

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES

Venue: Training Room, 3rd Floor, **Date:** Monday, 20th April, 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. Minutes of a meeting of the Local Development Framework Members' Steering Group held on 20th March, 2009 (Pages 1 - 6)
4. Minutes of a meeting of the Transport Liaison Panel held on 23rd March, 2009 (Pages 7 - 14)
5. Reservoirs - Appointment of Supervising Engineer under the 1975 Reservoirs Act (Pages 15 - 17)
David Phillips, Principal Engineer,
- to seek to extend the existing contract arrangements for 2 years.
6. South Yorkshire Speed Management Plan (Pages 18 - 26)
Ken Wheat, Transportation Unit Manager, to report.
- to inform the Cabinet Member of the South Yorkshire Speed Management Plan.
7. Waverley Link Road - Major Schemes Business Case (Pages 27 - 29)
Ken Wheat, Transportation Unit Manager, to report.
- to update and seek authorisation to continue.
8. School Keep Clear Markings (Pages 30 - 33)
Ken Wheat, Transportation Unit Manager, to report.
- to consider the proposal to make school keep clear markings/Traffic Regulation Orders permanent in Maltby and consider proposals to extend the scheme to other areas.
9. Wood Lane, Brinsworth - proposed No Entry Except for Buses, Pedal Cycles and Access (Pages 34 - 40)
Ken Wheat, Transportation Unit Manager, to report.
- to consider two objections.

10. Sustainable School Transport Strategy (Pages 41 - 54)
Ken Wheat, Transportation Unit Manager, to report.
 - to report on the outcome of consultation.
11. Local Transport Plan Capital Programme 2009/10 (Pages 55 - 64)
Tom Finnegan-Smith, Senior Engineer, to report.
 - to consider the Council's proposed LTP capital programme for 2009/10.
12. Final Evaluation of South Yorkshire Coalfields Merged SRB5/6 Scheme (Pages 65 - 72)
Simeon Leach, Economic Strategy Manager, to report.
 - to inform Cabinet Member of the main findings of the Scheme Evaluation.
13. Petition - Doncaster Gate Action Group re: future use of Doncaster Gate Hospital (Pages 73 - 75)
Peter Thornborrow, Conservation and Urban Design Officer, to report.
 - to report on the petition.
14. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under Paragraph 3, of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006)(business/financial affairs).
15. Building New Council Housing (Pages 76 - 85)
Paul Walsh, Programme Manager, to report.
 - to note the report and the key requirements necessary to enable a Council housing direct build programme.
16. Approval of Tender Lists for the Yorbuild Construction Framework (Pages 86 - 89)
Brian Barrett, Design Consultancy Manager, to report.
 - to seek approval of the tender list.
17. Amendment of Tender Lists for a series of Building and Property Consultants Framework Contracts 2009-2013. (report attached) (Pages 90 - 108)
Brian Barrett, Design Consultancy Manager, to report.
 - to seek approval to the amended lists.
18. Notes of Stage 3 Complaint - 18th March, 2009. (copy attached) (Pages 109 - 112)
(Exempt under:- Paragraphs 1, 2, 3 & 6 - Information relating to any individual/Information which is likely to reveal the identity of an individual/ financial or business affairs of any particular person/Information which reveals that the authority proposes - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) to make an order or direction under any enactment.)

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 20th March, 2009**

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

together with the following:-

Ken Macdonald	Solicitor, Legal Services
Gordon Smith	Quality & Design Co-ordinator
Andy Duncan	Strategic Policy Team Leader
Ryan Shepherd	Senior Planner
Bronwen Peace	Planning Manager
Helen Sleight	Senior Planner
David Edwards	Area & Environmental Planning Team Leader
Phil Turnidge	Local Development Framework Manager
Paul Gibson	Senior Transportation Officer
Amy Sharp	Development Manager, Greenspaces
Steve Turnbull	LSP Manager/Head of Public Health
Andrea Peers	Area Partnership Manager
Sophie Elsworth	Jacobs

63. INTRODUCTIONS/APOLOGIES

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

Apologies for absence were received from:-

Councillor B. Dodson	Vice-Chair, Planning Board
Councillor R. S. Russell	Cabinet Member for Streetpride
Councillor S. Walker	Senior Adviser, Regeneration and Development
Councillor G. Whelbourn	Chair, Performance and Scrutiny Overview Committee
Neil Finney	Technical Assistant
Andrew McGarrigle	Project Officer

64. MINUTES OF THE PREVIOUS MEETING HELD ON 20TH FEBRUARY, 2009

Consideration was given to the minutes of the previous meeting held on 20th February, 2009.

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

65. MATTERS ARISING

Phil Turnidge, Local Development Framework Manager, raised the following issues:-

(i) Minute No. 58 - Local Development Scheme 2009

It was reported that from discussion with Government Office it appeared that the content of the LDS 2009 was satisfactory. However, some further adjustments to timescales were required to accommodate planning inspectorate requirements and a revised timescale for the Joint Waste DPD had yet to be agreed with Barnsley and Doncaster. A final version of the LDS will be referred back to the Steering Group together with further consideration of proposed revisions to the Scheme of Delegation .

(ii) Waste DPD

Reference was made to various problems in both Doncaster and Barnsley. However, Rotherham had continued with its sites consultation.

A consultation event had already been held on 17th March at Silverwood Miners' Welfare and Resource Centre to look at Yorkshire Water sewage works and Corus Steelworks sites. The display would now be placed in the central library together with response forms. The display would then be taken to the Rother Valley South Area Assembly on 31st March.

A similar event was planned for April in Wath to consult on the Bolton Road site. Yorkshire Planning Aid was on standby to help facilitate engagement with the community.

Information was also on the website.

66. CORE STRATEGY SPATIAL OPTIONS

Andy Duncan spoke to a PowerPoint presentation which emphasised the main headlines from the submitted Rotherham LDF Core Strategy Spatial Options Background Report – March 2009 – final draft report.

Reference was made to:-

- the current Planning Policy Framework
- the current Development Plan (i.e. UDP (Saved Policies) and RSS)
- composition/format for the new LDF
- the Core Strategy DPD
- major changes since Preferred Options January 2007

It was explained to the Panel that the report set out:-

- the Preferred Options which were put forward in 2007
- a review of the order and priority of settlements, which decisions on

the scale and distribution of development will be tested against (settlement hierarchy).

- how much additional housing and employment development must be planned for up to 2026.
- what options for growth could be pursued and the spatial choices which exist in each settlement (based on detailed assessment of potential capacity in each settlement).
- alternative distribution options to meet the future growth requirements and providing evidence to show how these have been arrived at.

Members' attention was drawn to:-

- the significant increase in housing targets resulting from revised RSS and the South Yorkshire Growth Point
- the amount of employment land required
- site surveys that had been carried out and a comprehensive database compiled
- Option 1 – Current RSS policy (Rotherham main urban area and Dinnington)
- Option 2 – Urban extensions and more Principal Towns (plus Wath/Brampton/West Melton)
- Option 3 - Development in public transport corridors (Rotherham main urban area and settlements in public transport corridors; urban extensions at Bassingthorpe and Waverley; expansion of Dinnington, Wath/Brampton, Swinton/Kilnhurst, Maltby, Aston, Wales/Kiveton Park)
- Option 4 – Major expansion (Rotherham main urban area and urban extensions at Bassingthorpe and Waverley; unconstrained expansion of all other settlements – apart from smaller villages/green belt villages)
- summary of Options
- Town Centre Options
- review of Objectives and Policies
- closer working links with the LSP
- next steps and timeframe, including full public consultation on Revised Options for the Core Strategy in May/June 2009, ongoing local consultation on site options during the remainder of 2009 and formal consultation on the draft Site Allocations DPD in February 2010.

Members commented on:-

- transport corridor orientated option would need investment in the railway line at Aston/Wales
- concern that developers would be able to pick and chose sites
- implications of the expansion of Dinnington, as a principal town, on the A57 major road scheme and the need to avoid further delays in the design of this road scheme
- affordable housing provision – how could this be ensured?

What type of provision? and where located?

- the drivers behind the Affordable Housing Policy and the LDF
- ability of the Council to ensure that the affordable housing requirement was met
- the ageing population
- where was the capacity in West Melton? and where were the transport links?
- availability of grant funding from Homes and Communities towards affordable housing in HMR areas
- ITA's bid for a bus link between the town centre and Parkgate
- implications of each of the options, including impact on the greenbelt

Resolved:- (1) That insofar as this Steering Group is concerned, the 4 Options for accommodating growth be endorsed as the basis for public consultation on Revised Options for the Core Strategy.

(2) That the Consultation version be reported to the Steering Group on 24th April, 2009, and then to the Cabinet on 29th April, 2009.

67. CORE STRATEGY FURTHER OPTIONS:- RELEASE OF STEERING GROUP PAPERS ON 2008 SETTLEMENT SURVEYS

David Edwards, Area & Environmental Planning Team Leader, presented the submitted report which sought agreement from the Steering Group to release the "Settlement Survey Results" which had been reported to the Steering Group during the latter part of 2008 and early 2009.

The reason for the request to release was to ensure that the origin of the growth options was referenced to the underpinning survey work, and to demonstrate soundness at the eventual public examination. Reference was also made to the need for the process to be open and transparent, as well as manageable.

It was emphasised that more public consultation on individual settlements would follow e.g. drop in session with planners etc.

Resolved:- That insofar as this Steering Group is concerned, approval be given to the release of the Settlement Survey Reports as listed in Appendix 1 to the report now submitted, noting that this information would form part of the "Site Settlement Capacity Technical Paper" to accompany the Core Strategy Further Options consultation.

68. CONSULTATION FRAMEWORK FOR THE LDF CORE STRATEGY REVISED OPTIONS

Consideration was given to a report, submitted by Helen Sleight, Senior Planner, setting out proposals for the consultation framework that will guide the forthcoming consultation into the Core Strategy Revised Options.

A framework/programme of consultation activities was set out in the report. However it was pointed out that there was an obvious tension between the requirement to produce a Core Strategy quickly and to consult and engage thoroughly.

It was confirmed that there was provision in the LDF budget to cover the costs.

It was also pointed out that this programme was ambitious and resource intensive, and of necessity time-limited. It was proposed to start the process from 11th May, 2009.

Members present commented on:-

- possible conflict with the Compac consultation period requirements
- involvement of focus groups who use the land e.g. Ramblers' Association
- engaging with individual landowners
- Corporate and LSP support
- Area Assembly consultation
- engagement of 6th form colleges/RCAT and Youth Cabinet
- the need to use Plain English and explain the difficult concepts
- involvement of Cabinet Members

Resolved:- (1) That insofar as this Steering Group is concerned support be given to the proposals for engagement, as outlined in the consultation framework now reported, subject to availability of staff and other resources.

(2) That Cabinet Member be reminded that they are invited to meetings of this Steering Group.

69. ANY OTHER BUSINESS

(i) Sustainability Appraisal

David Edwards, Area & Environmental Planning Team Leader, reported on the separate process of sustainability appraisal of the Core Strategy Further Options – the results of which would be reported in the next version to the April meeting of this Steering Group.

Preliminary feedback was reported that:-

- the benefits of accommodating more housing growth are not really spelt out in the Options Paper
- optimising the contribution of Rotherham Town Centre is key to achieving sustainable pattern of development
- a Spatial Option based on the public transport corridor is

- supported
- phasing of sites will be a key consideration
- effect on landscape will be critical and need to be better understood
- where growth occurs – aim to improve existing centres first.

The above aspects would be taken into account in the Sustainability Appraisal.

70. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the LDF Members' Steering Group be held on FRIDAY, 24TH APRIL, 2009 at 9.00 a.m. at the Town Hall, Moorgate Street, Rotherham.

RMBC TRANSPORT LIAISON GROUP
Monday, 23rd March, 2009

Present:- Councillor Smith (in the Chair); Councillors Barron, Clarke, Littleboy, McNeely, Pickering, R. S. Russell, Sharman, Swift, Wootton and Whysall.

together with:-

Stephen Hewitson	Rotherham Community Transport
Dave Cooper	Rotherham Community Transport
Richard Simons	First
Michael Nuttall	South Yorkshire Passenger Transport Executive
Gillian Palmer	South Yorkshire Passenger Transport Executive
Shayne Howarth	Stagecoach

28. WELCOME AND INTRODUCTIONS

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

Apologies for absence were received from:-

Councillor Austen	RMBC
Councillor Dodson	RMBC
Councillor Goulty	RMBC
Councillor Falvey	RMBC
Pam Horner	SYPT
David Stevenson	Stagecoach East Midlands

29. MINUTES OF THE PREVIOUS MEETING HELD ON 1ST DECEMBER, 2008

The minutes of the previous meeting held on 1st December, 2008 were noted.

