations

That the Wentworth South Area Assembly Co-ordinating Group be allowed to site a portable teenage seating unit for a trial period of 3 months on Herringthorpe Valley Park.

7. Proposals and Details

The Wentworth South Area Assembly Co-ordinating Group has requested that they site a portable teenage seating unit towards the bottom of the park, adjacent to Herringthorpe Valley Road on a trial basis for 3 months. This is to try to resolve a nuisance behaviour problem by groups of young people. Previous use of these portable seating units elsewhere in the Borough has met with some success in similar situations.

The Friends of Valley Park, who work closely with RMBC's Green Spaces unit to help improve and develop Herringthorpe Valley Park, are in full support of this project which was identified as a need during the consultation process of the park's masterplan.

Green Spaces staff and the Safer Neighbourhood Team will monitor and review the success of the teenage seating unit throughout the 3 month period. The number of reports of anti-social behaviour in the park will be examined and regular patrols by Urban Park Rangers and the local SNT will continue to ensure monitoring is effective.

An application to the Wentworth South Area Assembly devolved budget is being submitted for a permanent youth shelter in the event that the temporary youth shelter is a success.

8. Finance

There are no cost implications to this service for the temporary unit. However if a permanent unit were installed, there would be a small annual maintenance cost that would be absorbed within existing budgets.

9. Risks and Uncertainties

Any risks would be reduced by the fact that the shelter would only be temporary. However, if it were proposed to make the shelter permanent then we would need a firm commitment from partners (especially SNT/Police and Young People's Service) to make it work in the long term through regular visits, intervention as necessary and pro-active engagement with users.

10. Policy and Performance Agenda Implications

This would meet the following priorities:

- **Rotherham Safe** by reducing the incidence and impact of antisocial behaviour by providing facilities for young people.
- **Rotherham Alive** by investing in the next generation and focusing on children and young people.

11. Background Papers and Consultation

This has been requested through the Area Assembly following discussions between local partners and ward members, and has the support of the local Safer Neighbourhoods Team.

Contact Name: *Andy Lee, Operations Manager – Green Spaces*
Ext: 2457 email: andy.lee@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration & Development Services
2.	Date:	2 February 2009
3.	Title:	Petition regarding controlled access to Schoolfield Drive from Rosehill Park
4.	Programme Area:	Environment & Development Services

5. Summary:

Options for dealing with anti-social behaviour in Schoolfield Drive, Rawmarsh are outlined following receipt of a petition from local residents regarding the matter.

6. Recommendations:

That the petition be noted and the issue of anti social behaviour on Schoolfield Drive be dealt with via the Safer Neighbourhoods Team working closely with Green Spaces staff where appropriate.

7. Proposals and Details:

Following receipt of a petition to control access from Rosehill Park to Schoolfield Drive, Rawmarsh from residents of eight addresses on Schoolfield Drive and nine addresses on Thorogate, a meeting was held with the residents to investigate the issues raised. These all relate to various forms of anti-social behaviour on Schoolfield Drive and the perception that the perpetrators are using Rosehill Park to access Schoolfield Drive. The reported anti social behaviour on Schoolfield Drive has included damage to property, thefts from gardens and nuisance from youths entering private gardens. The people responsible for this anti-social behaviour are transient and not resident on Schoolfield Drive. The petitioners believe that by removing or controlling access to Rosehill Park the perpetrators will no longer use Schoolfield Drive for access and this will reduce the incidence of nuisance behaviour there.

The pedestrian link through Rosehill Park to Schoolfield Drive has existed for more than 40 years and links housing areas with Rosehill Park as well as giving access for residents to the south and west of Rosehill Park with the Rawmarsh Thorogate Primary School and other community facilities.

The options available in response to the petition are as follows:

Option 1 – Permanently close the access from Schoolfield Drive. This would disadvantage many current users of the footpath link and discourage walking to school for some primary school children and their carers. There is also the possibility that following a decision to close the access a public right of way could be claimed which would restrict future options for controlled access and would lead to further expense to reopen the access point. This may also set a precedent for other access points on to green space.

Option 2 – Controlled access. The cost to the authority of locking and unlocking a gate by a contractor would be approximately £2000 per annum, as well as the capital cost of providing a lockable gate and additional fencing. Locking a gate to prevent access during hours of darkness may encourage an increase in trespass to adjoining gardens as existing users try to continue use of the route. This may also set a precedent for other access points on to green space which would be difficult to sustain.

Option 3 – Retain the open pedestrian access and deal with the issues of anti social behaviour on Schoolfield Drive by targeting the resources of the Safer Neighbourhoods Team via the Neighbourhood Action Group.

8. Finance:

Option 1 – Approximately £5000

Option 2 – Approximately £5000 plus £2000 per annum.

Option 3 – No additional cost

9. Risks and Uncertainties:

Risks relating to options 1 & 2 are that the problem of anti-social behaviour may just be displaced and will still need to be dealt with at another location. A public right of way could be claimed over the route through Rosehill Park restricting future options. Option 1 could also represent the application of a permanent solution to what might be a temporary problem.

Risks relating to option 3 are that the resources available to the Safer Neighbourhoods Team are insufficient to reduce the anti-social behaviour issues at this location. However both Police and Council records relating to issues on Schoolfield Drive show low levels of anti-social behaviour being reported (3 over a one year period).

10. Policy and Performance Agenda Implications:

The closing of this footpath link would reduce residents' access to this important green space as well as discourage walking to local schools and the school's use of the park as an educational resource. This could therefore be to the detriment of Council objectives relating to health and education

11. Background Papers and Consultation:

Residents' Petition received 13th October 2008.

Contact Name : *Andy Lee, Green Spaces Operations Manager, Culture & Leisure.*
01709 822457, andy.lee@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	2 February 2009
3.	Title:	A57 / B6067 Worksop Road – junction alteration, Aston; Ward 6, Holderness Ward
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of a proposal to ban the right turn from the B6067 onto the A57 Worksop Road, to reduce the number of Personal Injury Accidents taking place, and the outcome of the associated consultations.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) Detailed design be carried out, and subject to no objections being received from advertising of the Traffic Regulation Order, the scheme be implemented.

ii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2009/10.

7. Proposals and Details

To reduce the number of Personal Injury Accidents taking place at the junction of the A57/B6067 Worksop Road, it is proposed ban the right turn from the B6067 onto the A57, and route all traffic towards junction 31 of the M1.

However, due to the close proximity of Aston Fire and Rescue Station, it is not proposed to install any features that physically restrict the right turn out of Worksop Road, as there may be occasions when emergency vehicles need to make full use of this junction. As such it is proposed to direct motorists left through the introduction of signing and road markings, which will be backed up with a Traffic Regulation Order.

8. Finance

The scheme is estimated to cost £5,000, with funding for the works identified anticipated to being made available from the Local Transport Plan Integrated Transport Programme for 2009/10.

9. Risks and Uncertainties

Objections from the advertisement of the Traffic Regulation Orders, associated with banning of the right turn, could result in the scheme not being implemented.

10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Local Transport Plan objectives for improving road safety, the Equalities Policy, and the Council's themes of Alive, Safe and Achieving.

11. Background Papers and Consultation

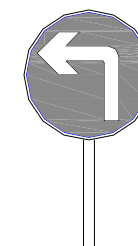
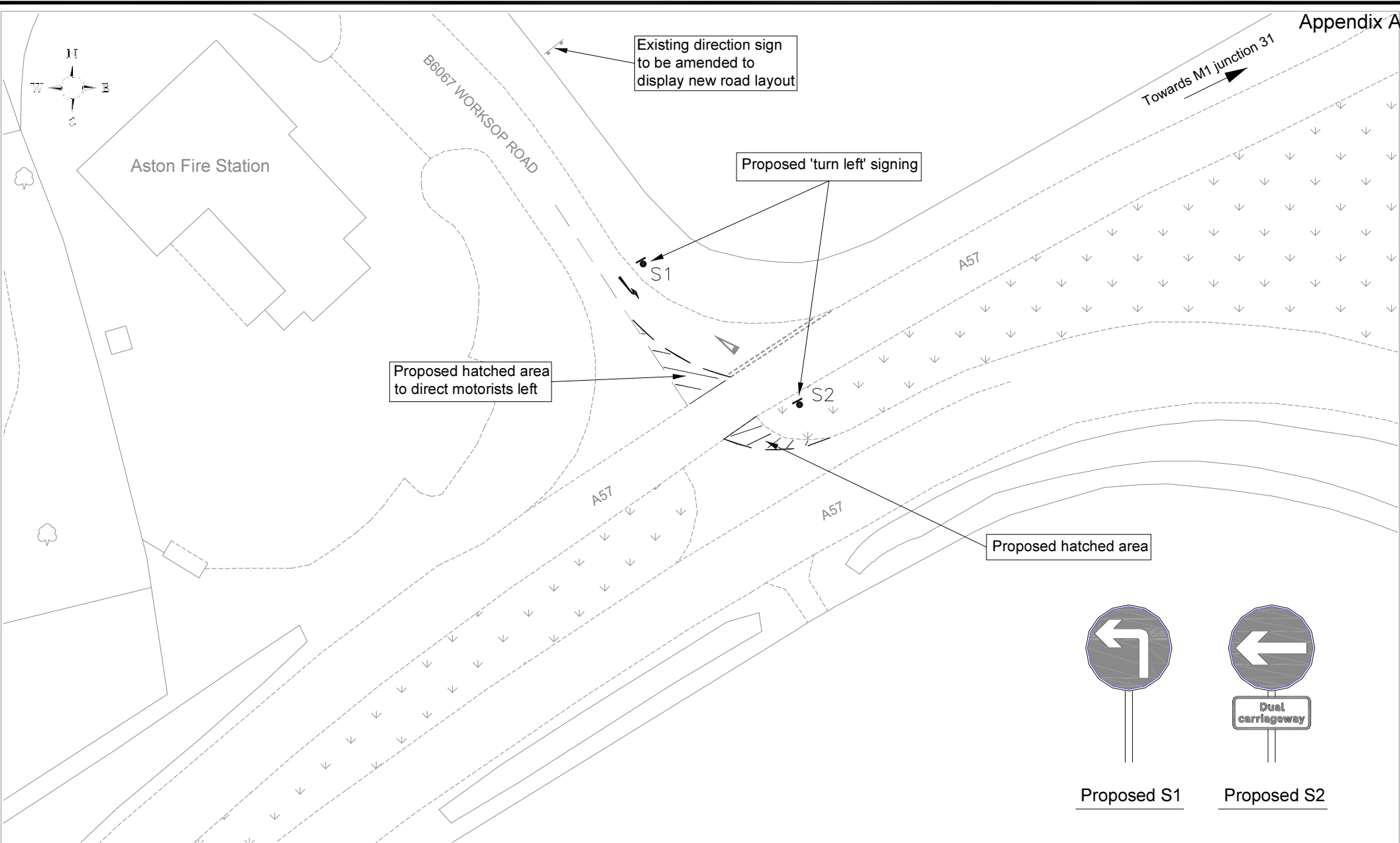
During the last five years there have been 15 reported Personal Injury Accidents at the junction, with a large percentage of these involving vehicles turning right out of the B6067 onto the A57.

Having carried out a traffic survey at the junction over a twelve hour period only 4 percent of vehicles (117) turned right from the B6067, therefore it is proposed to remove the right turn facility at this junction and route all vehicles left. This proposal should remove existing conflicts at the junction and reduce the number of Personal Injury Accidents taking place.

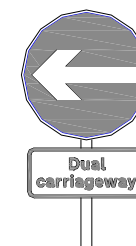
Consultations have already been carried out with the Emergency Services, Local Ward Members, Aston-cum-Aughton Parish Council, the Passenger Transport Executive and the Highways Agency who are responsible for the roundabout at Junction 31 of the M1. From this consultation, no objections have been received.

A plan of the proposed scheme is attached as Appendix A.

Contact Name : Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk



Proposed S1



Proposed S2



Strategic Director:
Karl Battersby Bsc (Hons) MTPL MRTPI

Rotherham Metropolitan Borough Council
Environment & Development Services
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

Client:



Title

A57 / B6067 Worksop Road
Proposed removal of right turn facility
PROPOSALS DRAWING

Dwg. No.

129/A57-B6067

Rev.

Scales
(if A3)

1:500

Drawn

A.L.

Date

October '08

Chd. by

S.I.S.

Rev.

Description

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	2nd February 2009
3.	Title:	Queen Street Swinton; Ward 16 Swinton
4.	Directorate:	Environment and Development Services

5. Summary

To report an objection to the proposed speed cushion implementation on Queen Street Service Road, Swinton.

6. Recommendations

- 1. The objection to the proposed speed cushion be not acceded to and the scheme be implemented**
- 2. The objector be informed of the outcome of this meeting**

7. Proposals and Details

Queen Street Swinton was traffic calmed approximately three years ago as part of the Local Transport Plan One assessment of the Swinton area. However a short section of service road adjacent to Queen Street was not included within the original scheme. A request from residents of Queen Street Service Road was recently received asking for measures to reduce vehicles speeds along the Service Road as vehicles attempted to avoid the existing traffic calming feature on Queen Street. Observation and measurements were taken on site and a scheme was derived to achieve a reduction in vehicle speeds. This involved the introduction of a single speed cushion which would be located away from any adjacent properties (see appendix A). Consultation with statutory consultees and affected residents was undertaken. Following a telephone conversation with two of the affected residents an amendment to the location of the speed cushion was made. This relocation (approximately 30m) placed the cushion outside one of the resident's home who has requested the traffic calming feature (see appendix B). This resident was happy to have the feature outside their property and has not objected to the amended location.