30. MATTERS ARISING FROM THE PREVIOUS MINUTES

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

31. UPDATES FROM THE TRANSPORT OPERATORS

(i) First

Richard Simons reported that there were no changes to fares.

However, some changes to services would be made with effect from 27th April, 2009.

The Company had become aware that passenger numbers, both in Rotherham and throughout the country, were falling due to the economic downturn. Therefore, in the light of reduced revenue, steps were being taken to consolidate services.

Services Nos. 7 & 8 to Kimberworth, with alternate journeys to Blackburn and Great Park Road – the combined frequencies on these services will be every 15 minutes. At busy times Monday to Friday Service No. 16 to Thorpe Hesley would be diverted to run through Kimberworth instead of on Wortley Road, thereby maintaining a 10 minute service on Kimberworth Road and High Street.

It was reported that although there had been no direct consultation with users the Company had data which showed that passenger numbers were declining. However, it was confirmed that there was still capacity on the Service at peak times and no one would be deprived of a service.

There were still five weeks before the changes took effect and the Company would issue information as necessary.

Service No. 87 – Maltby to Meadowhall with some buses running through to Sheffield – would be cancelled, along with journeys on Services Nos. 88 and X7. However, Powell's proposed to run a replacement service.

Minor changes were proposed on Service No. 31 – Rotherham to Brinsworth to Meadowhall. Because of the loss of the No. 87 service First was to increase the hours of this service from 7 a.m. to 8 p.m.

Service No. 70 – Templeborough to Crystal Peaks – this was the remains of a Works Service and the remaining 2/3 journeys had been cancelled due to lack of use.

Service No. X78 – Rotherham through to Doncaster – late night service. The 11.50 p.m. departure from Rotherham, terminating at 12.30 a.m. had been cancelled due to low usage.

Reference was also made to the following:-

- (a) concern that reduced bus services to and from the southern areas would mean people could not access the town centre
- (b) rumoured curtailment of evening bus services across the borough

it was explained that many of the evening and Sunday services were funded by the PTE and these service contracts would expire at the end of July. Services had been reviewed and as a result First would not be able to continue certain elements of those services. Discussions were on-

going with the PTE

(c) Barnsley MBC's concession to offer free travel to all children after 9.00 a.m.

Elected Members commented on:-

- the cost to Barnsley MBC;
- the inequality this created between the South Yorkshire Local Authorities;
- the lack of a cross boundary agreement;
- hours of operation of the concession and children still having to pay to use the bus to travel to school
- part subsidy of the service by the ITA
- value of the officer time involved

(d) Reference was made to a recent tragic accident involving a First bus driver of Service X78 on Doncaster Road, and the Panel wished their condolences to be conveyed to the family.

(ii) Northern Rail

Not represented.

The issue of child safety at Kiveton Park Station was raised. It was understood that the problems with youths and vandalism along the line had been raised with David Young who was to speak to the Transport Police.

It was agreed:- That Gillian Palmer would raise the Councillor's comments about the entrance/exit opening straight on to the road at the Kiveton Park Station with the PTE's Tram and Train Team and with Stuart Rands at Northern Rail.

(iii) Rotherham Community Transport

Stephen Hewitson reported on disruption to services due to the winter weather which meant that the Service could not reach passengers in residential side streets.

The Service had taken delivery of 2 new Dial a Ride buses under the PTE replacement programme. These replaced older vehicles taken out of service last year.

The Passenger survey was completed in 2008 and this indicated a very high overall satisfaction rating. Responses indicated:-

- 91.6 – helping people to get out and about
- 55% of Dial a Ride users used walking or mobility aid
- 21% used electric wheelchair, scooter or wheelchair

RCT were working with the Wentworth North Area Assembly to improve the take up and availability of Community Transport in Harley and Wentworth.

It was reported that RotherRide Services in the rural south of Rotherham were now secured as part of the South Yorkshire Community Transport Funding Arrangements but this did not include ongoing funding for Community Links

Dave Cooper, Community Links Co-ordinator, reported on:-

The work of the Chair of Rother Valley South Area Assembly in helping to retain rural services of RotherRide.

He explained that Community Links was a pilot in Rotherham funded by Yorkshire Forward. The project had been evaluated and considered to be a success.

He explained that the role of the Co-ordinator over the life of the project had changed from initially pointing communities and groups to community transport to giving more hands on help to link them to funding so that they could manage their own transport.

Reference was made to the success of the Peregrine Way Centre, Harthill, which had been helped to draw down funding for the Group to access essential food and retail shopping, visit farmers' markets etc. Those who had accessed the service reported improved social life and an increased circle of friends. Funding in the region of £4,950 was in place to continue the project up to 2011. This Group had received the Duke of York Award for Community Initiative.

Work had also been done with Rotherham Young People with Diabetes group to fund social activities, and a pilot project (NHS funded/20 people) with Rotherham Disability Sports Forum to access facilities at the new leisure centre at St. Ann's in Rotherham.

The total amount of funding drawn down over the 2 years of the life of the project was £26,686.

Older people living in rural areas could become very isolated because of problems with transport. Nationally information from Help The Aged indicated:-

- 12% of elderly people felt trapped
- 13% did not go out more than one a week
- 3% never go out
- 17% had less than weekly contact with family and friends

Reference was made to the number of booked journeys where either the

incoming journey or return journey was not undertaken. It was confirmed that the survey results indicated that a proportion of passengers used other forms of transport to continue their journey e.g. service bus when they had a companion or helper. The availability of low floor buses made it easier for some passengers to use mainstream public transport rather than relying on community transport. However RCT was experiencing problems with low floor minibuses which suffered a lot of damage from some traffic calming measures and high kerbs.

In response to a question from a Member of the Panel about expanding the service around hospital visiting times with sponsorship from other companies and the NHS - it was explained that community transport excluded travel to hospital. The Service was in discussion with the Transport Manager at the hospital to identify a scheme similar to one operating in Glasgow in Scotland.

The comment was also made that the economic downturn was affecting the ability of young couples to travel.

(iv) South Yorkshire Passenger Transport Executive

Gillian Palmer reported on the following:-

(a) Bus Rapid Transit

It was reported that the Project Team had prepared a Major Schemes Business Scheme for the BRT Southern route and was looking to submit this to the DfT at the end of the year. Work was still on-going on the design and refining the costs.

Consultation material for the BRT Northern route was being prepared for the first round of consultation for elected members and key stakeholders at the beginning of May with public consultation in June/July. The Major Schemes Business Case was also being prepared.

(b) Refurbishment of Rotherham Railway Station

It was reported that the works had currently received permitted development permission and was currently in the final design stage. Construction was likely to commence at the end of the year with completion aimed at March 2011.

The Project Team was looking to put together a high level communication group to devise a consultation plan.

Further information could be found on www.aplatformforchange.co.uk

(v) Stagecoach East Midlands

The Chairman, on behalf of David Stevenson, informed the Panel of

incidents of damage, theft and robbery at the Dinnington Interchange between 28th January and 6th March, 2009.

It was confirmed that the Rother Valley South Area Assembly was aware of problems around the area of the interchange and the possibility of moving a mobile CCTV camera was being explored.

First also confirmed they had experienced incidents in this area.

Stagecoach Yorkshire added that they had experienced disruption to service due to stones packed in snowballs breaking windows meaning the company did not have enough buses for a week. Also one driver had returned the bus and passengers to the depot because he did not feel safe.

It was agreed:- That Gillian Palmer would discuss these incidents with Darrell Broadhead, Police Co-ordinator.

(vi) Stagecoach Yorkshire

Shayne Howarth advised the Panel that minor increases in fares had been introduced last month.

The Chairman thanked the Operators for their updates.

32. UPDATES FROM RMBC TRANSPORTATION UNIT

(i) Robin Hood Sheffield Doncaster Airport – Master Plan

Paul Gibson, Senior Transport Officer, spoke to the submitted report explaining that the master plan was a statement about what the airport could be expected to do by 2030.

The following forecasts were highlighted:-

- 7 to 10m passengers
- 114 to 120,000 tonnes of freight per day
- direct link from M18 (Business Case still being developed)
- Rail link
- Expansion of the Business Park to creation of 3,000 jobs
- 6,000 airport related jobs with a total employment forecast of 14,000
- 750 new dwellings

It was pointed out that these proposals had implications in terms of transport and the road network:-

- Increased number of daily trips, mostly by car
- Significant traffic generation particularly around Finningley
- Significant traffic generation in the Maltby area and around the

M18

- The proposed FARRS link road
- The need for further enhancements to public transport, especially a through link from Sheffield via Rotherham

Members expressed concern about:-

- The scale of the business park development and type of development
- Number of houses proposed
- Reduced number of flights
- Reduced number of passengers and freight figures
- Pricing of flights

(ii) South Yorkshire Second Local Transport Plan – Progress Delivery Report

Consideration was given to the submitted report. It was explained that it was a requirement of the DfT to publish a Progress Delivery report.

Attention was drawn to the Suite of 17 mandatory and local performance indicators of which:- 17 were on track; 3 almost on track and improving; 7 not on track

It was pointed out that unlike in previous years this report had not been formally classified by Government Office and no LTP integrated transport funding would be allocated on the basis of the report.

Reference was made to the key points raised by the GOHY which highlighted how the Council was doing and areas which could be improved on, in particular:-

- Good progress since LTP1
- Recognition of the Congestion Delivery Plan
- Air quality issues
- Recognition of progress in Accessibility planning work
- Recognition of the Worst First Road Safety Initiative and improvements in all 3 road safety indicators

Members of the Panel commented on:-

- The impact of free travel for over 60's
- Excellent road safety work of the Council and South Yorkshire
- Terminology of indicators
- Effectiveness of Bus lanes
- Congestion and air quality
- Impact of accidents on the M1/M18, which were out of the Council's control but which significantly affected the indicators

33. ANY OTHER BUSINESS

Treeton – bus stop location

A Member of the Panel raised the issue of the gradient of the road, location of bus stop and dropped kerb provision which passengers were finding difficult when getting off the bus.

It was agreed:- That Gillian Palmer would take details of the location of this bus stop and arrange for the site to be investigated.

34. DATE, TIME AND VENUE FOR THE NEXT MEETING

It was agreed:- that the next meeting of the RMBC Transport Liaison Group be held on MONDAY, 22ND JUNE, 2009 at 10.30 a.m. at the Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Regeneration and Development Services
2.	Date:	20th April 2009
3.	Title:	Reservoirs – Appointment of Supervising Engineer under the 1975 Reservoirs Act All Wards
4.	Directorate:	Environment and Development Services

5. Summary

To report on the role of the Supervising Engineer under the 1975 Reservoirs Act and to seek an exemption to Council's Standing Orders in order to extend the current contract for the services of Mr David Crook of Ove Arup.

6. Recommendations

It be resolved that:

- (i) An exemption from standing order 47.6.2 (requirement to obtain at least two written quotations for contracts with an estimated value between £5k and £20k) be granted and officers to enter into negotiations with David Crook and Ove Arup with a view to extending the existing contract for a further two years.**
 - (ii) Subject to satisfactory negotiations, to extend the David Crook / Ove Arup contract for a further two years commencing 1st January 2010.**
-

7. Proposals and Details

All reservoir undertakers are required to appoint Supervising Engineers under the 1975 Reservoirs Act. The Council is undertaker for four reservoirs, Ulley, Firsby Thrybergh and Rother Valley Country Park. The Supervising Engineer, selected from a panel appointed by the Secretary of State for DEFRA, carries out routine inspections of the borough's reservoirs, typically on a three monthly basis, and provides interim statements and an annual report. Ultimately, if the Supervising Engineer feels that reservoir safety is being compromised in any way he can order a 'Section 10 Inspection' under the 1975 Act. Section 10 inspections are carried out as a matter of course typically every 5 to 10 years. His recommendations are enforced by the Environment Agency (EA). Recommendations from an inspection ordered by the Supervising Engineer are similarly enforced by the EA.

The Council has employed five different Supervising Engineers since 2000, typically for a period of one year. The current Supervising Engineer, Mr David Crook of Ove Arup, was appointed on 1st January 2007 for a term of three years. His commission will end on 31st December this year.