However, an objection was received to the amended location (appendix C) from a resident of the Service Road. This objection is based on the location of the cushion being in the wrong location and the associated amendments to the footway making it dangerous for vehicles turning left into the service road. In response to the letter of objection, the speed cushion will reduce vehicle speeds along the service road wherever it is placed, however from observation it is felt that the most suitable location is the location shown on appendix B. This location was not chosen initially as it was felt that residents would not wish to have a speed cushion outside their home.

With regard to the amendment of the footway, this proposal will reduce the crossing width for pedestrians across Albert Street and will also result in the junction becoming a more standard layout and consequently safer.

8. Finance

It is estimated that the works will cost approximately £5,000 and funding is available from the existing budgets for 2009/10.

9. Risks and Uncertainties

There are no risks or uncertainties with this proposal.

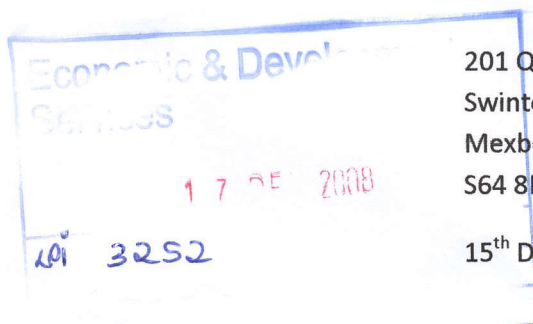
10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Councils' main themes of Alive, Safe and Achieving and also accords with the Equalities Policy.

11. Background Papers and Consultation

Consultation with the statutory consultees, Ward Members and residents has been undertaken with regard to the proposal. No other objections were received.

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



201 Queen Street,
Swinton
Mexborough,
S64 8NR

15th December 2008

Paul Woodcock,

Director of Planning & Regeneration Services

Bailey House,

Rawmarsh House,

Rawmarsh Road,

Rotherham,

S60 1TD

Your Ref: ND(P&R)KAC 122/U435

Dear Sir,

We are writing to object to the Proposed Traffic Calming in Queen Street Service Road Swinton.

With reference to the letter dated 25th November and the amended proposal. We feel that this position for the speed cushion is not the right place and the former proposed site on the letter dated 21st November, would be more effective.

The proposed extension of the footpath will make it difficult and dangerous when travelling from Swinton towards Wath Road for traffic to turn left into the service road. Also this would make an unusual junction dangerous to negotiate.

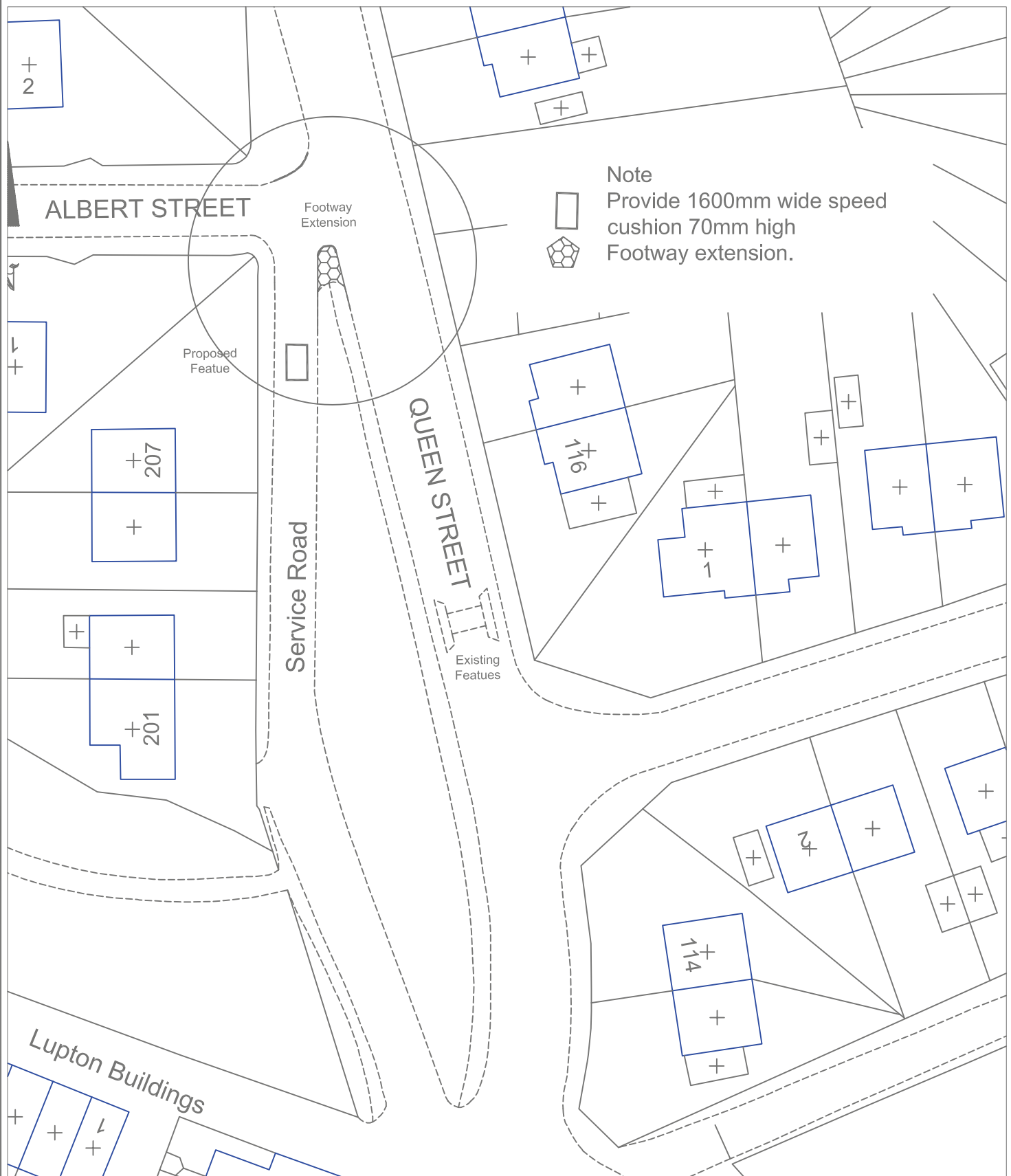
The general opinion is that the traffic is somehow going faster at the Albert Road end of the Service Road which is simply not true. Any traffic that uses the Service Road to avoid the existing speed cushion on Queen Street usually accesses it from the Swinton end, thus travelling in the same direction as the traffic flow. This means that they access the Service Road at a considerable speed, which actually diminishes as they get to the junction the other end and rejoin the main road. Traffic does not usually speed into the Service Road from the opposite (Wath Road to Swinton) direction as the traffic flow has to be crossed. If it is being used as a short cut and traffic is speeding then surely a Speed Cushion at the original site would be a safer alternative as this would slow the traffic down considerably before it emerged onto the main road, on a blind bend with conflicting traffic flow to cross. Also the houses in Luptons buildings have children and often they are on their bicycles in the Service Road so to slow the flow of traffic at that end would be a much more practical solution.

We spoke with Mr Davy a few weeks ago and this new proposal was drawn up on the basis of a telephone conversation with a local resident. As Council Tax payers we do not approve of your staff having 'telephone conversations' with people and resubmitting plans for 'an alternative location' without going through the proper channels for objections.

Yours sincerely,

P. Redfern. V. Workman

Mr P Redfern & Ms V Workman



Title **Queen Street Swinton**
Amended Location for Provision of Speed Cushion

Dwg. No. **126/WN**

Scales (if A4) **1:500**

Drawn **N Davey**

Date **10/08**

Chd. by

Rotherham
Metropolitan
Borough Council

**Environment &
Development Services**

Strategic Director:
Karl Battersby Bsc (Hons) MTPL MRTPI

Rotherham Metropolitan Borough Council
Environment & Development Services
Balley House, Rawmarsh Road,
Rotherham S60 1TD

Client:



Title Queen Street Swinton
Provision of speed cushion

Dwg. No. 126/WN

Scales 1:500
(if A4)

Drawn N Davey

Date 10/08

Chd. by

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	2nd February 2009
3.	Title:	Knollbeck Lane Brampton; Ward 7 Hoover Proposed Accessibility Improvements
4.	Directorate:	Environment and Development Services

5. Summary

To inform members of a proposal to provide accessibility improvements on Knollbeck Lane, Brampton including vertical traffic calming, new footway buildouts, new pedestrian refuges and bus stop improvements and to report results of the consultation exercise that has been undertaken to date.

6. Recommendations

- 1. The results of the consultation exercise for the proposed scheme be noted.**
- 2. Authority be given for the detailed design to be carried out and for the scheme to be implemented.**
- 3. The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2009/2010.**

7. Proposals and Details

As part of the accessibility planning strategy we are developing local access plans with the aim of improving sustainable access to local facilities and services. Knollbeck Lane has been identified as a route for pedestrians, cyclists and public transport users to employment, retail and leisure opportunities within the nearby Cortonwood Retail Park and the wider Dearne Valley area. This route also links local residents to shops, schools and other public places and spaces within Brampton.

It is therefore proposed to improve accessibility along Knollbeck Lane, Brampton from its junction with Westfield Road to the borough boundary with Barnsley. It is also envisaged that the works will be implemented in conjunction with the Gateway Improvement works on Knollbeck Lane currently being undertaken by RIDO.

The improved accessibility works include speed cushions, footway buildouts, new pedestrian refuges, placing the existing zebra crossing onto a full width road hump and improvements to the existing bus stops including new shelters and raised bus boarder kerbing. The scheme is shown on drawing 122/B6089.30, attached as appendix A.

8. Finance

It is estimated that the works will cost approximately £100,000 and funding is anticipated to be available from the Local Transport Plan Integrated Transport Capital Programme for 2009/10.

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

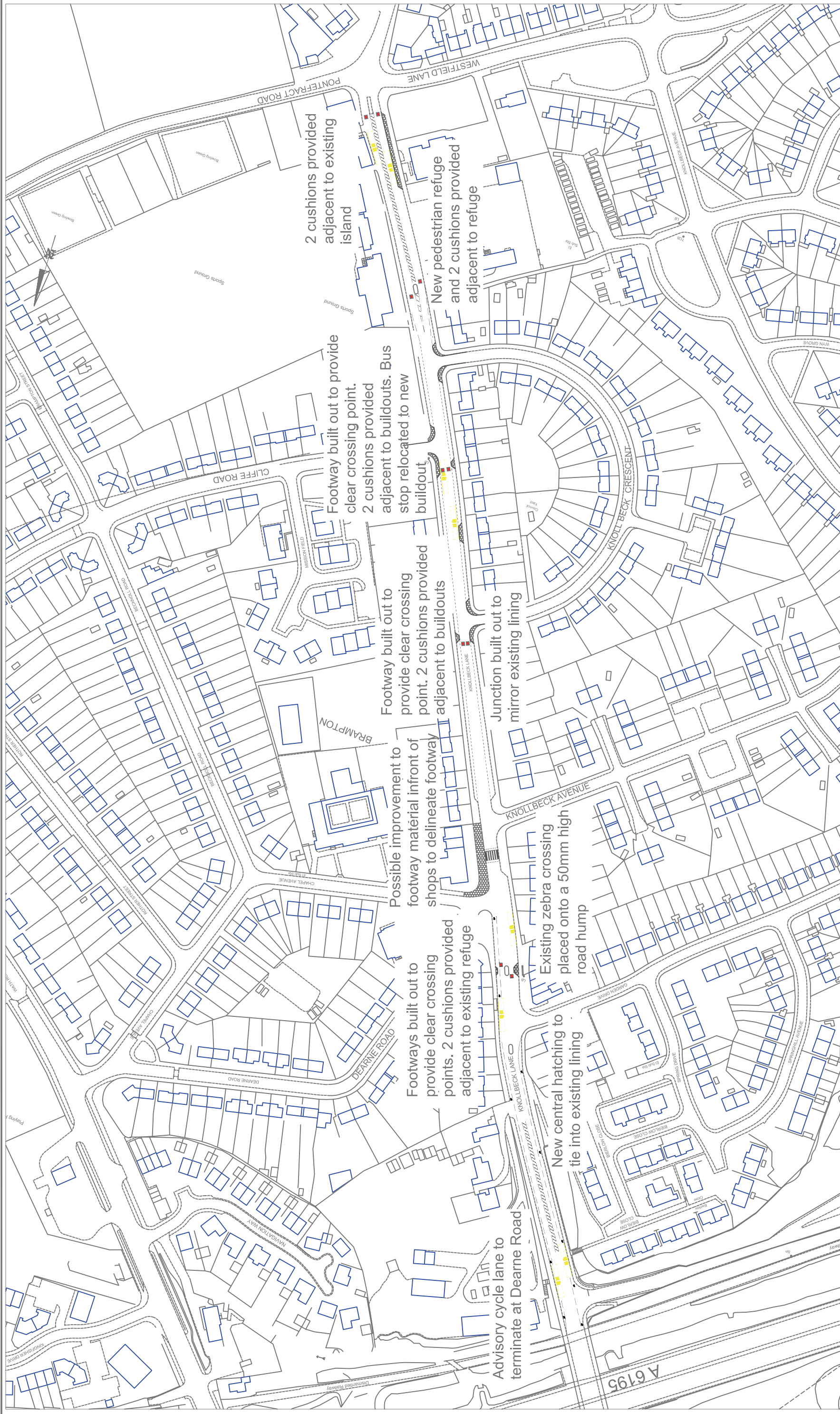
The proposed scheme is in line with the Councils' main themes of Alive, Safe and Achieving and also accords with the Equalities Policy.



11. Background Papers and Consultation

Consultation with the statutory consultees, Ward Members, Brampton Parish Council and residents directly affected by the proposals has been undertaken with regard to the proposal.

The public consultation exercise included distributing letters with the proposals attached to all the affected residents of Knollbeck Lane. This letter also invited residents to a public exhibition held within the Brampton Resource Centre where officers were available to discuss the proposals. This exhibition was held on three separate days in November and December 2008. No objections to the scheme have been received as a result of any of these consultations.