In a Post Incident Review into Ulley Dam commissioned by the Environment Agency, the authors Hinks and Mason observed in their recommendations that *the Supervising Engineer should be in post long enough to observe long term changes in the behaviour of the dam and appurtenant works. Also, seeking competitive bids is understandable, but it is recommended that appointments should be made.....for periods of at least 3 to 5 years at a time.*

Furthermore, the 2007 incident at Ulley confirmed the need for an extensive support system to the Supervising Engineer, especially with regard to further technical experts in the event of a major emergency. These resources must be available at all times with a rapid response period. David Crook was able to attend the site of the Ulley emergency at the time of the event, and within 6 hours a section 10 Inspecting Engineer was advising on stabilisation operations, with significant repairs underway within 18 hours.

The rehabilitation of Ulley Reservoir is programmed to be complete by late 2009, with an extensive period of detailed monitoring and observation commencing early in 2010. Significant repair works are also already underway at Thrybergh, and it is anticipated that this work will continue here in 2010 and 2011. Significant works are also anticipated at Firsby during these two years.

For these reasons and in full cognizance of the EA's report, an extension of the current Supervising Engineer appointment, for two years commencing 1st January 2010 is sought.

8. Finance

The current commission is valued at approximately £4,000 per annum. It is anticipated that any extension to the commission will be valued at a similar price with the appropriate uplifts for inflation. The costs are met from budgets managed by Culture and Leisure within EDS, by securing funding from the Premises Fund.'

9. Risks and Uncertainties

Any savings through competitive quotations are likely to be very small by virtue of the value of the commission. The original commission was subject to competitive quotations late in 2006 prior to its commencement. The extension will give further certainty to reservoir safety matters.

10. Policy and Performance Agenda Implications

The works help to ensure reservoir safety and therefore the safety of the country parks, and contribute to the 'Rotherham Alive' agenda. The inspection regime is a statutory obligation on the Council.

11. Background Papers and Consultation

The Assistant Chief Executive (Legal and Democratic Services) concurs with the recommendation for the reasons outlined in the report. Consultation has taken place with the Strategic Director of Finance on the proposed exemption and he has confirmed the funding arrangements and made no objections to the report.

Contact Names: David Phillips, Principal Highway Engineer, Streetpride, Tel. ext. 2950, david.phillips@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	20th April 2009
3.	Title:	South Yorkshire Speed Management Plan
4.	Directorate:	Environment and Development Services

5. Summary

To inform members of the South Yorkshire Speed Management Plan.

6. Recommendations

Cabinet Member is asked to resolve that:

- (i) **The South Yorkshire Speed Management Plan be endorsed.**
- (ii) **The approach outlined to assessing speed limits on the Borough's A and B class road network be affirmed.**

7. Proposals and Details

The South Yorkshire Speed Management Plan is aimed at combating excessive and inappropriate speed and helping to ensure that casualty reduction targets are met. It is important that a common approach is taken across the South Yorkshire sub region to ensure consistency by all Partners. The document sets out how this will be achieved by:-

- establishing the road hierarchy for assessment
- establishing an assessment methodology for the provision of speed limits, ensuring appropriate speed limits are set
- setting out how speed limits will be prioritised for review and amendment
- encouraging road users to travel within the speed limits by setting out suitable speed management measures
- establishing a monitoring system to review performance

The Speed Management Plan, which was approved and adopted by the South Yorkshire Casualty Reduction Partnership on 6 January 2009, will be available in the members room prior to the meeting. A copy of the 'Introduction' is attached as Appendix A.

The process of reviewing the speed limits on the Borough's A and B class roads in line with this plan has recently started with a view to completion by October this year. It is then intended to implement any changes by the end of 2010.

8. Finance

A bid for funding of £50,000 has been made to the Strategic Central Pot for the LTP to cover the costs of carrying out the speed limit reviews and making any necessary amendments. Should this bid be unsuccessful the costs will need to be met by from the Local Transport Plan Integrated Transport Capital Programme for 2009/10.

9. Risks and Uncertainties

There is a risk that when the speed limit reviews are carried out there could be opposition to any proposals to increase or decrease speed limits should this be found necessary.

10. Policy and Performance Agenda Implications

The Speed Management Plan is in line with the objectives of the South Yorkshire Local Transport Plan and the Councils' main themes of Alive, Safe and Achieving, and also accords with the Equalities Policy.

11. Background Papers and Consultation

In accordance with guidance contained in the Department for Transport document 'Circular Roads 1/2006 Setting Local Speed Limits' all highway authorities must conduct a review of speed limits on their A and B class roads and implement any changes by 2011. In addition, the guidance aims:-

- to provide greater consistency of speed limits across the country
- to ensure speed limits are appropriate for the roads they apply to

- to ensure that speed limits reflect the needs of all road users, not just motorists
- to take account of the balance between quality of life for local communities, safety, accessibility and environmental objectives
- to improve respect for speed limits and in turn improve compliance with limits
- to help continue to reduce casualties and the number of speed-related collisions

The South Yorkshire Speed Management Plan has been produced to satisfy these aims and to provide a framework for the review and amendment of speed limits on A and B class roads in the county.

During the production of the Speed Management Plan a number of organisations have been consulted including neighbouring local authorities to South Yorkshire, the emergency services, South Yorkshire Police, South Yorkshire Passenger Transport Executive and local primary care trusts. We are intending to also carry out consultation with the Area Assemblies.

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

Appendix A – South Yorkshire Speed Management Plan

Introduction

1.1.1 The second Local Transport Plan for South Yorkshire (LTP2) has been produced as a joint plan by the four Councils in South Yorkshire and the Passenger Transport Authority (PTA). The document identifies a new Transport Strategy and Action Plan for the 5 year period (2006/7 – 2010/11) and defines the longer term vision for transport in supporting the aspirations for transformational economic growth in the sub-region.

1.1.2 In 2002 the Government and Local Government Association (LGA) agreed a set of seven Shared Priorities for Local Government that would form the basis for improving public services. There are 4 Shared Priorities for transport that form the basis of the LTP's transport strategy. The identified priorities are:-

- Congestion;
- Accessibility;
- Road Safety;
- Air Quality

1.1.3 The introduction of successful economic policies, particularly arising from the infusion of European Regional Development Fund (ERDF) Objective 1 has led to higher levels of economic activity and car ownership in the region. This has resulted in traffic volumes rising by almost 20 per cent since 1994, although over the same period the dominant public transport mode, the bus, has experienced patronage decline.

1.1.4 While traffic volumes have increased, over the past few years South Yorkshire has met the casualty reduction targets set and agreed with the Department for Transport (DfT) for child Killed or Seriously Injured collisions (KSI's) and overall slight injury collisions, but has failed to achieve the required reduction in all KSI's, resulting in criticism and subsequent investigation by DfT and impacting on how overall performance has been measured and rewarded. Vehicle speed is a significant contributory factor in many of the collisions that are occurring.

1.1.5 Extensive research has been carried to determine the effects of vehicle speeds in relation to the number and severity of collisions. There is no doubt that driving a vehicle at an inappropriate speed increases the likelihood of having a collision, and that the higher the speed the more severe the collision will be. Studies have shown that for every 1 mph reduction in speed there is a five per cent reduction in accidents.

1.1.6 The setting of appropriate speed limits is an essential part of an effective road safety strategy and will help to ensure that casualty reduction targets are met. This is in line with the Government's road safety strategy 'Tomorrows Roads – Safer for Everyone' which sets out the national casualty reduction targets as well as a framework for delivering road safety for all road users. There are a number of documents associated with the delivery of the targets. Guidance on the setting of appropriate speed limits and producing speed management plans is contained in DfT's Circular 1/2006 'Setting Local Speed Limits' and Traffic Advisory Leaflet 02/2006 'Speed Assessment Framework'. It is also likely that speed management will play a central role in achieving road safety targets beyond 2010 based on the work that the Parliamentary Advisory Council for Transport Safety are currently undertaking.

1.1.7 Central Government has determined challenging targets for improvements to air quality which contributes to the changing climate. The emissions from motorised traffic have a significant contribution to the emissions of harmful gases produced within the United Kingdom (UK). Changes to speed policy can have an effect on achieving these targets.

1.1.8 The benefits to the air quality and the reduction in number and severity of road traffic casualties on the roads in the UK can contribute to the targets Central Government have set for reducing all accidents and creating a healthier environment in which people undertake business and leisure activities.

1.1.9 An appropriate speed management plan can contribute to the economical climate within towns and cities, by providing a more reliable highway network, whether for public transport systems, deliveries, commuting or leisure reasons.

1.1.10 Speed limits set at an appropriate level can contribute towards a safer environment and reduce the severance of communities, in particularly in rural areas.

1.2 STRATEGY AIMS

1.2.1 The Speed Management Plan is aimed at combating excessive and inappropriate speed which will result in:

- A reduction in the number and severity of road collision casualties that will contribute towards achieving casualty reduction targets;
- Improvements to the quality of life in local communities;
- Encouragement of more environmentally friendly and sustainable methods of travel by improvements in the environment for walking, cycling and horse riding; and
- A reduction in the demand on the emergency services.

1.2.2 The aims of the Speed Management Plan will be achieved by :

- Establishing the highway hierarchy for assessment;
- Establishing an assessment methodology for the provision of speed limits, ensuring appropriate speed limits are set;
- Developing a priority matrix to set working programmes in order to achieve the timescales set within the DfT Circular 01/2006;
- Encouraging road users to travel within the set speed limits, with the development of a table of speed management measures; and
- Establishing a monitoring system to review performance.

1.3 BACKGROUND

1.3.1 WSP has been commissioned to prepare a uniform Speed Management Plan for the four districts within the County of South Yorkshire, in order that the requirements set out in the national legislation governing speed limits on local roads can be realised. The Key Stakeholder Group tasked with the development of the Speed Management Plan includes;

- The 5 Highway Authorities, including the Highways Agency;
- South Yorkshire Police; and
- South Yorkshire Safety Camera Partnership.

1.3.2 Speed management plans have previously been developed for Sheffield City Council and Rotherham Metropolitan Borough Council. These were developed under previous legislation and require updating. It was also considered that the existing strategies were insufficient to embrace the characteristics of the county's highway network.

1.3.3 The Speed Management Plan for South Yorkshire has been developed on the basis of the existing Sheffield City Council Speed Management Plan, updating the plan in line with current legislation and guidance and taking into account the cross boundary issues within the county and the neighbouring counties.

1.3.4 The Speed Management Plan compliments the established road safety initiatives based around engineering, education and enforcement, the latter carried out by South Yorkshire Police and the South Yorkshire Safety Camera Partnership.

1.4 ENGINEERING

1.4.1 Road safety engineering activities have casualty reduction as a priority, to ensure that our highways are developed so that their layout encourages responsible driving. And thereby helps to reduce the number of collisions in which speed is a factor. Accident data supplied by South Yorkshire Police is used in order to identify and tackle problems associated with inappropriate speed.

1.5 EDUCATION

1.5.1 Education plays a major role in the Speed Management Plan by increasing the awareness to road users of the problems caused by inappropriate speed. In certain circumstances the Safety Camera Partnership refers drivers to Speed Awareness Workshops when they exceed the speed limit. The Local Authority Road Safety Officers work with local businesses, in accordance with the South Yorkshire Occupational Road Safety Strategy, to raise awareness of road safety issues, including the use of inappropriate speed, while on work related journeys. In addition, various local campaigns and initiatives are undertaken in an effort to tackle drivers who are most at risk, a good example of which is the 'Drive 4 Life' project which is targeted at young drivers who are learning to drive.

1.6 SOUTH YORKSHIRE POLICE

1.6.1 South Yorkshire Police actively engage in 24 hour patrols throughout the County to enhance public confidence and safety by using intelligence led evidence to carry out speed enforcement.

1.6.2 All Police Officers from the Roads Policing Group to the Safer Neighbourhood Teams are active in their attempts to target those responsible for potentially causing injury or harm and those who exploit the anti-social use of motor vehicles on our roads.

1.6.3 The Roads Policing Group has high powered patrol vehicles, both overt and covert which are driven by highly trained Police Officers deploying on board speed enforcement equipment to actively target those who choose to travel at high speeds on our roads.

1.6.4 South Yorkshire Police work closely as one of the partners of the South Yorkshire Safety Camera Partnership to ensure parity and consistency across the County when carrying speed enforcement.