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



 <p>Rotherham Metropolitan Borough Council</p> <p>Economic & Development Services</p>	<p>Client:</p> <p>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>		<p>Draft</p>	<p>Description</p>	<p>Title</p> <p>Knollbeck Lane Brampton Accessibility Improvements</p>		
					<p>Dwg. No. 122/B6089.30</p>	<p>Rev.</p>	<p>Scales (if A3) Not to scale</p>
					<p>Drawn N Davey</p>	<p>Date Sept 08</p>	<p>Chd. by</p>
					<p>Rev.</p>		

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	2nd February 2009
3.	Title:	South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member about the South Yorkshire Second Local Transport Plan Progress Delivery Report 2008 and the response from the Government Office for Yorkshire & the Humber.

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6. Recommendations

Cabinet Member is asked to note the Delivery Report and the response from the Government Office for Yorkshire and the Humber and refer a copy of this report to Regeneration Scrutiny Panel for information.

7. Proposals and Details

The second South Yorkshire Local Transport Plan 2006-11 (LTP2) sets transport objectives; a long-term transport strategy for South Yorkshire, a costed 5 year scheme implementation programme; and a set of targets and performance indicators to measure outputs and outcomes.

The Department for Transport (DfT) Guidance on Second Local Transport Plan (LTP2 Progress Reports (2008)) requires local authorities to review progress in implementing LTP2's and to prepare and publish concise progress reports. The South Yorkshire Progress Report reviews progress made between 2006 and 2008 towards mandatory and discretionary targets and indicators and outlines how the transport strategy and capital programme has been delivered using the capital funding available. It also assesses risks and challenges which will need to be addressed if all targets and indicators are to be met by the end of the Local Transport Plan in 2011.

In the main, performance against both mandatory and local LTP2 indicators is 'on track' with only a few areas for concern. Performance is summarised in the table below:

Core Indicator	Definition	Performance
BVPI 99a	All KSI's on public roads	On track
BVPI 99b	Child KSI's on public roads	On track
BVPI 99c	Slight injuries on public roads	On track
BVPI 223	Condition of principal roads	On track
BVPI 224a	Condition of classified non-principal roads	On track
BVPI 224b	Condition of unclassified roads	On track
LTP2	Change in area wide road traffic mileage	On track
LTP3	Cycling trips	On track
LTP4	Mode share of journeys to school	On track
LTP5	Bus punctuality (% on time at non-timing points)	On track
LTP6	Changes in peak period traffic flows to urban centres* Barnsley Rotherham Sheffield	On track
LTP7	Journey times / person miles	On track
SYLI1	% of non-car journeys to Sheffield Centre	On track
SYLI2	Light rail patronage	On track
SYLI4	Satisfaction with light rail services	On track
SYLI5	Number of local rail passengers	On track
SYLI7	Peak hour car driver journeys to Sheffield Centre	On track
BVPI102+	No. of local rail, bus, tram and CT passengers No. of local bus passengers	Almost on track and improving
LTP5	% buses on time at intermediate timing points Average excess waiting times on frequent bus routes	Almost on track and improving
SYLI6	% of rural households near an hourly or better bus service	Almost on track and improving
LTP1	Accessibility – access to work/local centres	Not on track
LTP5	Bus punctuality (% starting route on time)	Not on track
LTP6	Change in peak period traffic flows to urban centres* Doncaster	Not on track
LTP8	Air quality (concentrations of nitrogen dioxide)	Not on track

SYLI1	% of non-car trips to Barnsley, Donc., Rotherham centres	Not on track
SYLI3	Light Rail - % on time at route start and major timing points	Not on track
SYLI7	% of car driver trips to Barnsley, Donc., & Roth., centres	Not on track

It is encouraging to report that all mandatory BVPI's are on track with the exception of BVPI102+ (Total Local Public Transport Patronage). However, the target is showing an improving trend and is only 1.4% behind the trajectory target as a result of encouraging increases in bus (4%), Train (5%) and Tram (5%) patronage. With forthcoming initiatives including the South Yorkshire Bus Prioritisation Process, Strategic Quality Partnerships and various other major Public Transport schemes, the Delivery Report suggests that the target could be back 'on track' by 2009 or thereabouts. However, the report does not take account of the introduction of free travel for over the 60's (after 9 a.m.) which will no doubt have influenced patronage and any initial surge will not be repeated in forthcoming years. Therefore, patronage growth could slow down.

Road safety indicators (BVPI99a/b/c) are on track however the GOYH have urged that we continue to pursue the national targets which are based on a percentage reduction to the 1994/1998 average accident rate of people killed or seriously injured (KSI). Cabinet Member will recall that some excellent road safety work in the mid 1980's to mid 1990's put Rotherham and South Yorkshire well ahead of other local authorities in terms of accident reduction and a further 40% reduction in KSI's is difficult to achieve, hence the fact that the DfT allowed South Yorkshire to re-baseline from the 1994/1998 average to the 2001/2004 average rate.

Indicators related to congestion and air quality raise some concerns. Although average person journey times have reduced along South Yorkshire's 18 key routes (LTP7) and changes in key peak period traffic flows to urban centres are on target (LTP6), the gap between the number of non-car and car based trips to district centres is widening indicating a modal shift towards the private car (SYL1 and SYL7). In the past, increases in car mobility have led to disinvestment in other modes including public transport and the potential effects of any emerging similar trends will require careful monitoring and evaluation. Whilst LTP2 recognises that economic regeneration and more business activity will create a modest rise in overall trips to urban centres, it is important that the potential of public transport is maximised to make best use of road space and to minimise impact on air quality. Investment in public transport in particular would have positive effects on indicators relating to punctuality (LTP5 and SYLI3) which are currently not on track.

Cabinet Member is asked to note that the indicator related to Accessibility (LTP1) is not on track but this can be attributed to anomalies in the monitoring and reporting methodology. A revised system for monitoring and reporting accessibility is being discussed nationally.

Unlike previous Annual Progress Reports, the 2008 report has not been formally classified by the Government Office, and no LTP integrated transport funding will be allocated on the basis of the report. The integrated transport block has already been allocated fully to local authorities for the whole LTP2 period (up to 2010/11). This provides a stable platform upon which to focus efforts on delivering local transport priorities and achieving best value from investment.

In place of formal assessment and comparison of the progress of all authorities, the GOYH is looking for the 2008 Delivery Report to enact constructive and flexible dialogues, taking into account the varied issues and priorities of individual authorities. The key points raised by the GOYH response are:

- Acknowledgement of the progress made since LTP1 particularly with regard to meeting targets
- Recognition of the Congestion Delivery Plan and increases in bus patronage and a recommendation to produce stronger Smarter Choices strategies that recognise the potential for a broader range of sustainable travel options in support the Congestion Delivery Plan and the LTP in general.
- A need to bring air quality issues into mainstream decision making and how strategies to improve it can show a clearer link between intervention and outcome.
- Recognition of progress in accessibility planning work and a commitment to meet in early 2009 to discuss a more appropriate set of accessibility indicators.
- Recognition of both the Worst First road safety initiative and improvements in all 3 road safety indicators with a caveat suggesting that the aim should be to exceed targets so that the final outcome brings South Yorkshire more inline with the national target for a 40% reduction in KSI's against a 1994/1998 baseline.
- Work on Asset Management is generally welcomed with recognition that data on footway condition is variable and needs to be reviewed.

The full GOYH response is attached at Appendix A.

A full copy of the SYLTP2 Progress Delivery Report will be available at the meeting. It can also be accessed on-line at the following web address:

<http://www.southyorks.gov.uk/index.asp?id=509>

8. Finance

A summary of the LTP spend for 2006-2008 is attached as Appendix B

9. Risks and Uncertainties

Achieving the LTP targets by the end of the plan is very much dependent upon the successful and timely delivery of transport projects. The Progress Delivery Report outlines the risks associated with timely scheme delivery and suggests how they might be mitigated including:

- LTP Scheme Impact reporting via the Executive Board, the Planning and Transportation Steering Group, the Strategic Leadership Group and the LTP Partnership Group.
- A review of practices from LTP1 – reviews of previous risks and how they might affect LTP2.
- Linking the South Yorkshire Partnership programme via the Integrated Transport Delivery Group
- A capacity and skills audit to provide better forward planning for LTP2 projects
- A Capital Programme Risk Assessment - Improved management of the LTP delivery process including the new Strategic Fund which will allow funding to be moved across schemes when delays and blockages are unlikely to be removed within a reasonable timescale.

10. Policy and Performance Agenda Implications

Good performance on our transport related BVPI indicators will reflect well against the Council's overall performance rating and progress towards our transport aspirations will directly benefit the Council's key priorities.

Good transport is crucial to many of the LAA/CAA policies and objectives. Two performance indicators (NI 167 Congestion and NI 47 KSI's) have been included in LAA's for South Yorkshire (including Rotherham's) and both are currently 'on track'.

11. Background Papers and Consultation

South Yorkshire Second Local Transport Plan 2006-11

South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report 2008

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APPENDIX A

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Date: 23 December 2008

LOCAL TRANSPORT PLAN 2006 – 2011 : MID-TERM PROGRESS REVIEW

Thank you for submitting South Yorkshire's mid-term progress report covering the first two years of the second Local Transport Plan (LTP). The ongoing engagement during the preparation of the report, together with the report itself, has provided the Government Office and the Department for Transport with a good opportunity to review progress towards targets and objectives, as well as to consider how the Partnership has addressed some of the weaknesses identified in the LTP itself.

As was explained at the meeting on the 14 November, neither the review itself nor this letter are intended as a formal assessment and therefore they do not carry any implied grading of your performance or reward funding. A key focus for us is the extent to which the mid-term report matches the original aims set out in your LTP, and how its delivery coincides with and complements the priorities set out in the South Yorkshire Local Area Agreements (LAAs) and the Department for Transport's 'Towards a Sustainable Transport System' (TaSTS).

It is encouraging that nearly 60% of your targets are currently assessed as on track to be met by the end of 2010/11 and a further 20% show an improving situation while being slightly behind the predicted position at the end of 2007/08. Of the 6 targets that are classed as not on track to be met it is recognised that there are technical measurement issues with some of these, particularly the accessibility indicators, and that the air quality target is a particular challenge given the location of some of the measurement points and the need to maintain economic growth in these areas. On the specific issue of the accessibility indicators I am aware a meeting has been arranged for early in the New Year to discuss how more meaningful indicators can be put in place for either the short or medium term.

Although the LTP is centred around the delivery of the four shared priorities of congestion, air quality, accessibility and road safety, plus asset management, there also needs to be effective governance and management control systems in place if the plan is to be delivered effectively and in a way that provides value for money. This was one of the areas in which we felt the original LTP was lacking and it has been particularly pleasing that you have made

considerable progress in addressing our concerns. The setting up of a Central Strategic Fund, which is allocated to schemes or initiatives that provide best value for money, has been a major achievement and seems to have been quite instrumental in bringing about the more joined up way of working that now exists.

The introduction of the new LAAs has in general been a challenge for those working in the transport field. This is primarily because it is the first time transport has been fully included in these agreements, but also because metropolitan areas like South Yorkshire have a history of joint and sub-regional LTPs while LAAs can be seen as more locally focussed. Your decision to try to maintain a sub-regional approach to transport in LAAs has our full support and we feel it fits well with your improved sub-regional governance arrangements and the use of a Central Strategic Fund to focus resource on those areas most in need of improvement.

We were particularly pleased to get an early agreement that tackling congestion was a priority for all the LAAs. The agreement to include a South Yorkshire level indicator for improving road safety in all four LAAs is also extremely encouraging in terms of maintaining a sub-regional approach to casualty reduction. One final point worth making in relation to LAAs is that we are encouraged by the positive engagement you have had with the LAA co-ordinators and feel this is something you can build on for the future. The debate about LAAs will inevitably move more towards the delivery of the chosen target indicators and reviewing performance against the whole indicator set to see whether new priorities emerge over time.

At the review each of the four shared priorities plus asset management were discussed and while I cannot capture the full content of the discussion in this letter it is worth pointing out some of the main points.

Congestion

The section of your LTP that dealt with Congestion was one of its weaker areas and I am pleased that you used the opportunity offered by the requirement to produce a Congestion Delivery Plan (CDP) to take a fresh look at your arrangements for managing congestion. I know that the CDP was well received by DfT and the early results for person journey times on the target routes are encouraging, with current timings below the baseline level despite an increase in trips. Performance is also positive across the other congestion related indicators in the LTP and it is particularly encouraging that bus patronage is beginning to recover from its low point in 2004/05. I am aware that you have had particular success in increasing bus patronage in North Sheffield as a result of the Statutory Quality Partnership and would be interested to hear if you feel this model is something that is appropriate for other areas.

Managing congestion is a top priority for government and DfT is investing heavily in the provision of journey time data to aid everyone's understanding of the problem. I would encourage you to make the best use of this data, along with the information I know you collect for your own purposes, to help you really understand the causes of congestion and what type of measures can best help mitigate its effects.

I have already mentioned the encouraging trend on bus patronage and hope that you could extend this success into other areas of the Smarter Choices agenda. This also remains a priority for the Government and we would like to see all local authorities producing stronger Smarter Choices strategies to address the whole range of sustainable travel options.

Finally on the subject of Congestion, I should point out that DfT's Network Management Team will publish their regional summary reports from the September Traffic management workshops by early January. I hope these will provide some useful pointers and they should be used to inform work taking place during the remaining years of the LTP. Both DfT and Government Office will continue to liaise, support and challenge on this area of work through attendance at the Yorkshire Traffic Managers Group meetings.

Air Quality

You clearly have robust systems in place for monitoring air quality issues and this has resulted in the declaration of 15 Air Quality Management Areas (AQMAs) since 2000. There are obvious tensions between policies that seek to improve air quality by reducing traffic and those that seek to raise prosperity and promote economic regeneration. Given the success of the recent Objective 1 led regeneration programme in South Yorkshire it is perhaps not surprising that you are finding it a challenge to achieve the required level of air quality improvement in all the AQMAs.

However, this does not mean it is unimportant and this is an area I feel would be worth some further debate. In particular, it might be worth discussing how air quality is brought more into the mainstream of transport decision making and how strategies to improve it can show a clearer link between intervention and outcome.

Accessibility

As mentioned previously in this letter we have agreed to meet in the New Year to discuss the development of more appropriate accessibility indicators. While not wanting to pre-empt that discussion, it would be worth considering how any new or revised indicators could be made more relevant for inclusion in LAAs, as many local authorities see accessibility as an issue but don't currently have an indicator that they feel captures what they are aiming to achieve.

Despite the fact that your accessibility indicators are not currently on track to be met you have clearly made much progress in this area and the three tier approach of influencing stakeholders, local accessibility planning and scheme identification/delivery does appear to be having some positive results. It is good to see that you are making progress with embedding accessibility into the planning process and it is particularly encouraging that you are making accessibility a key consideration in the preparation of Local Development Frameworks.

Road Safety

Casualty reduction is clearly moving in the right direction across all three road safety indicators. As you are aware, we have had some concerns in the past about South Yorkshire's performance in reducing the number of killed and seriously injured casualties. This remains a key consideration for us and we are encouraged by the recent progress on this indicator. We feel that the establishment of initiatives such as "Worst First", along with the inclusion of a South Yorkshire wide casualty reduction indicator in all the LAAs, provides sound evidence of your continued commitment to this area of work.

I hope you can at least achieve your LTP targets for road safety by the end of 2010/11 and would encourage you to try and better the target for reducing killed and seriously injured casualties so that final outcome is more in line with the national target for a 40% reduction against the 1994/98 baseline.

Asset Management

Highway condition data across all three road classes is showing an improvement and this is to be welcomed. The position on footway condition looks less positive but given the variability in the figures reported perhaps this needs further investigation before any firm conclusions are drawn. It is good to see that work on producing Transport Asset Management Plans is continuing and that you plan to bring these together in an overarching Highways Asset Management Plan for the whole of South Yorkshire.

We have been encouraging all local authorities to consider how they can improve the co-ordination of maintenance and integrated transport work – not just to achieve cost savings but also to secure best value for money and better outcomes. I hope you can consider this area of work further in the future and wonder if the overarching Highway Asset Management Plan for South Yorkshire may help in this respect.

I would like to offer my congratulations to Sheffield in being successful with their PFI bid for highway maintenance and do hope the subsequent contract negotiations go well and look forward to a successful outcome to these in the future.

I am encouraged by the progress made in the past two years and the distance you have travelled since the start of the second LTP. I hope that you can maintain this progress through the remainder of the plan period and will regularly review your governance and management control procedures to ensure they remain fit for purpose in a rapidly changing world. Consultation on the third local transport plan has just been issued and I look forward to discussing how you will respond to this forthcoming challenge in due course.

I hope you find our comments helpful and if you would like any further advice or support please do not hesitate to contact myself or Phil Jones in the Sustainable Transport Team. We have found this review process extremely useful and I hope you have too. Our view is that these review documents should be made available to the public and I trust that you will want to publish the mid-term progress report on your website.

I am copying this letter to those listed in the accompanying annex.

Yours sincerely

MARGARET JACKSON

Deputy Regional Director, Economy and Strategy

APPENDIX B

CODE	THEME	2006/07			2007/08			2006-08		
		SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED	SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED	SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED
BL / BG	Bus Priority Schemes	3,948	3,991	25	4,633	4,439	49	8,581	8,430	74
BI	Bus Infrastructure Schemes	937	843	273	981	1,030	288	1,918	1,873	561
LR	Light Rail Schemes	473	81	0	120	1	1	593	82	1
IN	Public Transport Interchanges	1,830	2,151	16	992	1,039	4	2,822	3,190	20
PR	Park & Ride Schemes	1,084	757	2	575	401	3	1,659	1,158	5
TM	Traffic Management & Calming	2,230	2,497	76	2,725	2,974	79	4,955	5,471	155
RC	Road Crossings	695	923	401	675	608	307	1,370	1,531	708
CY	Cycling Schemes	420	424	10	525	562	74	945	986	84
WA	Walking Schemes	400	622	26	560	533	38	960	1,155	64
TP	Travel Plans	312	273	168	535	433	109	847	706	277
LS	Local Safety Schemes	3,183	3,188	79	3,335	2,877	84	6,518	6,065	163
RD	Local Road Schemes	3,357	4,387	15	3,203	4,244	23	6,560	8,631	38
OS	Miscellaneous	3,185	2,431	46	3,661	2,744	46	6,846	5,175	92
SUB TOTALS		22,054	22,568	1,137	22,520	21,885	1,105	44,574	44,453	2,242
MM1,3,5	Maintenance - Carriageways / Footways	12,090	18,267	369	11,005	12,137	329	23,095	30,404	698
MM7	Bridge Assessment & Strengthening	1,915	1,980	9	1,093	1,266	11	3,008	3,246	20
MM8	Structural Maintenance	1,280	1,135	4	2,890	1,347	3	4,170	2,482	7
MM9	Other Maintenance	253	934	10	771	1031	14	1,222	2,219	24
SUB TOTALS		15,538	22,316	392	15,759	15,781	357	31,297	38,097	749
OVERALL TOTALS		37,592	44,884	1,529	38,279	37,666	1,462	75,871	82,550	2,991

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	2 February 2009
3.	Title:	Wellgate South Residents' Parking Scheme - Public Consultation.
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of the public consultation carried out in the Wellgate South area about the introduction of a Residents' Parking Scheme.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) the introduction of the Wellgate South Residents' Parking Scheme be abandoned.**
- ii) the Director of Planning and Regeneration use powers delegated to him to promote a Traffic Regulation Order to introduce No Waiting At Any Time restrictions in the Wellgate South Area and to extend the Town Centre Pay and Display Zone to Bernard Street as shown on drawing number 126/18/TT482**
- iii) further consultation is undertaken on a Residents' Parking Scheme on Boston Castle Grove and Boston Castle Terrace as shown on drawing number 126/18/TT483**
- iv) the scheme be funded from the Local Transport Plan Integrated Transport Capital Programme for 2009/10**

7. Proposals and Details

In November 2008 a leaflet outlining the proposed Residents' Parking Scheme, which contained a feedback questionnaire, was sent out to 871 households in the Wellgate South area. Residents were also given the opportunity to put forward their opinions to Officers at a public exhibition held at Rotherham Town Hall on Tuesday 11 November 2008. A plan showing the area consulted is attached as Appendix A and a copy of the consultation leaflet and questionnaire is attached as Appendix B.

A total of 274 responses were received to this consultation giving an overall 31.5% response rate.

Of the people who returned questionnaires

- 42% said that they experienced parking problems in their street
- 47% said they would not support the introduction of a residents' parking scheme with 42% saying they would and 11% being undecided
- of the 42% of respondents who supported the scheme 78% agreed with the proposed hours of operation of Monday to Saturday 9am to 4pm
- 47% said they would support the proposal to use a single yellow line to protect driveways and 47% said they wouldn't support such a proposal with the remaining 6% giving no response

In terms of individual streets the questionnaire indicates that residents on Boston Castle Grove, Boston Castle Terrace, Godstone Road, Hall Road, Rotherstoke Close and Warwick Street broadly support the introduction of a residents parking scheme. Residents on Broom Grove, Broom Terrace, Broom Valley Road, Gerard Road, Harehills Road, Ramsden Road, Richard Road, Tooker Road and Welham Drive do not support the introduction of a scheme. Residents on Farleigh Drive, Hall Grove, Heather Close, Lillian Street, Renville Close and Renville Road expressed no preference. There are no residents directly accessing Bernard Street, Horrace Street and Warwick Street South.

The main reasons given by residents for not supporting the scheme were

- don't see why they have to pay to park in their own street.
- don't have parking problems in their street and do not see the need for the scheme
- that this scheme does not address what is seen as the real issue which is the lack of cheap/free all day parking in the town centre
- that the scheme would do nothing to address parking problems caused by houses with several vehicles and no off street parking
- that the problem could be solved by preventing parking on junctions and by better enforcement of existing restrictions

A 58 signature petition representing 38 households on Richard Road was received who object to the scheme on the basis that they did not have parking problems on Richard Road and that a residents parking scheme would have a negative impact on households particularly those with larger families. A copy of the first page of this petition is attached as Appendix C.

In addition a 464 signature petition representing 162 households was received objecting to scheme. The petition contains signatures from residents on the majority of streets within the area adjacent to Wellgate and the Broom Valley. A copy of the first page of the petition is attached as Appendix D.

Taking into account both responses to the questionnaire and the two petitions a significant number of residents in the Wellgate South area do not support the proposal to introduce a Residents' Parking Scheme. Given this and the fact that residents parking schemes are only successful when they are introduced on a network of streets in a discrete area (which is not the case in the Wellgate South area) it is recommended that the proposed scheme is abandoned.

However given that there is broad support from residents on Boston Castle Grove and Boston Castle Terrace and that these streets form a discrete area it is proposed to undertake further consultation on a Residents' Parking Scheme in this area. Such a scheme would also address some of the problems with parking by students at Thomas Rotherham College and also assist with development plans for Boston Castle Park. Details of these proposals are shown on drawing number 126/18/TT483 which is attached as Appendix E.

It is also proposed to promote a Traffic Regulation Order to introduce a series of No Waiting At Any Time restrictions to address problems with vehicles parking in, and close to, junctions in the Wellgate South area. It is also proposed to include Bernard Street in the Town Centre Pay and Display Zone as there is a high demand for commuter parking on this street. Details of these proposals are shown on drawing number 126/18/TT482 which is attached as Appendix F.

8. Finance

The proposed resident parking scheme on Boston Castle Terrace Boston Castle Grove is estimated to cost £10,000. The proposed new No Waiting At Any Time restrictions and extension to the Town Centre Pay and Display Zone is estimated to cost £12,500. It is anticipated that funding for both of these schemes is available from the Local Transport Plan Integrated Transport Capital Programme for 2009/10.

9. Risks and Uncertainties

Continued requests for Residents' Parking Schemes and complaints about commuter parking will still be made by residents in the Wellgate South area. As part of the initial investigation into the proposed Wellgate South Residents' parking scheme a series of parking stress surveys were undertaken and these will give a base line against which we can check in the future to see if things are getting worse.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

A plan showing the area consulted is attached as Appendix A.

A copy of the consultation leaflet and questionnaire is attached as Appendix B.

A copy of the first page of the petition from residents on Richard Road is attached as Appendix C.

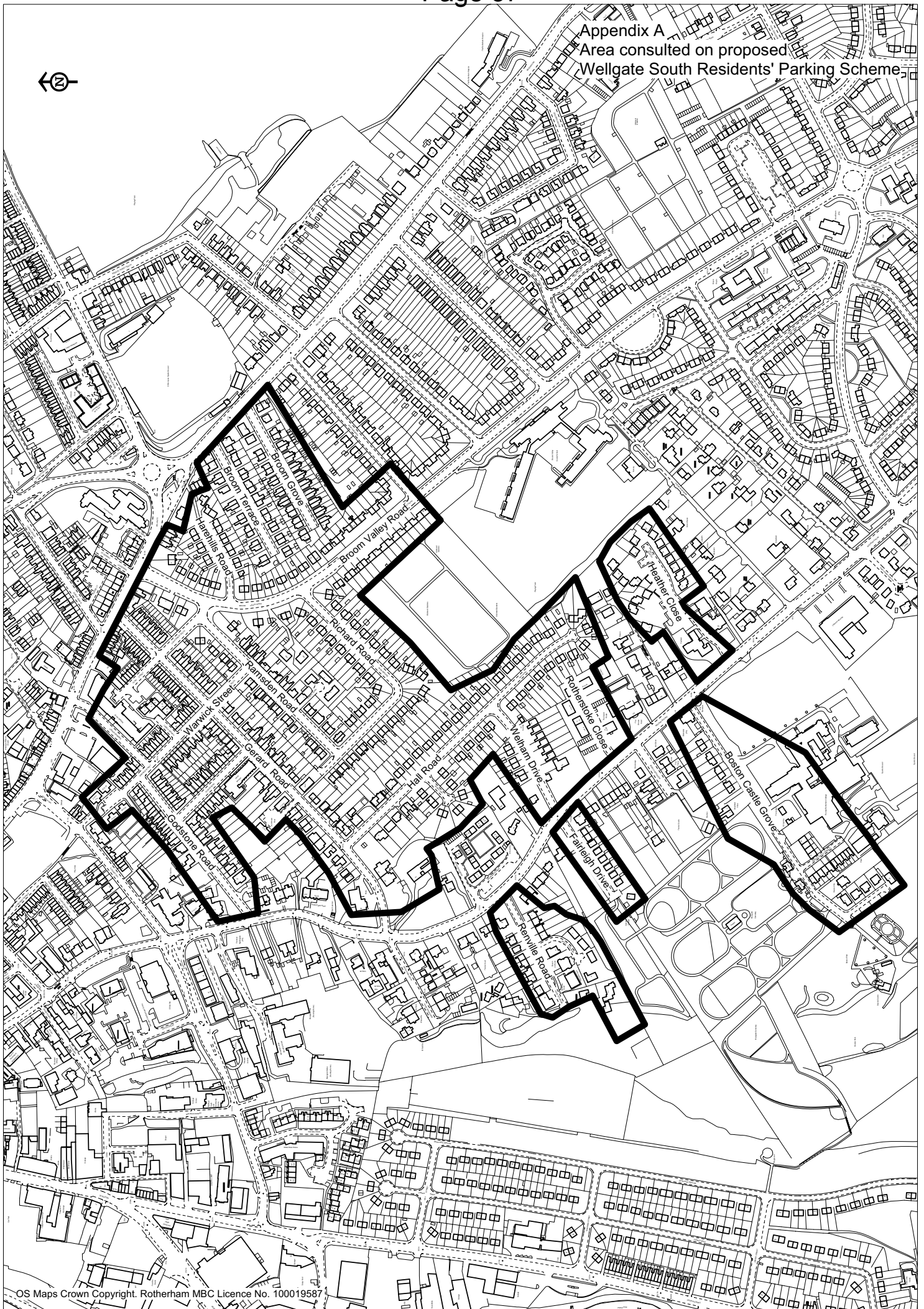
A copy of the first page of the petition from residents in the Wellgate South area is attached as Appendix D.