1.7 SAFETY CAMERA PARTNERSHIP

1.7.1 The proposed Speed Management Plan should be used in conjunction with the guidance and consideration of the South Yorkshire Safety Camera partnership. The guidance governing the use of Road Safety Cameras is covered by the Department for Transport's Circular 01 / 2007 'Use of Speed & Red-Light Cameras For Traffic Enforcement: Guidance on Deployment, Visibility & Signing'.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Delegated Powers Meeting – Cabinet Member for Regeneration and Development Services
2.	Date:	20 April 2009
3.	Title:	Waverley Link Road – Major Scheme Business Case
4.	Programme Area:	Environment and Development Services

5. Summary

This report updates the current position regarding the Waverley Link Road and seeks approval to submit a revised Transportation Major Scheme Business Case to the Department of Transport.

6. Recommendations

The Cabinet Member is requested to resolve:-

- (a) that a revised Transportation Major Scheme Business Case for Waverley Link Road be submitted to the Department for Transport.
- (b) that scheme preparation continues in advance of Programme Entry for the revised scheme,
- (c) that a further report be submitted to obtain a resolution to seek planning permission and issue a draft order for the compulsory purchase of land and any side road order that may be required.

7. Proposals and Details

In July 2005 the council submitted a Major Scheme Business Case to the DfT for a proposed new link road between Retford Road, at Woodhouse Mill, and Highfield Spring. The line of the proposed road crossed the site of a former petrol filling station, land adjacent to a sewage works, the edge of a recreation ground and the site of a former opencast mine. This proposal achieved Programme Entry status in summer 2006 because of the significant benefits, which meant that the DfT were prepared to fund the scheme (subject to progress on statutory procedures etc.) and we could start considering the layout with a view to seeking planning permission and land. However, due to plans to expand the sewage works it has now become clear that this route is no longer an option and a revision to the route was needed. It is proposed to revert to a line which affects more of the recreation ground and has a revised junction with the B6200 Retford Road. Although this is a relatively minor change we have been advised by the Department for Transport that they require a revised MSBC. We sought and secured approval to do so at this meeting on the 17 March 2008.

We had anticipated that the MSBC would be completed by the end of 2008 but its preparation has been delayed by the need to agree common assumptions with two other MSBCs that are due to be submitted in 2009 and a number of modelling difficulties. The MSBC is now nearing completion and needs to be submitted in April to avoid having to revise it again to meet new DfT guidance on scheme appraisal that came into force on the 31 March 2009. We have met the DfT and they are amenable to accepting a MSBC carried out to the previous guidance as long as it arrives no later than the end of April.

It is anticipated that the DfT will take six months to decide whether or not to approve the scheme for Programme Entry. In order to meet the original programme for the scheme, which has been included in the MSBC, authorisation is sought to progress with detailed design prior to obtaining Programme Entry. The intention is to have a scheme layout, showing the land required, by November of this year.

8. Finance

There are no direct financial implications arising out of submitting the MSBC. If the scheme progresses 90% of the capital costs of the works to an agreed amount will be covered by central government funding. 10% of the costs have to be found locally. An agreement has been reached with UKCoal whereby they will cover the local funding if they implement their outline planning approval for the Highfield Commercial site.

Up to £200,000 has been allocated to RMBC, from the LTP strategic pot, to continue with the detailed design of the scheme.

9. Risks and Uncertainties

The implementation of the Waverley Link Road Major Scheme is dependent on continuing financial support from the Department for Transport and securing the

required planning permission and confirmation of Orders through statutory processes. If the scheme is not supported by the DfT in terms of reaffirming Programme Entry, then it is unlikely to proceed.

10. Policy and Performance Agenda Implications

The project accord with the aims and objectives of LTP2 as it will improve the management of traffic, offer road safety benefits and assist regeneration initiatives in the area.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2006-2011

We have been in regular discussion with colleagues in Sheffield CC and they support the approach we are taking. Cabinet Member will recall meeting his counterpart in Sheffield when these matters, amongst others, were discussed and the approach agreed.

In November and December 2008, the public were invited to a series of local public meetings to discuss prospective planning applications in the Waverley area including the proposed Waverley Link Road. Presentations were made by agents, consultants, SYPTE and the Council. Feedback from this consultation event is available on the Council's website;

www.rotherham.gov.uk/graphics/Residents/Planning/Development+Control/EDSWaverleyMeetings.htm where the presentations shown during the Waverley meetings are available to download in PDF format.

The main concerns at the public meetings were the impact of the road on the recreation ground and residents of the Coalbrook Estate, that it would increase traffic through Woodhouse Mill, Orgreave and Handsworth and that it is unnecessary.

Contact Name: Tony Sarjeant, Principal Transportation Officer, Planning and Transportation Service, extension 2958,
tony.sarjeant@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	20th April 2009
3.	Title:	Proposals to make School Keep Clear markings, Traffic Regulation Orders Permanent in Maltby; (Wards 5 & 9) and Proposals to Extend the Scheme to Other Areas.
4.	Directorate:	Environment and Development Services

5. Summary

To report on the trial of the experimental clearway orders on School Keep Clear markings within the ward of Maltby and on some in the Hellaby Ward and to seek approval to make the clearway orders permanent. The report also proposes to introduce permanent clearway orders on School Keep Clear markings across the borough on an area by area phased approach.

6. Recommendations

It is recommended Cabinet Member resolve that:

i) the experimental clearway order which covers School Keep Clear markings within the ward of Maltby and some in the Hellaby Ward is made permanent.

ii) clearway Traffic Regulation Orders are introduced on all school keep clear markings across the borough and these are implemented on an area by area phased approach.

iii) the next area in which clearway Traffic Regulation Orders are introduced to cover School Keep Clear markings is Brampton, West Melton, Wath and Swinton and a programme of remaining areas and schools be reported to a future Cabinet Member meeting following further investigation.

7. Proposals and Details

7.1 Background

A proposal to implement clearway Traffic Regulation Orders on a trial basis on all School Keep Clear Markings within the Ward of Maltby and on some in the Hellaby Ward was reported to the Cabinet Member for Environment and Regeneration on 21st May 2007. The roads affected by this Traffic Regulation Order are:

Chestnut Grove
Braithwell Road
Redwood Drive
Lilly Hall Road

Cliff Hill
Davy Drive
Strauss Crescent
Muglet Lane

Prior to the introduction of clearway orders on School Keep Clear markings within this area the markings were advisory and had no legal status. As such they relied on the goodwill of drivers not to park on the markings. Following a number of requests from parents and schools throughout the borough to take action against the minority of drivers that choose to park on these markings, it was decided that a trial of enforceable clearway orders on School Keep Clear markings would be undertaken. The experimental TRO prevents drivers from parking or stopping to set down or pick up on the zig-zag markings during the hours 07:30 – 17:00 Monday to Friday.

Maltby and part of the adjacent Hellaby Ward was chosen in response to the number of complaints received in the area. The clearway order was introduced experimentally on February 11th 2008.

7.2 Review and Consultation

In November 2008 consultation was undertaken with Ward Councillors, Maltby Town Council, and the head teachers of the schools affected within Maltby and Hellaby wards to ascertain how successful the trial has been in preventing parking on School Keep Clear markings.

No responses were received from Ward Councillors or Maltby Town Council.

Responses were received from three of the six schools covered by the clearway order. One school believes that the experimental clearway order has not been successful and vehicles continue to park on School Keep Clear markings. The other two schools believe that the experimental clearway order has been successful in reducing the number of vehicles parking on School Keep Clear markings; however some drivers continue to stop on the markings.

Parking Services have stated that no penalty charge notices have been issued, which may indicate that the proposals have been largely successful in prohibiting vehicles parking on the markings, however the level of enforcement undertaken has been limited.

Whilst the number of drivers parking on School Keep Clear markings has reduced, consultation feedback suggests there is still a minority of drivers who continue to temporarily park on the School Keep Clear Markings. As a result the Transportation Unit has been liaising with the councils Parking Services team and Police Community Support Officers (PCSO) at the local Safer Neighbourhood Team (SNT). A coordinated operation of parking enforcement between civil enforcement officers (from the councils parking services team) and PCSOs has recently been undertaken, which targeted Lilly Hall Road and Cliff Hill, Maltby. This enabled enforcement to take place to cover both School Keep Clear Markings and any obstruction issues.

Several drivers were spoken to and local residents commented favourably on the number of staff patrolling. The presence of several officers resulted in no vehicles actually parking on the School Keep Clear markings, therefore improving road safety.

This joint approach is therefore proposed to be undertaken in the future to ensure effective parking enforcement outside schools in Maltby.

7.3 Conclusion

It is proposed that the clearway orders currently being trialled on all School keep Clear markings within the ward of Maltby and some in the Hellaby Ward be made permanent. This will allow Rotherham Parking Services to enforce, on a permanent basis, the clearway order and issue notices to drivers that stop on the markings.

The clearway orders will be effective on Monday to Friday 07:30 – 17:00.

Should the experimental orders be made permanent, then it is proposed to introduce permanent clearway orders on School Keep Clear Markings across the borough on an area by area phased approach.

The next area that has been identified to introduce clearway orders on School Keep Clear markings is Brampton, West Melton, Wath and Swinton and a further report will be presented to Cabinet Member at a future meeting which outlines the programme of rolling out restrictions to other areas in the borough.

The enforcement of waiting restrictions is the key to their success, especially where they are known to be abused on a regular basis, such as outside schools. Therefore close cooperation between Safer Neighbourhood Teams and Parking Services is important if other areas of the borough are to be included within the enforceable School Keep Clear marking as this would further stretch Parking Services resources. Every PCSO in an SNT has an allocated beat area and within that area may be one or more schools which are 'adopted' by the officer. The PCSO will therefore have regular contact with staff, children, parents and residents on an almost daily basis and can therefore continually assess whether parking and road safety issues require the need for more or less enforcement for a particular school and/or time of day. Sharing this information would help

Parking Services to target specific schools and make the best use of staff resources thus ensuring regular enforcement.

8. Finance

It is estimated to cost £500 to make the current experimental clearway orders on School Keep Clear markings permanent. Funding is available from the Local Transport Plan Integrated Transport Programme for 2009/10. It is estimated to cost £5000 to introduce clearway orders on School Keep Clear markings in Brampton, West Melton, Wath and Swinton.

9. Risks and Uncertainties

Objections to the proposal to make the current experimental clearway orders permanent may be received. Objections to future proposals for the introduction of clearway orders on School Keep Clear markings may also be forthcoming. Any objections will be reported to Cabinet Member.

The success of the scheme in preventing parents from parking on the markings will depend on parents being informed and aware of the restrictions and the effectiveness of any enforcement of drivers disregarding the restrictions. Under the boroughs decriminalised parking enforcement regime the Councils Civil Enforcement Officers have responsibility for enforcing these clearway restrictions.

10. Policy and Performance Agenda Implications

The scheme is in line with the objectives set out in the second South Yorkshire Local Transport Plan, and the associated Causality Reduction and Road Safety strategy, for improving road safety, accessibility and social inclusion

11. Background Papers and Consultation

Consultation letter and Feedback form sent to Ward Councillors, Maltby Town Council and the head teachers of the schools affected with Maltby and Hellaby Wards.

Contact Name: *Andrew Shearer, Transportation Planner, ext 2380,*
Andrew.shearer@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	20 April 2009
3.	Title:	Wood Lane, Brinsworth – Proposed no entry except for buses, pedal cycles and access
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of the statutory consultation regarding the proposal to prohibit entry except for buses, pedal cycles and access on Wood Lane, Brinsworth.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) the objections to the traffic regulation order is not acceded to;**
- ii) the traffic regulation order associated with the scheme be made; and**
- iii) the objectors be informed accordingly**
- iv) the situation be monitored and should the proposed Southern BRT scheme not be supported, the scheme be reappraised.**

7. Proposals and Details

Wood Lane Brinsworth originally served as an access road to the former Tinsley Marshalling Yard and locomotive maintenance depot. This area became derelict and has recently been redeveloped.

In anticipation of the Waverley development and the Council's policy to promote sustainable modes of transport, planning conditions were imposed on the developers requiring them to reconstruct Wood Lane as a bus only link road incorporating a pedestrian and cycle path. This included the installation of a rising bollard to prevent access to other motor vehicles.

These facilities have now been completed, but to compliment the physical measures constructed on site, it necessary to implement a traffic regulation order (TRO) to make Wood Lane "No Entry" except for buses, pedal cycles and access.

This proposal was advertised in January 2009 and two objections were received copies of which are attached in Appendix A.

If Wood Lane was opened to all traffic it could be used as a "rat run" to avoid queuing traffic at junction 33 of the M1. Potentially it offers alternative links to central Rotherham, the M1 junction 34 at Meadowhall, M1 junction 35 and possibly Doncaster and the A1 via the A630. It would be undesirable to allow the extra traffic this would generate on to the primarily residential roads of Brinsworth.