Drawing number 129/18/TT483, showing details of the proposed Residents' Parking Scheme for Boston Castle Grove and Boston Castle Terrace is attached as Appendix E.

Drawing number 129/18/TT482, showing details of the proposed No Waiting At Any Time restrictions and extension to the Town Centre Pay and Display Zone is attached as Appendix F.

Contact Name: *Matthew Lowe, Engineer, 2968
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Appendix A
Area consulted on proposed
Wellgate South Residents' Parking Scheme



Wellgate South Residents' Parking Scheme Consultation



RESIDENTS' PARKING SCHEME

Following complaints about parking problems from residents of the roads surrounding Wellgate we are seeking your views on a proposal to introduce residents' parking in the Wellgate South area.

WHY INTRODUCE A RESIDENTS' PARKING SCHEME?

Many of the roads surrounding Wellgate are within walking distance of Rotherham town centre and many town centre workers park up all day on residential roads denying residents the opportunity to park close to their home.

Examples of the problems that all day commuter parking can cause include;

- A lack of parking for residents
- Obstructive and dangerous parking, such as double parking and parking at junctions
- Abusive and threatening behaviour over limited parking spaces.

OUR PROPOSAL

To introduce a residents' parking scheme which would operate from Monday to Saturday between 9:00am and 4:00pm (experience shows us that these hours work best in areas where commuter/shopper parking takes place) on the following streets in the Wellgate area.

Bernard Street

Boston

Castle Grove

Boston

Castle Terrace

Broom Grove

Broom Terrace

Broom Valley Road

Farleigh Drive

Gerard Road

Godstone Road

Hall Grove

Hall Road

Harehills Road

Heather Close

Horrace Street

Lillian Street

Ramsden Road

Renville Close

Renville Road

Richard Road

Rotherstoke Close (Part)

Tooker Road

Warrick Street

Warrick Street South

Welham Drive



WHAT CAN RESIDENTS' PARKING PROVIDE?

- Increased availability of parking spaces for residents and their visitors
- Reduce dangerous and obstructive parking
- Reduce commuter parking
- Helps manage on-street parking close to commercial areas



HOW DOES IT WORK?

To park during the operational hours of the scheme you would need to display a parking permit. Three types of parking permit would be available and these are

- 6 or 12 month residents' parking permits (a permit showing the registration of a resident's vehicle)
- 6 or 12 month visitor parking permits (a permit that is transferable between vehicles)
- a £1.50 daily visitor scratch card permit (a permit that is valid for one day only and is transferable between vehicles on the day that it is validated)

Each household could apply for up to two 6 or 12 month parking permits; i.e. you could have two residents' permits OR one residents' and one visitor permit OR two visitor permits. The cost of the permits would be:

	12 month permit	6 month permit cost
1st Permit	£17.50	£12.50
2nd Permit	£35	£25

Permit holders from other residents' parking schemes would not be allowed to use their permits to park in the Wellgate South scheme. Similarly a permit from the Wellgate South scheme could not be used to park in other schemes.

All of the roads within the residents' parking scheme will be covered by one of three types of restriction. Where we consider that it is safe to park at any time we will provide parking bays for permit holders only, short stay free or long stay pay and display parking. In areas where we consider it safe to park outside of the hours of operation we will mark single yellow lines. In areas where we do not consider it safe to park at any time we will mark double yellow lines.

We propose to protect driveways using a single yellow line. This would mean that no vehicle, including permit holders, could park in front of the driveway between 9:00am and 4:00pm. This would protect residents and business access to off street parking from potential obstruction by other vehicles.



FREQUENTLY ASKED QUESTIONS

I pay council tax and road tax.

Why do I have to pay for a permit as well?

Your council tax pays for a wide range of essential services required by all residents across the borough. This scheme is an additional service over and above the Council's basic provision and is specifically designed to help you and your neighbours. For these reasons we believe that those residents who benefit should pay towards the costs. The scheme has been designed to be self financing. As well as the cost of administering the permits, we have to enforce the new regulations.

Will parking controls guarantee me the right to park outside my house?

By law, it is not possible to guarantee a space anywhere on the public highway. However parking controls would make it easier for residents to park by preventing all day commuter parking.

What about my visitors?

Visitors would only be able to park during the controlled hours by displaying a visitor permit. Each household would be able to get up to two residents' or visitor permits or obtain a daily scratch card visitor permit. Alternatively, visitors could use short stay parking bays for a maximum of one hour if spaces were available. Visitors would also be able to park outside of the operational hours of the scheme without a visitor permit.

I don't have a car so why should I pay for a visitor parking permit?

If your visitor(s) have a car, it could take up space that would otherwise be available for residents in your street.

There are no parking problems on my street, why should I support the scheme?

When a residents' parking scheme is introduced any long stay commuter parking in the area may move to streets adjacent to the scheme. The boundary of this scheme has been set such that the chances of this happening are minimised. We would undertake a review of the operation of the scheme to assess the impact of any displacement parking after six months.

Do I need a residents' parking permit to park on my driveway?

No. Residents' parking schemes can only be implemented on public roads. However you would still need a residents' parking permit to park on the road during the hours of operation of the scheme.

Answers to further questions can be found on the council's website, please see the address at the end of this leaflet.

HAVE YOUR SAY

We need to know whether you are in favour of the proposed residents parking scheme. Please let us know by completing the questionnaire in this leaflet and posting it to us in the envelope provided (no stamp required) by 28TH NOVEMBER 2008.

Details of any representations or objections received may be made available for inspection at council meetings and other forums, or supplied to members of the public and others in response to requests for information under the Freedom of Information Act.

A Public Exhibition on these proposals will be held at Rotherham Town Hall on the 11TH NOVEMBER 2008. Please come along to see these proposals in detail between 1pm – 6pm. Council staff will be on hand to answer any questions you have.

A detailed plan of the parking restrictions and further information on the proposed residents parking scheme is available on our website
www.rotherham.gov.uk/transportation

This document can be made available in your language and in alternative formats such as Braille, large print, electronic and audio-tape versions.

Please contact us on

01709 822959

Minicom: 01709 823 536

Email: transportation@rotherham.gov.uk

اگر آپ کو یہ دستاویز کسی دوسری زبان
اور / یا کسی متبادل صورت (فارمیٹ) میں
درکار ہو تو ہم سے رابطہ کریں۔

如需索取這份文件的其他語文譯本和/
或各種形式版本，請聯絡我們。

در صورتیکہ این مطلب را به زبان و یا
شکل دیگری می خواهید لطفاً با ما تماس
بگیرید

أتصل بنا إذا تريد هذه الوثيقة بلغة أخرى
أو بصيغة بديلة

Veillez nous contacter si vous désirez ce
document dans une autre langue et/ou
dans d'autres formats.

Wellgate South Residents' Parking Scheme Consultation

Please tell us what you think about current/future parking arrangements in your area

Q1 Do you experience parking problems in your street?

Yes ☐ No ☐

Q2 Would you support the introduction of a residents parking scheme in the Wellgate South area?

Yes ☐ Don't know ☐

No ☐

Q3 If you answered yes to question 2, do you agree with introducing controlled parking between the hours of 9am and 4pm from Monday to Saturday?

Yes ☐ No ☐

Q4 If you do not agree with this time restriction, what time and/or day restrictions would you like to see? (Please state)

Q5 Is your property used for?

Business purposes ☐ Both ☐

Residential
purposes ☐

Q6 If your property operates as a business, do you have operational vehicles parked around it, such as business vans etc?

Yes ☐ No ☐

Q7 If so, how many vehicles do you have?

1 - 2 ☐ 6 or more ☐

3 - 5 ☐

Q8 Do you support the proposal to protect residents and business driveways with single yellow lines (this would mean no one, including residents, could park there during the operational hours)?

Yes ☐ No ☐

Q9 Please give us any other comments you may have about the proposed residents parking area in the box below:

Q10 Name:

Q11 Address

Thank you for the time you have given to complete this survey. Please detach and return it to us in the pre-paid envelope enclosed before **28TH NOVEMBER 2008**. The information provided will help us improve our service to you and others in Rotherham.

Please note that details of any representations or objections received may be made available for inspection at council meetings and other forums, or supplied to members of the public and others in response to requests for information under the Freedom of Information Act.

Equalities Monitoring

To help us make sure that the services we provide are fair to everyone in Rotherham we would like to ask you some additional questions. By answering these questions you will help the Council to identify gaps in its service provision, target resources more effectively, and establish who our customers are. Any answer you give is strictly confidential. Thank you for your assistance.

Q12 Are you?

Male ☐ Female ☐

Q13 Do you consider yourself to be disabled?

Yes ☐ No ☐

Q14 If you answered yes to the above question, and if you wish, please tick as many boxes below that you consider applies to you:

Physical or mobility impairment <input type="checkbox"/>	Learning disabled person <input type="checkbox"/>
Sensory impairment (hearing, vision or speech .. <input type="checkbox"/>	Non-visible condition such as epilepsy or diabetes <input type="checkbox"/>
Mental health service user <input type="checkbox"/>	

Q15 What is your age?

Under 25 <input type="checkbox"/>	45 to 54 <input type="checkbox"/>
25 to 34 <input type="checkbox"/>	55 to 64 <input type="checkbox"/>
35 to 44 <input type="checkbox"/>	65 or older <input type="checkbox"/>

Q16 How would you describe your ethnic origin (please tick only one box)

White British <input type="checkbox"/>	White Irish <input type="checkbox"/>	Other White Background <input type="checkbox"/>
Black Caribbean <input type="checkbox"/>	Black African <input type="checkbox"/>	Other Black Background <input type="checkbox"/>
Chinese <input type="checkbox"/>	Yemeni <input type="checkbox"/>	Other Ethnic Background <input type="checkbox"/>
Indian <input type="checkbox"/>	Pakistani <input type="checkbox"/>	Bangladeshi <input type="checkbox"/>
Kashmiri <input type="checkbox"/>	Other Asian Background <input type="checkbox"/>	Decline to answer <input type="checkbox"/>
White & Black Caribbean <input type="checkbox"/>	White & Black African <input type="checkbox"/>	White & Asian <input type="checkbox"/>
Other Mixed Race Background <input type="checkbox"/>		
Other White Background		
Other Black Background		
Other Ethnic Background		
Other Asian Background		
Other Mixed Race Background		

Thank you for the time you have given to complete this survey. Please detach and return it to us in the pre-paid envelope enclosed before **28TH NOVEMBER 2008**. The information provided will help us improve our service to you and others in Rotherham.

Richard Road Residents' Petition: Wellgate South Residents' Parking Scheme

We, the undersigned residents of Richard Road, object to Rotherham Metropolitan Borough Council's proposal to introduce a residents' parking scheme on Richard Road. We currently experience no on street parking difficulties, and feel that the introduction of a residents parking scheme is unnecessary and will have a negative impact on residents, particularly those with larger and extended families.

We, therefore, ask that the Council removes Richard Road from the proposed Wellgate South Residents' Parking Scheme.

Name	Address	Signature
29 ANDREW FELLOWS	11 RICHARD ROAD	A.F.
30 JOANNE FELLOWS	11 RICHARD ROAD	J. Fellows
31 AFEHA IJAZ	5 RICHARD ROAD	A. Ijaz
32 MOHAMMED IJAZ	5 RICHARD ROAD	M. IJAZ
33 DONALD SMALES	7 RICHARD ROAD	D. Smales
34 SHIRLEY SMALES	7 RICHARD ROAD	S. Smales
35 ZAHED. AHMED	9 RICHARD ROAD	Z. Ahmed
36 JOHN PEPPEROM	19 RICHARD ROAD	J. Pepperom
37 P. D. RUSSEN	25 RICHARD ROAD	P. D. Russen
38 T. S. SMITH	29 RICHARD ROAD	T. S. Smith
39 K. BANDRA	39 RICHARD ROAD	K. Banda
40 DERRICK HALE	43 RICHARD ROAD	D. H. Hale
41 KOLARSKY	30 RICHARD ROAD	K. Kolarsky
42 STIRALA	30 RICHARD ROAD	Stirala
43 M. KOWARSKY	30 RICHARD ROAD	M. Kowarsky
44 Shahzaad Iqbal	27 Richard Road	S. Iqbal
45 Shaguffa Iqbal	27 Richard Road	S. Iqbal
46 Rehanna Iqbal	27 Richard Road	R. Iqbal
47 K. HALE	31 Richard Rd	K. Hale
48 L. P. CHALLINOR	28 RICHARD RD Broom	L. P. Challinor
49 D. L. CHALLINOR	28. RICHARD RD Broom	D. L. Challinor
50 NAZWAN BEGUM	17 Richard RD	N. Begum
51 SHAHEEN AKHTAR	16 Richard Rd	S. Akhtar
52 M. H. ARSHAD	16 Richard Rd	M. H. Arshad
53 RABIA RASHID	2 Richard Rd	R. Rashid
54 SHAWKAT KHAN	8 Richard Rd	S. Khan
55 K. PRITCHARD	1 Richard RD	K. Pritchard
56 Mohammad Khan	6 Richard Rd	M. Khan

We the undersigned object to the introduction of a Residents' Parking Scheme for Wellgate South.

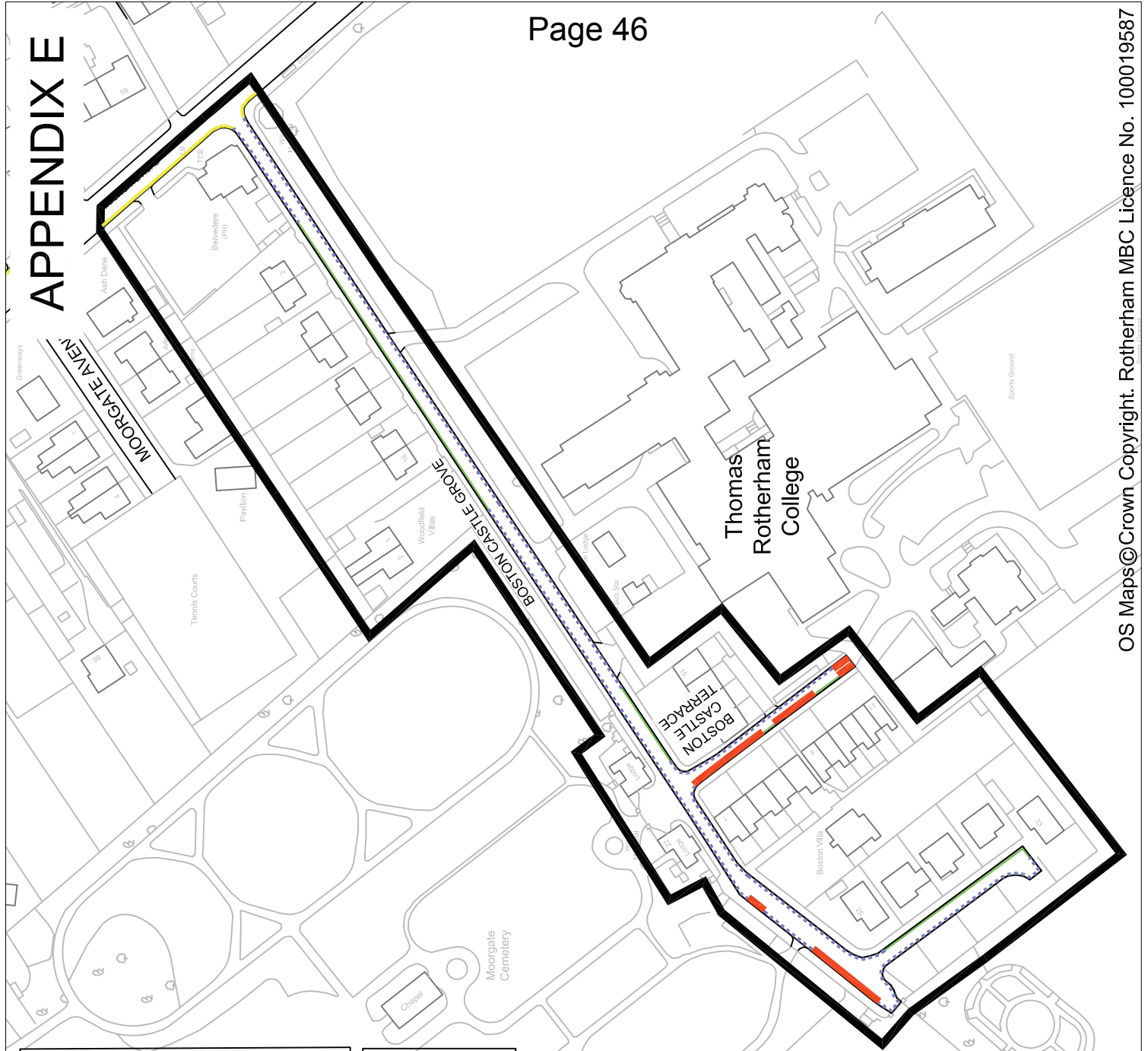
Name	Address	Signature
N. Akhtar	47 Godstone Road	N. AKHTAR
Shazia Bibi	"	SBibi
Shahid Ashraf	"	Shahid
Tasleem Akhtar	"	Tasleem
Zahid Ashraf	"	Zahid
S. CADER	46 GERARD Rd	S. C.
Z. ABASS	46 GERARD Rd.	Z. ABASS
S. ANWAR	34 WARWICK ST	S. Anwar
MOHAMMAD RAFIQ	"	M. Rafiq
AYESHA SIDDIQA	"	Ayesha Siddiqua
MOHAMMAD ANWAR	"	M. Anwar
NASREEN AKHTAR	"	N. AKHTAR
AA Yasmin Bibi	1 Godstone road	Y B I B I
M Z Sadiq	1 Godstone road	M Z Sadiq
C. Worth	20 Godstone rd	C. Worth
S. Deen	53 godstone rd	S. Deen
A. Deen	"	A. Deen
Babar Hussain	32 Tooker Road	Babar Hussain
Selma Kouser	S. Kouser	S. Kouser
N. Shahideen	28 Tooker Road	N. Shahideen

Key

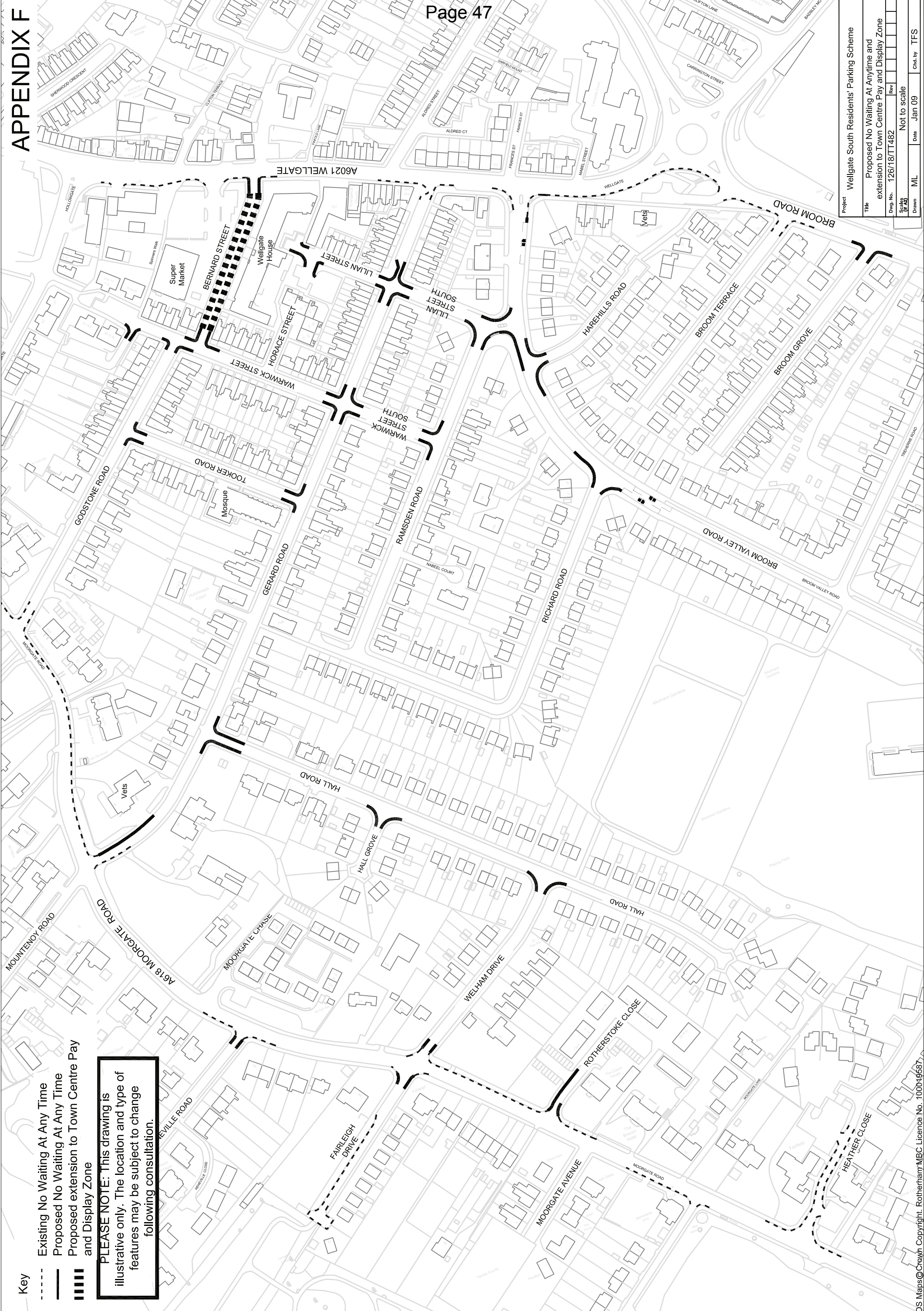
- Residents' Parking Area Boundary
- Existing No Waiting At Any Time
- Proposed No Waiting At Any Time
- Proposed No Waiting 10am - 4pm (Mon - Fri)
- Proposed Residents' Only parking bay Mon - Fri 10am - 4pm

PLEASE NOTE: This drawing is illustrative only. The location and type of features may be subject to change following consultation.

APPENDIX E



Project					Wellgate South Residents' Parking Scheme				
Title					Boston Castle Grove/Terrace Detail				
Dwg. No.	126/18/TT483	Rev							
Scales (if A2)					Not to scale				
Drawn	ML	Date	Jan 09	Chd. by	TFS				



- Key
- Existing No Waiting At Any Time
 - Proposed No Waiting At Any Time
 - Proposed extension to Town Centre Pay and Display Zone

PLEASE NOTE: This drawing is illustrative only. The location and type of features may be subject to change following consultation.

Project	Wellgate South Residents' Parking Scheme			
Title	Proposed No Waiting At Anytime and extension to Town Centre Pay and Display Zone			
Dwg. No.	126/18/TT482	Rev		
Scale	Not to scale	Date	Jan 09	Chd. by TFS
Drawn	ML			

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic Regeneration and Development Services
2.	Date:	2 February 2009
3.	Title:	Rotherham Renaissance Flood Alleviation Scheme – Wetland Management Partner Landscaping
4.	Programme Area:	Economic and Development Services

5. Summary

This report seeks to update and confirm approval to external partner investment in the landscaping of the wetland created as part of the Flood Alleviation Scheme at Centenary Riverside.

5. Recommendations

That Cabinet Member

- (1) Notes the handover to Sheffield Rotherham Wildlife Trust.**
- (2) Notes the enhanced form of landscaping delivery now to be delivered on the Centenary Riverside Wetland Area including approval for reallocation of the contribution of £100,000 from RMBC that levers the external sources of grant.**

7. Proposals and Details

Background

Previous Report to Members in April 2007 agreed the appointment of Sheffield Rotherham Wildlife Trust (SRWT) as our Partner to manage the wetland area and a lease of the site for this and contribution to third party external grant bids.

Current Situation

The construction phase of the Renaissance Flood Alleviation Scheme was effectively completed in December 2008 (subject to the minor completion items on the end of the contract work.) The new wetland site will now be handed over to SRWT for them to begin the next phase of work on the landscaping treatment at Centenary Riverside wetland site.

The lease and management plan have been agreed and the management sum of £436,000 has been transferred.

Within the initial Flood Alleviation Scheme funding contracts an allocation for the nature conservation and wetland management costs for the Centenary Riverside site was included on the basis that this is dealt with as a capital sum as part of the current capital works.

The relationship with SRWT will now deliver a more enhanced landscaping treatment of the site, both in terms of extent and type of site treatment for wildlife biodiversity aspects and community interest.

Accordingly the original landscape element, approximately £100,000, was stripped out of the main (Volker Stevin) delivery contract. This has now been put alongside the SRWT delivery.

As a consequence SRWT have submitted and been successful in bidding for external funding for enhanced planting/landscaping and interpretation costs that would enhance the site.

Therefore the landscaping work will now be undertaken by SRWT with RMBC contributing the £100,000 landscaping budget effectively as match funding for the external grants that SRWT will access - grants that RMBC could not access as they are specifically for voluntary projects:

The total landscaping element now comprises

	Biffaward	(landfill tax)
	Wren	(landfill tax)
	SITA	(landfill tax)
	VALUE Interreg	(through SY Forest)
	RMBC capital contribution	(£100,000)
TOTAL	PACKAGE	£ 322,000.

As part of the landfill tax funded form of grants there is a requirement for a public contribution of around 11% of the grant provided and the Council are providing this contribution as part of our input.

An element of Revenue costs are included in the work to be delivered by the SRWT and covers community, business and schools engagement works, press and publicity and other associated revenue costs that will enable an enhanced site profile (including on-site volunteer practical activity and training with local community members of all ages).

On Centenary Riverside there are two management aspects. One is the role of SRWT in terms of the wildlife and community opportunities of the new wetland area. The second is the Environment Agency in terms of flood defence operation of the water area effectively as part of the River. These 2 agencies are committed in their respective roles to ensure the future sustainability of the site for their respective purposes jointly.

8. Finance

The Council's Capital contribution of £100,000 forms part of the £1.2 Million capital contribution that is already approved to support the Renaissance Flood Alleviation Scheme

The RMBC public contribution to landfill tax grant sources referred to in section 7 is included in the funding package.

9. Risks and Uncertainties

The management partner agreement for the wetland area for the continuing year on year maintenance costs of this area requires attendance at management meetings and regular report back by SRWT against targets.

Expenditure will be monitored by specific evidence of defrayed expenditure. In this context it is anticipated that the process of Partnership will produce further funding support so as to not just maintain a wetland but further enhance its interest and interrelationship with the local population.