The objectors express an aspiration to see Wood Lane opened to all traffic because it would be a convenient link from Brinsworth to the Sheffield Parkway for residents. It would also reduce to a certain degree traffic in Catcliffe.

Cabinet Member will be aware of the Southern Bus Rapid Transit (BRT) scheme. Wood Lane will become a key link in this proposed southern route. Allowing further traffic onto Wood Lane and consequently Brinsworth Road and Bonet Lane would increase the proposed bus journey times and undermine its business case, and the SYPTE support the need for this 'bus priority' facility to be retained. The bus priority measures have also received the support of South Yorkshire Police.

Bearing in mind the above it is considered that the objections should not be acceded to and that TRO confirming the status of Wood Lane as 'no entry except for buses, pedal cycles and access' should be implemented.

However, should the Major Schemes Business Case for the Southern BRT scheme not be supported or require further consideration it is recommended that the situation be reassessed.

8. Finance

The costs providing the necessary traffic signs associated with the TRO have been met by the developer. The cost of making the TRO will be met from 2009/10 revenue budgets.

9. Risks and Uncertainties

None

10. Policy and Performance Agenda Implications

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

South Yorkshire Police have confirmed that they have no objections to the proposals.

11. Background Papers and Consultation

A copy of the letters of objection is attached as Appendix A.

A plan showing the proposed TRO on Wood Lane is attached as Appendix B.

Contact Name: *Simon Quarta, Engineer, 2959
simon.quarta@rotherham.gov.uk*

Mr A. CHABTHAM

7 FARM CLOSE

BRINSWORTH

560 5ER

29-1-09

Dear Sir

I wish to object about Wood Lane
Brinsworth only allowing Buses to use it.
I can't see the point in having a new road
built and not allowing cars to use it.
Instead to get from Brinsworth to either
Morrisons / Parkway / motorway or any of the
offices on Europa way I have to detour
via Catcliffe negotiating speed bumps /
roundabouts / infants school / narrow streets /
potholes & creating pollution to get to
my destination when I could use a new
road that is not affecting anyone else.
could you also tell me how many buses a day
use Wood Lane and why it would be
detrimental for cars to use it also?

Yours faithfully A. Chabtham

Road Traffic Access Order

I would like to object to the ruling on Wood Lane.

Having spent so much money on repairing the short road way, the First Bus Group have no plans to run a bus service down Wood Lane.

Living nearby I walk down Wood Lane most days and I've never seen a bus go down this route. Also the automatic barrier has been locked off for the last three months.

Why spend all this money on this short road way, with new street lights, tarmac, curbs, signs and a new roundabout at the bottom when no one can use it.

Let's open the road to all vehicles.

This will give easier access to the sheffield Parkway for the local community and reduce traffic through Brinsworth and Catcliffe

12 HIGH MAZEL CRES

CATCLIFFE

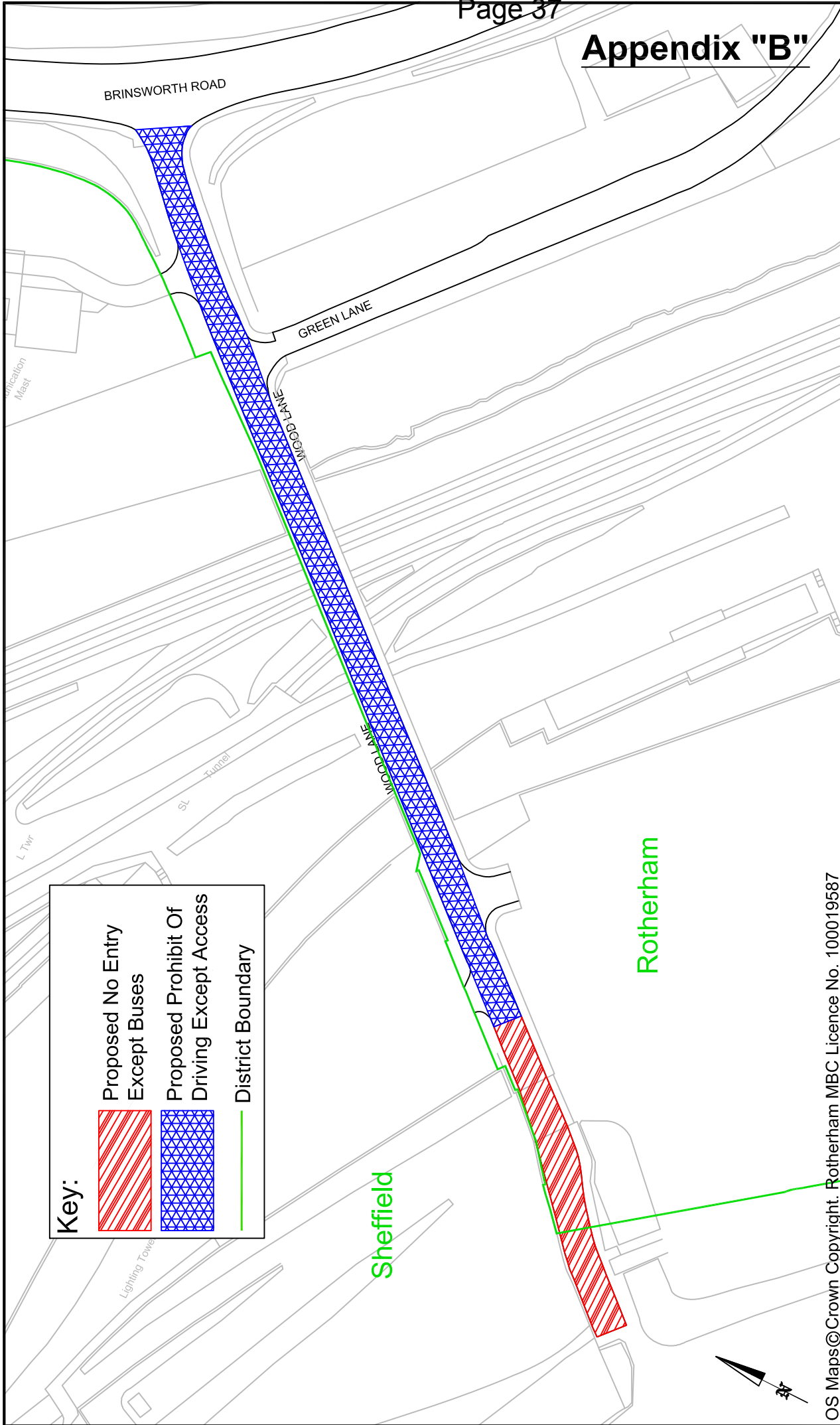
ROTHERHAM

S60 5SD


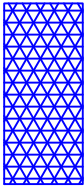

MR. D. M. HIGHFOOT
MR. D. M. HIGHFOOT

LEGAL & DEMOCRATIC SERVICES					
21 JAN 2009					
	NF				
FILE No.					
TO FILE					


Appendix "B"



Key:

-  Proposed No Entry Except Buses
-  Proposed Prohibit Of Driving Except Access
-  District Boundary

OS Maps©Crown Copyright. Rotherham MBC Licence No. 100019587

 <p>Rotherham Metropolitan Borough Council Environment & Development Services</p> <p><small>Strategic Director: Karl Batteraby Bsc (Hons) MTPL MRTPI</small></p>	<p>Client:</p> <p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>	<p>Title Proposed No Entry Except Buses & Proposed Prohibition Of Driving Except Access Wood Lane, Brinsworth</p> <p>Dwg. No. 126/18/TT464</p> <p>Drawn PH</p> <p>Date May 08</p> <p>Chd. by ASB</p> <p>Scales (if A4) 1:1000</p>
---	---	---

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	20th April 2009
3.	Title:	The Education and Inspections Act 2006 Consultation for the Sustainable School Travel Strategy
4.	Directorate:	Environment and Development Services

5. Summary

To seek Cabinet Member's approval to approve the final version of the Sustainable School Travel Strategy.

6. Recommendations

Cabinet Member is asked to:

(i) Note the consultations and responses in this report undertaken in accordance with the Council's Consultation and Community Involvement Framework.

(ii) Approve the final version of the document.

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

7. Proposals and Details

Cabinet Member will recall my report of 15th December 2008 about the Education and Inspections Act 2006 which outlined the main features of the Act. The report also referred to part of the Act which places a statutory duty on local authorities to publish a School Travel Strategy. Cabinet Member approved a draft of the Strategy and authorised consultation to take place in accordance with the Council's Consultation and Community Involvement Framework (CCIF). Accordingly, the following consultees have been asked to comment on the Strategy:

- Parents (via schools)
- Police and PCSO's with school responsibilities
- Head Teachers and School Governors
- Children and Young People Services
- Rotherham NHS
- Area Assemblies
- South Yorkshire PTE
- South Yorkshire Police
- Other Stakeholders as required

The draft has also been publicised on the Council's website.

Other than requests for a few typographical changes, consultees made no other comments about the draft and many welcomed its 'straight to the point' layout. Cabinet Member is therefore asked to approve the amended final Sustainable School Travel Strategy (attached as Appendix A).

8. Finance

It is anticipated that existing funding allocations will be adequate to implement the majority of the Strategy with support from DCSF bursaries for our School Travel Advisor / grants to schools and from Local Transport Plan allocations for school related projects.

9. Risks and Uncertainties

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

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

10. Policy and Performance Agenda Implications

The Sustainable School Travel Strategy has a comprehensive impact on our overarching goals including Rotherham Alive, Learning, Achieving and Safe. The

Strategy also contributes to aims and objectives of Community Strategies, Local Transport Strategy and the Healthy Schools / Sustainable Schools Initiatives.

11. Background Papers and Consultation

As stated previously, the Sustainable School Travel Strategy consultation conforms with the Council's Consultation and Community Involvement Framework.

Contact Name: Paul Gibson, Senior Transportation Officer, x2904.
paul.gibson@rotherham.gov.uk.

Sustainable Schools Travel Strategy

2009

1.0 INTRODUCTION

1.1 The Education & Inspections Act 2006

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

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

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

1.2 The Sustainable Schools Travel Strategy

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

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

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

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

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

1.3 Targets and Objectives

There are five key objectives relating to school travel:

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

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

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

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

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

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

Related LTP targets and objectives are shown in Appendix A

2.0 STRATEGY DELIVERY

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

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

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

3.0 FINANCIAL IMPLICATIONS

The Government's Department for Children Schools and Families (DCSF) allocated an annual bursary of £37,000 from March 2006 until March 2010 to fund the introduction of Travel Plans in schools. The majority of the bursary has funded a School Travel Plan Advisor and as a result, all Rotherham schools have an active Travel Plan (Autumn 2008). The DCSF has allocated a further £22,800 per year from March 2008 to March 2012 to implement the requirements of the Education and

Inspections Act 2006. The funding will be used to meet statutory duties outlined in section 1.1.

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

The Strategy and funding sources will be reviewed in 2012.

Appendix A: Wider LTP Targets and Objectives

Modal Shift (Reduce Car Use)				
Aspirations	Source	Progress	Strategy contribution	Timescale
To Reduce journeys to school made by car across South Yorkshire	LTP	Rotherham currently has lower car use than the South Yorkshire average.	Modal shift campaigns and promotional work to help reduce car use.	2011
To reduce car journeys & taxi use on school journeys. To increase car sharing where it is the most appropriate mode of travel.	RMBC STP	Currently Rotherham has a 36.79% car, car share & taxi use in primary schools and 13.95% in secondary schools.	Modal shift campaigns and continual progress on school travel planning will help meet these targets	2011
Increase the number of school children receiving cycle training on a year by year basis across South Yorkshire.	RMBC Planning and Transportation	In 2007/08, 1141 children received cycle training. Target of 1500 set for 2008/09	This strategy supports the cycling strategy	Ongoing
Choice				
Aspirations	Source	Progress	Strategy contribution	Timescale
To improve choice of mode of travel to school	SYPTTE	Education and Safety Programme which also offers pupils advice on journey planning and timetable reading.	Partnership work with the SYPTTE	Ongoing
To improve choice of mode of travel to school	RMBC Planning and Transportation	Infrastructure around schools mapped to provide info on available modes of travel.	Identify gaps in the travel infrastructure to provide more sustainable travel choices.	Ongoing

Safety				
Aspirations	Source	Progress	Strategy contribution	Timescale
To reduce by 5% the number of criminal behaviour incidences on public transport to and from school.	SY authorities & SYPTE	For the financial year 2007/08, 408 incidents were reported to SYPTE, making 98.68% of journeys incident free.	Partnership work with the SYPTE and the managing the criminal behaviour policy will reduce incidences on school transport.	2010
To reduce child Killed and Serious Injury (KSIs) accidents by 25% from 2001-2004 base year average, in line with BV99b indicator, but subject to change when new NI48 targets are set.	LTP LAA	Rotherham's base year average was 19 child KSIs, giving a target of 14 by 2010. Child KSIs have seen a downward trend since 2001 but there were 20 child KSIs in 2007.	Collaborate with Road Safety on engineering and education work will contribute to meeting this target.	2010
To provide schools with an enhanced level of Road Safety education targeting those with the highest related child KSI's.	Prioritisation of schools for Road Safety education report	Priority schools will receive enhanced support during the academic year.	Collaborate with Road Safety education, school travel planners and SYPTE.	July 2009
Increase the numbers of children receiving pedestrian training.	RMBC Planning and Transportation	The numbers of children receiving pedestrian training has remained fairly constant for the last 3 years.	Collaborate with Road Safety education and schools to increase the number of pupils trained.	2010
To increase the number of children receiving cycle training to 1800 in the financial year 2009/10.	RMBC Planning and Transportation	In the financial year 2008/09 1344 children and young people were trained to 'Bikeability Level.	This strategy supports the cycle training and promotion of cycling.	March 2009

Health and Wellbeing				
Aspirations	Source	Progress	Strategy contribution	Timescale
To ensure at least 95% of Rotherham schools achieve Healthy Schools status	DCSF and DH targets	105 (81%) of schools have so far achieved Healthy Schools status (April 2008). And 100% of schools are recruited to the programme.	Promoting active travel amongst children, young people and parents /carers	December 2009
To achieve a 200% increase in cycling to schools based on 2001 baseline.	Rotherham Cycling Action Plan	Data from the January 2007 Census shows that 0.3% of children and young people cycle to and from school/college. By 2011 we are aiming for this figure to be 0.9%.	Encourage cycling to school.	2011
Raising Awareness				
Aspirations	Source	Progress	Strategy contribution	Timescale
To increase the number of people using the getting to school website annually.	RMBC Planning and Transportation	The website was launched in 2007.	The promotion of the website through schools and in the admissions booklet should increase the numbers.	Ongoing
To increase the proportion of school children engaged in a sustainable travel project each academic year.	RMBC Planning and Transportation		Partnership work with the NHS Rotherham and SYPTE will help engage higher numbers.	July 2009

APPENDIX B - SUSTAINABLE SCHOOL TRAVEL ACTION PLAN

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

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

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

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

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

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

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

STP = School Travel Plans, **LTP** = Local Transport Plan, **C&YPS** = Children & Young Peoples Service, **SYPTE** = South Yorkshire Passenger Transport Executive, **LSC** = Learning Skills Council, **RBT GIS** = Rotherham Borough Together, geographic information system, **RTA** = Road Traffic Accident, **SEN** = Special Educational Needs, **DH** = Department of Health, **LAA** = Local Area Agreement, **FE** = Further Education.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development Services
2.	Date:	20 April 2009
3.	Title:	Local Transport Plan Capital Programme 2009/10
4.	Programme Area:	Environment and Development Services

5. Summary

The report outlines the Council's proposed LTP capital programme for 2009/10, as part of the South Yorkshire programme. Details of the individual programmes can be found in the three appendices attached to this report.

6. Recommendations

That Cabinet Member resolves to: -

- (a) note the specific allocations for Integrated Transport and for Maintenance for 2009/10, and**
- (b) agree the principle of the proposed programmes in the appendices as the basis for detailed design and implementation during 2009/10.**

7. Proposals and Details

In a report to the Joint Meeting of Cabinet Members for Regeneration and Development and Streetpride on 7 January 2008 (Minute Number 11 refers) the Local Transport Plan capital expenditure settlement for the three years, 2008/09, 2009/10 and 2010/11 was outlined.

This report deals with the proposed programme for Integrated Transport (IT) and Maintenance for 2009/10.

The Department for Transport announced the three year settlement for South Yorkshire on 27th November 2007 in which South Yorkshire received a total block allocation of £37,525,000 for 2009/10, made up of £22,899,000 for Integrated Transport and £14,626,000 for Maintenance.

Furthermore, recent discussions have been held between the Department for Transport and the Yorkshire and Humberside Region regarding the Regional Funding Allocations for Major Schemes which may lead to funds being vired from Major Schemes to the Integrated Transport and Exceptional Maintenance schemes. If this virement is confirmed then there will be an additional allocation to be awarded to South Yorkshire for use on strategic schemes. A bid has been made for monies from this additional allocation but a decision on whether this has been secured is still awaited.

Integrated Transport

As in the 2008/09 financial year, 50% of the Integrated Transport block (approximately £11.5m) has been allocated to the Passenger Transport Authority for sub-regional / strategic proposals across South Yorkshire. This funding is referred to as the South Yorkshire Strategic Pot and includes work on key bus corridors, congestion schemes to progress the Congestion Delivery Plan and the "worst-first" road safety project and the supplementary programme of works that support the Objective 1 programme.

An initial meeting has been held to apportion the £11.5m strategic allocation and Rotherham has received £1,073,000 and £350,000 from the Objective 1 programme for work in Rotherham on these strategic programmes.

In addition, there will be spending on some jointly promoted county-wide schemes in Rotherham and these are also identified in Appendix A. Therefore, Rotherham's local programme no longer includes work on the Key Bus Routes (formally Quality Bus Corridors) or on our larger congestion schemes.

The remaining £11.45m has been apportioned as previous years which results in Rotherham being allocated £2,244,000 for 2009/10 for its own local priority schemes.

The local programme includes Local Safety Schemes targeted at locations with a history of treatable accidents, smaller scale traffic management and traffic calming schemes and controlled pedestrian crossings at places where people experience the most difficulty crossing the road. As part of the accessibility agenda we will again be working closely with the Housing Market Renewal and Gateway initiatives to maximise the benefits of their proposals and the accessibility planning elements of the LTP capital programme.

An additional £500k of funding has also been received from the South Yorkshire Strategic Pot to cover budget overspend on the A631 West Bawtry Road improvements. As this overspend was originally covered by the Integrated Transport programme the additional £500k will be allocated to the IT programme. This should go some way to offsetting the reduced funding in previous years.

The total funding available for the local priority schemes in the 2009/10 IT programme is £2,744,000.

The provisional programme for 2009/10, including the strategic allocation and partnership schemes to be carried out within the Borough, is shown in Appendix A.

Maintenance

The allocation of Local Transport Plan capital expenditure for maintenance for Rotherham is £2,188,000 in 2009/10. This has been allocated as shown below: -

Highway Maintenance	£1,482,312
Bridge Maintenance	£565,891
Street Lighting	£139,477

In addition the Department for Transport has now confirmed an award of £4,300,000 to the exceptional maintenance scheme on the A630 Centenary Way.

Funding of £5,000,000 over three years has been allocated towards Highway Maintenance from the Councils capital funds, of which £2,650,000 is programmed to be spent during 2009/10.

In addition, £580,000 of Council revenue funding has been allocated to Highway Maintenance during the 2009/10 programme.

Bridge Assessment and Strengthening

The programme for Bridge Assessment and Strengthening includes the ongoing principal inspections, other investigation works and development of Asset Management as well as repair works on a number of bridges, footbridges and underpasses. The provisional programme is shown in Appendix B.

Highway Maintenance

The proposed programme for highway maintenance works is shown in Appendix C.

Street Lighting

This year £139,477 has been allocated from the LTP for improvements to the street lighting stock in Rotherham.

8. Finance

This report deals with the finance of the Local Transport Capital Programme for 2009/10.

9. Risks and Uncertainties

There is a risk that the full programme expenditure will not be achieved, particularly as the Integrated Transport programme has increased significantly from previous years. Monitoring systems have been reviewed and amended in response to this in order to improve programme management to ensure that the funds will be fully spent in working towards the Local Transport Plan objectives.

10. Policy and Performance Agenda Implications

Transport and the LTP/APR 'score' are crucial to our CPA assessment. As a means to various ends, accessibility and high quality transport systems and infrastructure are vital if we are to achieve the aims of the Community Strategies and the Corporate Plan.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2006-11

Contact Name:

Tom Finnegan-Smith, Senior Engineer, Planning and Transportation,
extension 2967, tom.finnegan-smith@rotherham.gov.uk

Appendix A – Proposed Integrated Transport Programme

* Denotes that scheme funding is still to be confirmed

SCHEME	Objective 1 LTP Funding	RMBC LTP Funding	Strategic LTP Funding	PTE Funding
Bus Infrastructure Schemes				
Carry over from 08/09				
Ravenfield Crossroads		200,000		30,000
New schemes				
Bus Hotspots - General assessment				2,500
Rawmarsh Hill, Parkgate				2,500
Canklow Road j.w Sheffield Road				5,000
Aston Comprehensive		12,500		42,500
Swinton Bridge				7,500
RID				10,000
BRT North and South MSBC development		30,000		
Sub Total	0	242,500	0	100,000
Bus Lanes				
Rotherham - Dearne (South) Key Route				
Rawmarsh Circle improvements	50,000			
Sub total	50,000	0	0	0
Rotherham Central Core - Thrybergh Ext Key Route				
Completion of Paramics model				2,500
Consultation				40,000
Whinney Hill Bus Lane				10,000
Fitzwilliam Road Bus Lane				62,500
College Road				200,000
*Mushroom Roundabout Feasibility study			50,000	
Sub total	0	0	50,000	315,000
Rotherham - Maltby Key Route				
Bus stop improvements				60,000
Addison Road				15,000
RID Traffic signals improvements				50,000
Sub total	0	0	0	125,000
Rotherham - Chapeltown Key Route				
Bus stop improvements				60,000
*A629 Rotherham TC to Thorpe Hesley Route improvements			210,000	
Sub total	0	0	210,000	60,000
Rotherham - Swallownest				
Bus stop improvements				20,000
Moorgate Road, RDGH				10,000
Aston Comp contrib				30,000
Sub total	0	0	0	60,000

SCHEME	Objective 1 LTP Funding	RMBC LTP Funding	Strategic LTP Funding	PTE Funding
MOVA				
Lime Grove / Station Street, Swinton		9,000		
A631 High St / B6427 Grange Lane, Maltby		9,000		
A633 Dale Rd / Kilnhurst Rd, Rawmarsh		9,000		
A6022 Rockingham Rd / Church St / Golden Smithies Lane, Swinton		9,000		
Sub total	0	36,000	0	0
BUS LANES Sub Total	50,000	36,000	260,000	560,000
Cycling				
Cycle Parking		10,000		
Link from Thurcroft to Thurcroft / Dinnington utility route	5,000			
SUSTRANS Connect2 project		10,000		
Cycle Training		40,000		
*Rotherham Cycle Network			25,000	
Sub Total	5,000	60,000	25,000	0
Local Safety Schemes				
Carry over from 08/09				
A618 / School Road, Wales - junction imp		185,000		
B6060 Morthern Road / Kingsforth Lane, Thurcroft - junction imp		150,000		
A6123 Herringthorpe Valley Road / Mowbray Street / Bdway East		25,000		
A630 Doncaster Road / Oldgate Lane junction, Dalton		70,000		
B6090 Cortworth Lane / Coley Lane junction, Wentworth		15,000		
M18 / A631 junction, Hellaby		20,000		
Woodman roundabout Swinton		20,000		
A631 Bawtry Road / Fairways junction, Wickersley		25,000		
A631 Tickhill Road, Maltby		50,000		
A631 Rotherham Road / Rolleston Avenue, Maltby		20,000		
Bonet Lane / Brinsworth Lane		25,000		
Flanderwell Lane		4,000		
A57 / B6067 Worksop Road junction, Aston		5,000		
New schemes				
AIP studies 10/11		2,000		
Todwick Road/Common Road junction		23,000		
Parkway M1 bound at junction 33		10,000		
Middle Lane Road Safety and Accessibility improvements		100,000		
A631 Bawtry Road/Morrisons access, Bramley		10,000		
A633 Chain Bar roundabout		12,000		
Roughwood Road/Fenton Road junction		10,000		
A633 at Grafton Bridge		12,000		
A631 Bawtry Road at Wickersley roundabout		10,000		
A629 approaching M1 junction 35		23,000		
A6022 Church Street/Queen Street junction		23,000		