10. Policy and Performance Agenda Implications

The Flood Alleviation Scheme project 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.

In terms of sustainability, the wetland area at Centenary Riverside has been developed with the re-use of materials within the site wherever possible. The Centenary Riverside site and provision of the wetland site improves conveyance of

water in the river channel. It also provides a nature conservation area available for passive public enjoyment and contributes to biodiversity.

11. Background Papers and Consultation

Cabinet member Regeneration and Development Services Report 27 April 2007.

Through SRWT there will be ongoing consultation with both local stakeholders and the local community.

Consultations with the Director's of Finance and Legal have been undertaken.

Reports to members will continue as the delivery of the scheme progresses.

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1. Meeting:	Cabinet Member for Regeneration and Development Services
2. Date:	2nd February 2009
3. Title:	Grange Park Golf Club – Lease Extension
4. Programme Area:	Environment and Development Services

5. Summary

This report presents information relating to a letter received by the Director of Culture and Leisure, from Grange Park Golf Club Limited (leasees of Grange Park Golf Course) requesting a review of their current lease agreement and outlining proposed developments for the Golf Course.

6. Recommendations

- 1. Cabinet Member notes the proposed developments and based on an in principle agreement gives approval for officers to draft a new lease agreement.**
- 2. Officers to report back to Cabinet Member for approval on the terms of the new lease agreement.**

7. Proposals and Details

The Director of Culture and Leisure has received a letter from Grange Park Golf Club Limited (leasees of Grange Park Golf Course) requesting a review of their current lease agreement. This is because they are proposing to make additional improvements to the golf course which they will finance through a bank loan. In order to obtain the loan the Bank requires the Golf Club to have an acceptable level of security by way of a longer term lease agreement. The Golf Club suggest the term of a new lease needs to be at least 40 and ideally 99 years.

The Council entered into the lease agreement with Grange Park Golf Club Limited on 1st July 2005 and since that time they have invested in the golf course and significantly improved the facilities and user numbers, without compromising the Council's policy of providing an affordable and accessible to all golfing facility. At the time of entering into the agreement the Council did commit to considering an extension to the lease in order to facilitate the development of an improved club house and other facilities, dependent on early and successful operation and investment in the golf course. The Golf Club have met their commitments and feel the time is now right to develop the facilities further in order to secure their long term sustainability.

The table below outlines the proposed developments. Culture and Leisure Officers will need to see more detailed information before being able to fully support any of these proposals, all of which would be subject to planning permission. It would also be necessary to consult on the proposals with Peter Cowan Golf, who is a tenant with a 99 year lease on the Grange Park site.

Proposal	Comments
1. The Clubhouse	
Repair the roof Replace the windows Service and repair the electrical wiring	This work would improve the appearance of the building and its energy efficiency and would also help to reduce maintenance costs.
Add a second storey by building around the existing structure using a steel frame to support a dormer roof which could accommodate: <ul style="list-style-type: none"> • Up to 15 bedrooms • A room for marriage ceremonies - seating up to 100 people • Solar panels power • Ground source heating & reed bed sewage. 	This proposal may be acceptable, based on the principle that the improvements are necessary to support the sustainability of the core business (i.e. golf) and does not take the Golf Course in a direction that is out of character with the site and opposed to the Council's vision for the Golf Course. Some of the energy proposals would require further scrutiny from ecologists
2. The Barn	
Convert to office space to provide affordable lettings for small businesses <ul style="list-style-type: none"> • Maximum of eight units 	Grange Park Golf Club has had preliminary discussions with RIDO in order to develop their ideas and evaluate the potential of this proposal.

3. Green Keeping Sheds

Build new Green keeping Sheds situated within the existing compound and large enough to store all machinery, approx 20m by 15m. To include:

- Rest room and showers
- Office for head green keeper
- Wash down facility for machines

This would be commensurate with the existing lease and operating agreement.

In addition to the lease on the Golf Course, Grange Park Golf Club Limited also hold a lease agreement for premises on the site which were formerly known as the Grange Park Restaurant and the catering manager's flat. This lease was renewed on 1st August 2004 for a period of 15 years. It is proposed that both of the leases are reviewed and brought together into a single agreement.

8. Finance

All of the Council's costs in establishing a new lease agreement would be met by Grange Park Golf Club Limited. The Golf Club will finance all of the proposed developments without seeking any contribution from the Council. The new lease agreement will provide the Council with both a rent and profit share.

9. Risks and Uncertainties

Due to the current economic climate it is possible that the Golf Club will not be able to secure the borrowing they require to deliver the proposals. As such the Council may want to consider a break clause in the agreement that relates to an agreed time period for the delivery of the proposed developments.

A further risk is that the Golf Club could start the developments but due to failure of the business are unable to complete them. In the case of failure the Golf Course would revert back to the Council and any incomplete developments would be the responsibility of the Council.

10. Policy and Performance Agenda Implications

Regeneration: The proposed developments will increase the value of the asset and provide opportunities for business and employment

Equalities: The Golf Club work with Cultural service to ensure their opportunities and activities are as broad and as inclusive as possible

Sustainability: The proposed developments are focused on ensuring the business and therefore the golf opportunities are sustainable and consideration of sustainable energy is a key part of the plans.

Health: The proposal will help to increase active participation. This scheme will therefore contribute to improvements in health and well being.

Human Rights: no implications.

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
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1.	Meeting:	Cabinet Member for Regeneration & Development Services Meeting
2.	Date:	2nd February 2009
3.	Title:	Catalogue and Library Membership Data Maintenance Affects all wards
4.	Programme Area:	Environment and Development Services

5. Summary

The Library Management System contains a large amount of data, dating back to the 1980s that relates to items, loans and members that are obsolete. This old information creates uncertainty when trying to locate items in stock for members of the public, can lead to staff mistakes in dealing with borrower records and contravenes Data Protection principles.

The intention is to delete items from the catalogue which have been on loan and unreturned for over 3 years and to delete membership records relating to people who have not used the service for over 3 years (standard registration period).

This is essential work preparatory to introducing regular “house-keeping” routines for keeping data up-to-date and revising the process for dealing with overdue items.

6. Recommendations

That this report be accepted and the Library Management System data clear-up be carried out.

7. Proposals and Details

To deal with historical data relating to overdue loans, members whose registration has lapsed and missing items of stock. No systematic deletion of obsolete records has taken place since an Automated Library Management System was introduced and there is data in the system dating back to the 1980s.

To run reports identifying the following, preparatory to deletion of old data:

- (i) items of stock that are recorded as on loan and due back prior to 1st January 2006
10,469 items
- (ii) records of borrowers of items due for return prior to 1st January 2006
3,513 borrower records

- (iii) overdue charges attaching to these long overdue loans

Total £39,676.20

We propose to write off all these unreturned items, as there is no realistic prospect of them now being returned in a useable condition. It is not possible to attribute financial value to this stock as this information was not routinely included in the previous Library Management System and is very dependent on the individual item.

We also propose to delete the membership records of these people. A mail-out to these lapsed members has been considered but would not be cost-effective in terms of the likely response and the fact that after a period of over 3 years many will have moved on from their recorded address. If any of these people return to the library in future they will be welcome to re-join as new members.

While the sum outstanding on these long overdue loans looks very high to write off, there is little if any prospect of it being recovered.

Subsequent to the clear-up of data, an improved system of maintaining stock and membership records will be introduced. With a more customer-friendly process of levying overdue charges we are hopeful that, with attendant publicity, previous and new members will be attracted back to the library.

8. Finance

The finance that relates to the overdue charges and value of stock that is long overdue is effectively a nominal figure, in that there is no realistic likelihood of these items being returned or the items being of further value to the Library Service. The figure of £39,676.20 is attached to unreturned loans dating back in some instances to the 1980s.

If any of these long overdue items - where the fines have been capped and the item effectively treated as lost - was returned, it would most likely be discarded due to age and/or condition, incurring costs for the library service for staff time and disposal.

Professional discussion nationally, as well as feedback received locally, indicates that the imposition of fines for late return of loans is a major disincentive to people joining the library, both for those who are socially/financially disadvantaged and for those who enjoy buying books.

There is no firm evidence either way but there is a strong school of thought which advocates that fines actually discourage people from returning items once the loan is overdue. This would mean that in fact while the imposition of fines creates a small amount

of income, it actually contributes significantly to costs in terms of lost items and unpaid overdue charges from users who never return to the library.

9. Risks and Uncertainties

It appears that the Library proposes to write off a considerable sum of money. In fact given the period that has elapsed since the items were borrowed, there is little or no prospect of stock being returned or fines paid, so the financial benefit to the Council is illusory.

Conversely, the risk of not dealing with the obsolete data in the Library Management System and the procedure for dealing with overdue loans would be to exacerbate problems in producing accurate reports, dealing with customers efficiently and maintaining active membership.

In terms of deleting old membership records, apart from the requirements of the Data Protection Act, the data needs to be deleted because it has not been verified for over three years and is likely to be inaccurate. It is possible that once the old debts have been written off that a customer returns to the library. We believe it is of more benefit to have the customer as an active member of the library and bringing in fresh income than barring them effectively for life.

Significant steps have been already taken to allow borrowers to renew the loan of items online or by telephone (24 hour service). There is no clear evidence to indicate that the imposition of fines actually encourages borrowers to return items. Some library authorities however, have introduced reminders to borrowers prior to fines being charged. This carries the implication that fines income would be affected, though ongoing use of the library would generate future income for charged services.

10. Policy and Performance Agenda Implications

An accurate and efficient Library Management System is essential to the efficient delivery of the Library Service, addressing the corporate themes of Learning, Achieving, Alive.

A clear-up of obsolete data and an ongoing process to keep data accurate, together with a more customer friendly process for charging for overdue items, will contribute more effectively to the corporate agenda on equality, diversity and fairness.

Obsolete data on the Library Management System complicates and confuses production of accurate management information reports which can in turn cause difficulties in setting and monitoring performance targets.

Currently membership of the library stands at 13.8% of the total population. A clear-up of old loan and membership issues and a fresh approach to the way fines are imposed will help us to reach the current target of 15% of the population, contributing to improving our local Performance Indicators.

11. Background Papers and Consultation

None

Contact Name : *Mark Heaton, Manager, Library Service Design & Development,*
telephone (82)3619. mark.heaton@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration Development Services
2.	Date:	2nd February 2009
3.	Title:	RERF - Steelos, Rotherham Production
4.	Programme Area:	Environment and Development Services

5. Summary

This report seeks approval of allocation of £30,000 RERF Revenue to the “Steelos Rotherham Production” project to match funding from the Heritage Lottery Fund and South Yorkshire Tourism.

6. Recommendations

That £30,000 of RERF Revenue be approved to match funding from the Heritage Lottery Fund and South Yorkshire Tourism.

7. Proposals and Details

This proposal aims to fund the initial script writing phase of “Steelos” - a theatrical production which celebrates the highs and lows of the Rotherham steel community, and the production of an archive of community memories around the subject from local community groups leading to an oral history, song writing and aural and video material for display on this subject. This will then be used to access further funding for the delivery of the Play, with discussions on this issue well advanced

The theme focuses on life at Steel, Peach and Tozer or “Steelos” – as it was affectionately known. This is now the Magna project which will be the venue for this production. Magna will be the perfect space to produce this celebration of steel and the communities that were inextricably linked with it.

The project will contribute towards a number of priority outputs including the generation of overnight stays, inward visits into the borough, tourism generation, increased visitor numbers to Magna, income generation and employing local artisans and performers. The project celebrates Rotherham’s existing and past industries and aims to create confidence and pride in the borough. The project is to develop the script for a high quality stage production at Magna. This is intended as a long run, currently planned for ten nights which will attract an audience locally, but also from a distance sufficient to warrant an overnight stay and additional spend on meals, bed-nights etc. The artists involved include Jon Tams, but also other ‘names’ which he can attract to the project, meaning the production can be targeted at the folk circuit and a loyal fan base, but also an audience from wider a field.

'The Song of Steel' first broadcast on Radio 2 in 2006, told living histories of steel-workers and their families augmented by music and song. As a one-hour documentary, it drew critical acclaim and won the coveted Sony Gold Award. Its success was largely due to the story-tellers, weaving a rich, moving and humorous yarn that spun right across the country to communities wracked by post-industrial decline who found connection with the life-tellers of the Lower Don Valley.

John Tams (the project originator) proposed this play - grown from 'The Song of Steel' calling it 'Steelos' RCAT already delivers the first two years of a degree course which will benefit from this initiative and the concept may be used by Sheffield Hallam University to model a performing arts course providing stage-management, lighting, design, acting, directing and writing. So, there are two main aims, both beneficial. To create a nationally regarded production, epic enough to turn heads and at the same time bring students in close contact with professional cutting edge theatre.

A team of script writers will be commissioned guided by John Tams, who will lead a project team to pull together the necessary expertise to make this project a reality. Work is already beginning on engaging communities in the production through the Heritage Lottery funded Project, to engage people in the process and to work with Archives and Magna to create an Archive, resources, and a display to support and accompany the production. Depending on the start date and the commitments that John Tams has at that time we envisage the scriptwriting process to take 2 to 4 months.

Nationally, actors such as Sean Bean have expressed an interest in the project. We envisage that this production will be very well received locally and that big names of the stage will be associated with it. We believe that it will also travel to other global steel towns, generating income for the project, and opening up other funding and

sponsorship possibilities. In addition this will support sales of an accompanying CD, which can generate income in the long term as well as during the production. Local people will be involved and a local brass band may also play a part in it.

Magna holds within its walls the heat and sparks, the good times and bad, the tales and travails of those who made and processed steel. Magna is in many ways already a theatre. Steelos will use a space within the complex, utilising all its facilities whilst creating a brand-new performance space. This new out-of-town utility space, based on a court-yard theatre must have a future beyond Steelos and should be a legacy of this work. A courtyard space – as per the Cottesloe at the National Theatre or indeed The Courtyard at West Yorkshire Playhouse - is a simple open acting space without a stage - with surrounding galleries. This is not theatre-in-the-round but promenade - a proportion of the audience standing, moving to different locations on the floor, over-viewed by the seated galleries. There is a space at Magna that could accommodate this either temporarily or with some permanence and initial discussions have already taken place with management at Magna. A permanent structure is something that Magna may desire. As scaffolding is proposed, it will take a minimum of time to construct and it will be for Magna to determine its future desirability.

The target audience for the performance will be:

- Current audiences nationally with and interest in folk song and performance.
- Current audiences nationally with and interest in heritage.
- Local and Regional audiences with a direct interest in the heritage – e.g. local people who worked in the industry and their families.
- Schools locally and further afield with a link to their curriculum.

The scriptwriting provides a product which can be used to bring in additional funding. Estimated costs of staging the production are £250,000, and this will be raised from other sources

8. Finance

Funding	Status of funding. Approved/ Awaiting Approval	2008/09	2009/2010	Total
RERF				
Capital		-	-	-
Revenue		15,000	15,000	30,000
TOTAL RERF		15,000	15,000	30,000
Other Funding Sources				
HLF	Approved	33,000	-	33,000
SY Tourism	Approved	2,500	-	2,500
TOTAL OTHER FUNDING		35,500	-	35,500
Grand Total		50,500	15,000	65,500

The amount of revenue funding available in RERF is sufficient to fund this request.

It is envisaged that a company limited by guarantee will be set up to manage the event and that any income will be distributed to partners once the costs have been met. The RERF funding is seen as pump priming to allow this project to happen.

9. Risks and Uncertainties

The main risk in delivery of the project is advertising to as wide an audience as possible to ensure that its impact is maximised.

10. Policy and Performance Agenda Implications

The project will contribute to the following priorities of the Rotherham Community Strategy:-

- Revitalise the Town Centre
- Increase the number of Young People in employment, education and training
- Encourage more widespread participation in, and enjoyment of, culture and sport
- Celebrate the Achievements of Rotherham, its people and organisations
- Promote understanding, respect and belonging within communities and the Borough.

11. Background Papers and Consultation

Individual groups, including members of voluntary arts and heritage groups have been consulted and have been very supportive and keen to take part.

Meetings with John Tams indicated that he has discussed and gained support for the project with leading figures in the theatrical and music scenes. Producers from the National Theatre have expressed interest and support as have major stage designers and leading actors and musicians. Sheffield Hallam University is very supportive and is keen to be involved. We envisage support from local industry as well as the trade unions movement. Management at Magna are also supportive of the proposal.

The Radio Ballads highlighted and stimulated great interest from the public, which has been reported back to the Council. Interest is also evidenced by the attendance at the Iron and Steel film event at the Arts Centre, hosted by Yorkshire Film Archive.

A copy of the full RERF application form for this project is available on request.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration Development Services
2.	Date:	2 February 2009
3.	Title:	AMP Technology Centre Management Services
4.	Directorate:	Environment & Development Services

5. Summary

To seek cabinet member approval to submit a proposal to Yorkshire Forward for management of the AMP Technology Centre.

6. Recommendations

Cabinet member approves the preparation and submission of an expression of interest for the delivery of management services at the AMP Technology Centre.

Subject to the Council being shortlisted following the expression of interest stage, the Director of Regeneration and Planning be authorised to submit a tender to Yorkshire Forward for the provision of these services.

7. Proposals and Details

The AMP Technology Centre (formerly known as the Innovation Technology Centre) opened in 2006 on the Advanced Manufacturing Park (AMP). The building is owned by Yorkshire Forward and provides 23,000 sq ft of serviced office accommodation and infrastructure for companies in the advanced engineering and materials (AEM) sector. An extension is currently under construction which will expand the size of the building to 44,000 sq ft. This extension is targeted at companies in the environmental energy technology (EET) sector and includes an innovative wind powered hydrogen mini-grid system for generating electricity for the building.

Yorkshire Forward contracted management of the building to Oxford Innovation. This contract expires at the end of June 2009 and expressions of interest are being invited from parties interested in delivering management services for the centre once the current arrangements end.

The council has a strong and successful track record in managing business centres dating back to 1986. RiDO has won a series of awards in this field and is frequently cited as an example of best practice by UK Business Incubation (UKBI) and central government. This expertise, linked with our knowledge of inward investment and business support means we are well placed to deliver the service Yorkshire Forward is seeking and drive the contribution of the AMP Technology Centre to the growth of the AEM and EET sectors

The AMP Technology Centre is a key component in the success of the AMP. The council has a vested interest in ensuring that its potential contribution to growing the economy is achieved and that the benefits spin out into the local as well as regional economy. Closer engagement in the management of the centre can help deliver this through, for example, securing the added value of closely connecting the AMP Technology Centre with the council's incubation and wider economic regeneration programmes. This will include provision of a complete and joined up incubation offer to new businesses and foreign investors that is as strong as any other location in the UK. It will also include direct links into the activity of the joint Rotherham/Sheffield Advanced Manufacturing and Materials Sector Investment Team.

The procurement timetable detailed by Yorkshire Forward is as follows: -

- Closing date for expressions of interest – 09.02.09
- Invitation to tender issued – 23.02.09
- Tender return date – 30.03.09
- Confirmation of intention to appoint – 20.04.09
- Management services appointment commences (transition) -end May 2009
- Full delivery of services – 01.07.09

8. Finance

Payment for the provision of services will be annual fee payable quarterly for the term of the contract. The contract will be for 3 years with provision for it to be extended for a further year at Yorkshire Forward's discretion.

The council can set its bid at a level that is either cost neutral or better i.e. delivering this contract will not require any call upon revenue funding. As it is a competitive tender situation the fee the Council submits will need to be fixed appropriately.

9. Risks and Uncertainties

All costs for delivering the service will need to be factored in to the bid. RiDO has considerable experience in managing similar centres and therefore the risk of under pricing the bid is limited.

The process proposes the transfer of the existing AMP Technology Centre team via TUPE to the successful organisation. At this stage details of the team and cost are not known. This information will be needed prior to submitting a tender and any potential cost to the Council included in the fee.

Submission of the expression of interest and tender may require a substantial amount of officer time. This will be managed within existing workloads.

10. Policy and Performance Agenda Implications

Local Area Agreement

Successful implementation of the AMP Technology Centre project will help support achievements of the NI 171 target (new business registration rate) in the local area agreement. Through the creation of new sustainable employment opportunities it will also have a positive impact on activity aimed at achievement of the NI 151 (overall employment rate) target.

Other National Indicators

NI 172 – VAT registered businesses showing growth. This will be delivered through the incubation process in the centre.

Corporate Plan

The AMP Technology Centre focuses on the AEM and EET sectors and has an important role to play in delivering the cluster plan to generate activity in key growth areas. These are key sectors for the Rotherham economy and will generate quality employment opportunities that will help close the gap in average earnings between Rotherham and the UK as a whole.

11. Background Papers and Consultation

- Yorkshire Forward AMP Technology Centre Management Services Information Memorandum
- Cluster strategy
- Corporate Plan

Contact Name : Tim O'Connell, Business Development Manager, 372099, tim.o'connell@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services meeting
2.	Date:	2nd February, 2009
3.	Title:	School Travel Plans Procurement of Cycle Training Term Contract
4.	Directorate:	Environment and Development Services Planning and Transportation Service

5. Summary

To seek approval for the re-tendering of the cycle training contract.

6. Recommendations

That the Cabinet Member endorses the re-tendering of a 1 year contract for 2009/10 (renewable for a further 2 years) for the provision of cycle training.

7. Proposals and Details

Cabinet Member will recall my report relating to a contract to appoint a cycle training provider to support the School Travel Plan process (Minute No 62 of the 31st July 2006 meeting). The contract was subsequently won by Pedal Ready cycle trainers, Sheffield who have provided National Standard cycle training in local schools since December 2006.

To date some 2500 school age children have been trained in the Borough with a further 1700 targeted for 2009/10. Feedback from pupils, schools and parents has been excellent. Whilst not wholly attributable to cycle training, it is notable that LTP targets for modal split on home to school journeys and cycling trips are both exceeding their respective trajectory targets.

Pedal Ready have performed well and outputs have been good but the current training contract expires at the end of March 2009 and will need to be re-tendered to ensure continuity of training provision and to secure the best service provision and value for money.

8. Finance

The contract value for 2009/10 is a guaranteed minimum of £40K, funded from the Local Transport Plan Capital Programme. A bid for £60K has also been made to the 2009/10 DfT and Cycling England 'Extra Cycle Training Grant' for additional training targeted mainly at deprived areas and ethnic minorities. Rotherham has successfully bid for cycle training grant funding for the last 2 years and early indications suggest that the 2009 bid will also be successful.

Training providers will therefore be invited to tender for an initial 1 year contract with a value between £40K and £100K, with the option for a contract extension for a further 2 years subject to funding being available and performance and quality criteria being met.

9. Risks and Uncertainties

Cycle training requires close contact with children therefore, all tenderers will be required to demonstrate that all employees who work with children have been subject to appropriate Criminal Records Bureau checks.

10. Policy and Performance Agenda Implications

The promotion of School Travel Plans and cycling contributes to the following shared themes in LTP2:

- Road Safety – by improving cycling ability and road safety awareness amongst young people
- Congestion – by encouraging modal transfer from car (as passenger) to bicycle.

- Air Quality / Environment – by reducing the number and impact of vehicles associated with the school run.

Cycle training also contributes to the following Community Strategy themes: are

- Rotherham Alive – engaging communities to be healthy and active
- Rotherham Safe – a preventative approach to minimise traffic and cycling accidents.

11. Background Papers and Consultation

Minute No 62 of the 31st July 2006 meeting.

The Second South Yorkshire Local Transport Plan 2006-2011.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	2nd February, 2009.
3.	Title:	Temporary Location for Rotherham Show 2009
4.	Programme Area:	Environment & Development Services

5. Summary

To consider options for the temporary relocation of Rotherham Show 2009 due to the redevelopment work in Clifton Park.

6. Recommendations

That Members approve the temporary relocation of Rotherham Show 2009.

7. Proposals and Details

Although it was originally hoped to be able to stage Rotherham Show in Clifton Park in 2009, latest information via the Green Spaces Operations Manager has advised that, although the redevelopment works in Clifton Park are scheduled to be finished by August 2009, quite significant areas of the park will be affected by re-seeding and contouring works and extensive redevelopment of the play areas. It would, therefore, be unwise to install the infrastructure for an event the size of Rotherham Show until the grassed areas are fully established as this could have a serious impact on the park's infrastructure and result in significant cost to reinstate after the show. Areas affected are highlighted (coloured red) on the attached plan (Appendix A).

One option is to hold a scaled down version of Rotherham Show for 2009 using the areas not affected by the redevelopment works. However, as this year is the 30th anniversary of the show it is felt that a significantly reduced show would be a huge disappointment for the visiting public. There would also be limited space available for trade stands and catering concessions whose income contributes significantly to the operational costs of the show, thereby putting at risk the ability to balance the show's budget.

In order to deliver a show of similar content as previous years the preferred option would be to temporarily move to another venue for 2009. Officers from Culture and Leisure have visited several sites to assess suitability. Herringthorpe Playing Fields has been considered. However, if the weather is inclement it is felt that the cost of reinstatement to football pitches, plus disruption to the 2009/10 football season, would make this option unviable. Additionally, its proximity to several busy roads could lead to problems over capacity traffic flow and pedestrian safety. The most appropriate site capable of accommodating a show of this size would be Rosehill Park at Rawmarsh.

Should the relocation of the show to Rawmarsh be approved for 2009 officers would have to work closely with partner organisations to determine where best on the site they could be located. It is also proposed that letters should go out to residents immediately adjacent to the Park to advise them of the show. Public parking could be accommodated on Ryecroft Sports Ground at Rawmarsh with a free park and ride system in operation. Whilst it would be preferable to host the show in Clifton Park it is felt that the damage to the park would be too high a price to pay.

The show would, of course, revert back to its usual home of Clifton Park in 2010.

8. Finance

There are no additional financial implications in relocating the show to another site, other than ensuring that we avoid unnecessary reinstatement costs to carry out the necessary remedial works at Clifton Park.

9. Risks and Uncertainties

If a smaller show is delivered in Clifton Park there may be public disappointment with the content of the show and a danger of causing damage to recently redeveloped areas of the Park.

Relocation of the show outside the town centre may cause transport difficulties for some members of the public visiting the show. However, with a free park and ride system in Rawmarsh this would be alleviated to some extent. We will also explore the possibility of running a free bus from Rotherham Bus Station to Rosehill Park for those who do not have their own transport.

10. Policy and Performance Agenda Implications

Rotherham Show supports and contributes to the Council's themes as identified in the Community Strategy – in particular Alive and Proud.

11. Background Papers and Consultation

Appendix 1 – Plan of Rotherham Show, Clifton Park

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Rotherham Show 2008



Family & Children's Entertainment
 خاندان اور بچوں کیلئے تفریح
 ترفيه للعائلة والأطفال 家庭及兒童娛樂活動
 Divertissements pour familles et Enfants
 سرگرمی ہا برای بچہ ها و خانواده ها

Music
 موسیقی 音樂
 Musique muzik

Information Services & Displays
 معلوماتی سروس اور نمائش
 الخدمات المعلوماتية والعروض 資訊服務及展品
 Service d'information & Affichages

Food/Refreshments
 کھانے پینے کی اشیاء / مشروب وغیرہ
 مأكولات / مرطبات 食品/茶點
 Restauration/Rafrâichissements
 غذا و تنقلات