SCHEME	Objective 1 LTP Funding	RMBC LTP Funding	Strategic LTP Funding	PTE Funding
B6089 Stubbin Road/Hoover Road junction		10,000		
Hill Top Lane, Dalton Magna		40,000		
Aldwarke Lane (bend outside Cap Gemini)		12,000		
Coach Road/Munsbrough Rise/Fenton Road junction, Gbro		10,000		
A631 Tickhill Road, Maltby – Aven Ind Park to boro bdy		33,000		
A633 Rawmarsh Hill		7,000		
*Speed Management Strategy - Reviews			50,000	
Town Centre 20mph zone		50,000		
Sub Total	0	1,011,000	50,000	0
Miscellaneous				
Air Quality Monitoring Equipment			15,000	
LTP Management		20,000		
Sub Total	0	20,000	15,000	0
Road Crossings				
Carry over from 08/09				
High St, Kimberworth Winterhill		30,000		
Lime Grove / Station Street, Swinton	15,000	10,000		
Braithwell Road, Maltby		20,000		
Aughton Road / Alexandra Road		10,000		
New schemes				
Main Street, Swallownest		25,000		
St Bedes School, A629 Upper Wortley Road		75,000		
Sub Total	15,000	170,000	0	0
New Roads / Junctions				
Carry over from 08/09				
A57(T) M1 to Todwick Crossroads			300,000	
Waverley Link Road			250,000	
College Road SYITS			25,000	
New Schemes				
*Northern Orbital Route			100,000	
*Dearne East access route			25,000	
Guest and Chrimes Bridge		50,000		
Sub Total	0	50,000	700,000	0
Traffic Management / Calming				
Carry over from 08/09				
*Town Centre Transport SOR Study			50,000	
Wellgate / Hollowgate route improvements				
Phase 1		235,000		
Loading bays		75,000		
Fitzwilliam Road / Mowbray Street Gap closure		20,000		
Flanderwell Lane, Sunnyside - accessibility imps inc zebra		80,000		
Urban Traffic Management & Control	50,000			
Variable Message Signing	50,000			
Pool Green Crossroads			483,000	
Bramley Traffic Management Scheme		20,000		

SCHEME	Objective 1 LTP Funding	RMBC LTP Funding	Strategic LTP Funding	PTE Funding
New Schemes				
*A6021 Roth TC to Wickersley Route imp Doncaster Gate / Howard Street / College Street		5,000	50,000	
Broom Avenue, Broom		60,000		
Mansfield Road j.w. Moorgate, Roth TC		3,000		
Westgate / Corporation Street / Ship Hill		3,000		
Flash Lane		20,000		
Sub Total	100,000	521,000	583,000	0
Demand Management Measures				
Carry over from 08/09				
<i>Town Centre CPZ</i>		10,000		
<i>Wellgate North</i>		10,000		
<i>Wellgate South</i>		12,500		
<i>Boston Castle</i>		10,000		
Sub Total	0	42,500	0	0
Travel Planning				
TravelWise / Green Commuter Plans		10,000		
Accessibility Planning North	20,000			
Accessibility Planning Central	20,000			
Accessibility Planning South	20,000			
School Keep Clear Enforcement		5,000		
Lower Don Valley Area		3,000		
Car Share Scheme		2,500		
Greasbrough / Kimberworth Area		3,000		
Maltby Area		3,000		
School Travel Plan Projects		10,000		
Sub Total	60,000	36,500	0	0
Walking				
Carry over from 08/09				
Hollings Lane, Thrybegh - Footpath link	20,000			
Doncaster Road Accessibility scheme				
Phase 1		165,000		
Phase 2		180,000		
Phase 3 - Development		100,000		
Knollbeck lane, Brampton Bierlow	100,000			
Quarry Lane / Cramfitt Road, N Anston - Footway		25,000		
Addison Road, Maltby		20,000		
Fitzwilliam Street, Swinton		15,000		
East Herringthorpe to Dalton Link		38,500		
Ridgeway footway link		5,000		
Spencer Drive Ravenfield		6,000		
Sub Total	120,000	554,500	0	0
Rotherham's Local Scheme Funding		2,744,000		
Strategic Scheme Funding in Rotherham (*includes £560k bid still to be confirmed)			1,633,000*	
Partnership Funding in Rotherham	350,000			660,000
TOTAL IT FUNDING IN ROTHERHAM 2009/10				£5,387,000

Appendix B – Proposed Bridge Assessment and Strengthening Programme

Scheme	Description	Estimated Costs
Principal Inspections		£100,000
Assessments		£20,000
Asset Management		£60,000
Victoria Street, Swinton	Strengthening of service covers	£50,000
Woodhouse Mill, South, Woodhouse	Repairs to spalling concrete	£20,000
Woodhouse Mill, North, Woodhouse	Footpath waterproofing repairs	£5,000
Chantry Bridge, Rotherham	Deck waterproofing	£80,000
James Street, Masbrough	Repairs to footbridge stair treads	£10,000
Clough Street, Masbrough	Repairs to bank seats, bearing and joints	£8,000
Main Street, Rotherham	Waterproofing of railway bridge	£10,000
Effingham Square Viaduct, Rotherham	Impressed Current Cathodic Protection Repair	£20,000
Rawmarsh Road, Rotherham	Canal bridge – joint replacement	£25,000
Rawmarsh Road, Rotherham	Railway bridge – joint replacement	£25,000
Halmshaw Bridge, Swinton	Repainting corroded steelwork	£10,000
National Grid Underpass, Rotherway	Recoating of corroded Armco	£15,000
Centenary Way Railway/Canal Bridge	Joint repairs	£15,000
Station Road Culvert	Replacement	£80,000
Kilnhurst Road Culvert	General repairs and repoint	£13,000
TOTAL BRIDGE ASSESSMENT AND STRENGTHENING 2009/10		£565,891

Appendix C – Proposed Highway Maintenance Programme

Road	District	Description	Estimate
LTP			
Denby Way	Bramley	Carriageway Surfacing.	£258,599
Royds Moor Hill	Whiston	Carriageway Microashphalt With Fibre.	£38,817
Little Common Lane	Whiston	Carriageway Microashphalt With Fibre.	£16,224
Morthen Lane	Morthen	Carriageway Microashphalt With Fibre.	£33,072
Doncaster Road	East Dene	Carriageway Microashphalt With Fibre.	£114,682
Maintenance & Construction	Various Items	Scheme Fees.	£51,909
Nursery Road	North Anston	Carriageway Surfacing.	£180,000
Barbers Avenue	Parkgate	Carriageway Surfacing.	£30,000
Aughton Lane	Aston	Carriageway Surfacing	£150,000
Maintenance & Construction	Various Items	Scheme Fees.	£39,091
Wellgate	Rotherham Twn Centre	Carriageway Surfacing.	£167,440
Herringthorpe V Rd S/Rd 1 East	East Herringthorpe	Footway Surfacing.	£18,833
Worksop Road	Swallownest	Footway Surfacing.	£20,000
Meadowbank Road	Meadowbank	Footway Surfacing.	£40,000
Maintenance & Construction	Various Items	Scheme Fees.	£44,802
Dale Hill Road	Maltby	Carriageway Surfacing.	£210,000
Total LTP Maintenance Funding			£1,482,312
DfT Exceptional Maintenance			
Centenary Way	Canklow	Carriageway Reconstruction.	£4,300,000
Total DfT Exceptional Maintenance Funding			£4,300,000
Principal Roads			
Tickhill Road	Maltby	Carriageway Surfacing.	£404,234
Mansfield Road	Waleswood	Carriageway Surfacing.	£30,000
Maintenance & Construction	Various Items	Scheme Fees.	£119,047
Blyth Road	Maltby	Carriageway Thin Surfacing.	£250,000
East Bawtry Road	Broom	Carriageway Surfacing.	£350,000
Mangham Road	Parkgate	Carriageway Microasphalt With Fibre.	£120,000
Upper Wortley Road	Kimberworth	Carriageway Microasphalt With Fibre.	£70,000
Aldwarke Lane	Aldwarke	Carriageway Surfacing.	£120,000
Greasbrough Street	Masbrough	Carriageway Surfacing.	£300,000
Moorgate Road	Moorgate	Carriageway Surfacing.	£250,000
Doncaster Road	Hooton Roberts	Carriageway Surfacing.	£200,000
Doncaster Road	Thrybergh	Carriageway Surfacing.	£170,000
Wath Wood Road	Wath-Upon-Dearne	Carriageway Surfacing.	£90,000
Blyth Road	Maltby	Carriageway Surfacing.	£100,000
Total RMBC Capital Funding for Maintenance			£2,650,000
Total RMBC Revenue Funding for Maintenance			£580,000
TOTAL HIGHWAY MAINTENANCE PROGRAMME 2009/10			£9,012,312

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Regeneration & Development Services
2.	Date:	20th April 2009
3.	Title:	Final Evaluation of South Yorkshire Coalfields Merged SRB5/6 Scheme
4.	Programme Area:	Environment and Development Services

5. Summary

To inform the meeting of the main findings of the final evaluation report on the recently completed South Yorkshire Coalfield SB5/6 Scheme and to seek comments on its content. This was the biggest scheme in the country with a total of £96.5M of SRB grant, of which £22.56m was awarded to Rotherham projects

6. Recommendations

- **To note and comment on the report.**

7. Proposals and Details

The SRB Coalfield Partnership commissioned consultants MTL to evaluate the combined SRB5 and 6 schemes for the South Yorkshire Coalfield. The key aim of the report was to review the approach adopted by the managing Partnership to deliver the scheme and to provide an objective analysis of the delivery in relation to the emerging policy and practice, including assessing the economic impact the scheme has had on the SY coalfield area.

Overall the scheme has had mixed success across the boroughs, In terms of objective performance all the funding allocation was spent, and the core outputs achieved or exceeded targets. However, European match funding did not reach the level expected, largely due to processes involved in successfully bidding for funding and the level o sustainability of the projects has been lower than first hoped.

The specific impact of the scheme was difficult to quantify, as it is not possible to attribute impact within the borough solely to the SRB scheme. Evidence suggests that within Rotherham the scheme has contributed significantly to the economic development of the borough, particularly around the Town Centre, the Dearne and the Business Incubation agenda.

The headline conclusions of the Scheme evaluation are:-

- The scheme's achievements outweigh its shortcomings, although they are different from its original intended outcomes.
- The scheme's performance was helped by some external factors, notably a sustained period of economic growth and progressive national policies.
- Delivering the scheme has had to contend with very particular circumstances of intransigent acute disadvantage and structural economic weakness.
- During its operation, the scheme's programmes had to work alongside and adjust to very many other area-based initiatives, changes in organisations and institutions, and to priorities and resource allocations of other national, regional and sub-regional programmes.
- The original ambitions of the scheme were, consequently, progressively taken over by other policy instruments.
- Accordingly, the achievements and shortcomings of the scheme have been influenced by extraneous circumstances beyond the control of SYCP, such as activity funded by the much larger Objective 1 and Single Pot funding programmes.

Accomplishments of significance include:

- the prioritisation of resources under SRB to the area by GOYH and Yorkshire Forward;
- the original ambition for 'holistic' approaches to inclusive regeneration by SYCP;
- the endurance of the Partnership, the commitment to it by Yorkshire Forward and the engagement of others;
- the flexible and creative approaches which piloted initiatives that were subsequently absorbed and expanded through other programmes;
- meeting and exceeding the scheme's lifetime core outputs and spending the money as planned with, subject to economic contexts, potential for enduring impacts;

- adapting to investment priorities, notably New Deal, Objective 1, Yorkshire Forward, English Partnerships and LSC, by switching focus to neighbourhood renewal and inclusion;
- providing match funding to parts of the Objective 1 Programme, notably for Community Economic Development (Priority 4);
- supporting a strong third sector role in scheme delivery;
- helping to contribute to a relative closing of gaps in social and economic conditions between the coalfield area and the region as well as nationally.

Features constraining full effectiveness of the scheme include:

- it was a scheme based on a strategy for the South Yorkshire Coalfield rather than a programme strategy, resulting in some misplaced ambitions;
- not explicitly changing the scheme strategy and objectives in the light of other significant investment programmes;
- the scheme became 4 area-based initiatives instead of one scheme (with 7 programmes);

To summarise the lessons learnt by the Scheme:-

- **The scheme at times became project driven at the expense of a more strategically led approach.**
This has been subsequently picked up through the development of the Economic Plan for Rotherham, setting out a long-term strategic plan for the sustainable economic development of the Borough
- **Comparatively low financial (especially private sector) leverage for the Scheme, due to conflicting objectives and timescales of the different funding schemes.**
The two current main funding schemes for the Borough (ERDF and Geographic Programmes) are both managed by Yorkshire Forward and as such share the same set of aims and objectives. They also have a joint approval process, theoretically simplifying and speeding up endorsement.
- **The requirement to meet set outputs for the Scheme, mitigated against more innovative projects in favour of those that would have a much lesser risk in delivery.**
This has always been the case with external funding programmes. The current reduction in available funds further encourages the safer option to go for the lower risk projects which often have a less transformational impact but guarantee the money is spent.
- **The geographic coverage of the scheme encouraged projects covering all three Boroughs, delivering in many cases a greater impact and forging strong partnerships (i.e. “Invest South Yorkshire” inward investment project.)**
Joint working is continuing at both sub-regional and city region level, through activity such as the South Yorkshire Work and Skills Boards. This is likely to expand further with the advent of Multi Area Agreements (MAAs) and the push toward regional and sub-regional activities under Priorities 1 and 2 of the ERDF Programme.

The total number of projects supported by the Scheme within Rotherham was 156, with those with a total value of over £500,000 listed below:-

Code	Project	Total project cost (£)	SRB award (£)
RF 13	Met UK (<i>vocational training facility</i>).	7,937,049	270,000
RE 6	Moorgate Crofts	6,883,738	1,500,000
RE12	Magna Business Incubation Centre	5,152,389	487,804
RE 5	Speeds Building (<i>now Phoenix Business Centre on High Street</i>)	3,625,351	297,963
RE11	Magna Conference & Events Space	2,705,809	185,000
RE 8	Magna Business Park Feasibility Study (<i>incl. land purchase</i>)	1,589,857	127,715
RE 1	Business Engagement (<i>focus on manufacturing sector</i>)	1,480,887	602,999
RE 4	Economic Development Partnership (<i>incl Manager Post</i>)	1,434,161	417,395
RH 44	Valley Environmental Regeneration Programme	1,432,600	632,450
RF 12	Formula One (<i>advice and guidance for the unemployed and workless</i>)	1,276,812	439,082
RG 8	Brampton Healthy Living Centre Health Advocacy Service	1,037,890	74,455
RE 7	Town Centre Management & Tourist Information Centre	1,011,833	338,992
RH 34	CREATION Recycling Project	958,039	451,006
RH 40	Joint Partnership Neighbourhood Wardens	943,396	176,072
RH 30	Joint Partnership Development (<i>implementation of community action plans</i>)	918,711	276,116
RH 7	Community Development Workers – A Resource for Rotherham	870,817	729,977
RH 33	Wesley Centre Redevelopment Project	868,410	190,255
RH 16	Valley Healthy Living Centre	816,161	185,191
RE10	Rotherham Minster: Restoration and Access Project	801,799	171,823
RG 15	Life Chances for Children and Young People in Rotherham	766,515	385,509
RH 65	Rotherham Wardens	711,484	298,418
RG 5	Rotherham Burglary Reduction	585,325	211,400
RE 15	Jobs Brokerage 2	576,666	335,037
RH 15	RAIN Building	526,264	199,519
RH 1	Valley Community Partnership Early Start Up	515,713	461,512

Many of the projects within the SRB5/6 had a funding lifetime specific to the Scheme after which they either ended or sought to become financially viable. This was particularly true for Community Regeneration (Theme H), which is no longer supported through current funding programmes which are focused on the Lisbon Agenda priorities of growth and jobs.

A list of projects, which have continued post SRB, either through accessing continuation funding or through becoming financially self sufficient are given below

Code	Project
RA 19	REMA Rotherham Ethnic Minority Alliance
RA 30	Talbot Lane Phase 2
RA 32	Dinnington Area Regeneration Trust Worker
RB 2	Credit Union
RB 5	Tassibee Project

RC 8	Rotherham Children's Information Service
RC 9	Speak Up Enterprise Scheme
RC 10	GROW Project
RC 18	The Unity Centre
RE 4	Economic Development Partnership (<i>now Achieving Board of LSP</i>)
RE 5	Speeds Building
RE 6	Moorgate Crofts
RE 7	Town Centre Management & Tourist Information Centre
RE 8	Magna Business Park
RE10	Rotherham Minster: Restoration and Access Project
RE11	Magna Conference & Events Space
RE12	Magna Business Incubation Centre
RE 15	Jobs Brokerage 2
RF1	Centre for New Technologies - MAGNA
RF 2	ROBOND
RF 5	North Anston Family Learning Centre
RF 13	Met UK
RF 14	Swinton Lock Adventure Centre
RF 16	Al Muneera Iqra Project
RF 17	Rotherham Youth Enterprise Business Support Centre and Services
RG 7	GROW Advocacy
RG 16	Multi Agency Approach to Racial Incidents (MAARI)
RG 17	Facilities at Rotherham Homeless Project Emergency Accommodation
RH 10	Eastwood Oakhill/Springwell Gardens
RH 11	Maximising community involvement & economic potential in the IDP areas
RH 12	Community Safety Facilitators
RH 14	Neighbourhood Wardens
RH 15	RAIN
RH 18	Well Lane Playground Improvement
RH 33	Wesley Centre Redevelopment Project
RH 34	CREATION Recycling Project
RH 37	Valley Play & MUGA
RH 41	Multi Purpose Outside Area - Treeton
RH 42	Community Resource Centre Improvements - Treeton
RH 55	Valley Community Learning Centre
RH 61	Wingfield Auditorium
RH 62	Children's Centre Development, Coleridge Road
RH 64	Digging For Health
RH 65	Rotherham Wardens

8. Finance

Rotherham received £22.96m pounds under the combined SRB5/6 scheme, which drew down a further £30.97m of public and £15.25m of private match funding. A list of the outputs delivered by these funds is attached to this report as Appendix 1. The majority of

output targets were exceeded, with any shortfalls being picked up by the other areas in the Scheme.

The cost of the evaluation was £40,000, which was paid for out of the Scheme's Management and Admin budget.

9. Risks and Uncertainties

SRB6 was the final SRB scheme and the programme has now ended.

The level of external funding available to Rotherham has fallen appreciably with the 2007-13 ERDF and ESF programmes and Yorkshire Forward's Single Pot/Geographic Programme the main remaining sources of funding available.

10. Policy and Performance Agenda Implications

The wide range of projects funded under the SRB6 Programme mean that it has contributed to the delivery of a large number of Community Strategy priorities. However, its main focus has been economic regeneration and it has made major contributions toward the achievement of the following priorities from the Achieving theme.

- Promote business start-ups, growth and inward investment
- Maximise employment opportunities for all by supporting disadvantaged communities into work.
- Improve skill levels of the working age population
- Improve access and remove barriers to employment
- Revitalise the town centre

11. Background Papers and Consultation

A copy of the full evaluation is available on request.

The report was discussed by CMT on 16th March 2009.

Colleagues in Finance were consulted on this report.

Contact Name:

Lee Viney

Economic Strategy Officer

Tel: 01709 82 3818

E-mail: Lee.Viney@Rotherham.gov.uk

Appendix 1 SRB Outputs for Rotherham

Output	Forecast	Actual	Variance
1A(i) Number of jobs created	1,194	1,120	-74
1A(ii) Number of jobs safeguarded	403	470	67
1A(iii) Number of jobs : construction weeks	6,046	6,247	201
1B Number of pupils benefiting from projects designed to enhance/improve attainment	20,850	30,062	9,212
1C Number of people trained obtaining qualifications	5,276	4,872	-404
1D Number of residents of target areas accessing employment through training or advice	2,620	2,498	-122
1F(i) Number of trained people obtaining jobs	1,523	1,451	-72
1F(ii) Number of these who were formally unemployed	1,586	1,494	-92
1G(i) Number of people entering self employment	233	235	2
1G(ii) Number of whom were previously unemployed	59	60	1
1H(i) Number of companies implementing training schemes	31	22	-9
1I Number from disadvantaged groups being targeted who obtain a job e.g. the disabled	365	340	-25
1J Number of young people benefiting from projects to promote personal and social development	24,787	36,820	12,033
1K(i) Number of employers involved in collaborative projects with education to improve student performance	613	849	236
1K(ii) Number of students involved in collaborative projects	7,879	7,251	-628
2A Number of new business start ups	173	174	1
2B(i) Area of new business/commercial floorspace	5,476	5,476	0
2B(ii) Area of improved business/commercial floorspace	7,457	10,018	2,560
2Ci No of businesses supported	215	355	140
2Cii Number of new businesses surviving 52 weeks	85	148	63

Output	Forecast	Actual	Variance
2C(iii) New businesses surviving 78 weeks	13	143	130
2D Number of businesses advised	1,750	1,930	180
5A(i) The number of people living in the target area who benefit from community safety initiatives	156,348	177,701	21,353
5D(i) Number of youth crime prevention initiatives	208	224	16
5D(ii) Numbers attending youth crime prevention initiatives	22,221	54,471	32,250
6A Hectares of land improved/reclaimed for open space	4	82	78
6B Hectares of land improved/reclaimed/serviced for development	3	2	-1
6C Number of buildings improved and brought back into use	9	9	0
6F Waste Management Schemes	1	1	0
Output	Forecast	Actual	Variance
8C Numbers of individuals employed in voluntary work	6,119	7,101	982
8D No of local employers with employee volunteering scheme	9	9	0
8E No of community enterprise start ups	41	38	-3
11A Number of people trained	408	658	250
11D No of people entering further/higher education	58	79	21
11F Number of People on work placement schemes.	3	12	9
13C No of small environmental schemes completed	113	195	82

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Cabinet Member for Regeneration and Development Services – Delegated Powers
2.	Date:	20 April 2009
3.	Title:	The Petition from Doncaster Gate Action Group with regard to the future use of Doncaster Gate Hospital. Affects Boston Castle Ward
4.	Programme Area:	Environment and Development Services

5. Summary

A petition from the Doncaster Gate Action Group was received on 4th March 2009, calling for the “saving of the Doncaster Gate Hospital buildings for community use rather than being sold to a private developer.”

6. Recommendations

That the petition is accepted and the petitioners be advised that the Council wishes to purchase the site for short to medium term use as Civic Offices as agreed at Cabinet in January 2009 (minute B168 21/01/09)

7. Proposals and Details

A petition was handed in at the meeting of the Council on 4th March 2009, its receipt was acknowledged and was forwarded the next day to the Director of Environment & Development Services for consideration.

The covering letter accompanying the petition states:

“A petition of over 760 signatures calling for the saving of the Doncaster Gate Hospital buildings and keeping them for community use not for profits of the developers is enclosed. We believe that this shows the strength of feeling of Rotherham people for the hospital, both architecturally and for its social history. Doncaster Gate Action Group”.

This petition arose amid fears of local people that the Doncaster Gate Hospital buildings would fall out of public ownership, in part be demolished, and the site sold to a private developer to be used for multi-storey apartments; as was proposed in a Master Plan commissioned by the Rotherham NHS Primary Care Trust. In May 2008 the Rotherham Heritage Association (RHA) met to discuss the situation and decided initially to petition for an extension to the Town Centre Conservation Area to include Doncaster Gate and the unlisted hospital buildings to give them some measure of protection from demolition as afforded by conservation area status, prior to their anticipated sale to a property developer. During this period a group of interested people formed the Doncaster Gate Action Group who contacted a number of local organisations informing them of their aims and seeking their support by signing a petition (with a closing date of 20th November 2008). The petition papers were headed with the following statement:

“Doncaster Gate Action Group”

“We have enclosed with this letter a petition for the saving of the buildings of Doncaster Gate Hospital and keeping them for community use not for profits for the developers. This Victorian ‘noble edifice’ represents a crucial part of Rotherham’s social history as well as being architecturally important. It was built and run through the contributions made by every section of society including those working in the surrounding factories. We are asking for you to collect signatures to support our aim and to present to the council to show how highly this building is regarded within the community... We believe that a valuable historic resource such as these buildings could be used for various activities including an interim library, local studies and archives centre, meeting rooms and provide safe, dry storage for the council, instead of renting unsuitable premises.”

The petition was supported by members of a range of organisations but by far the largest majority of signatures are those of local residents. The purpose of the petition has been overtaken by subsequent events: a report was submitted by the RMBC’s Conservation Officer in late 2008 to the Cabinet Member who supported the proposal to extend the Rotherham Town Centre Conservation Area that included the Doncaster Gate Hospital frontage buildings (Minute 106 13/10/08). Then in January 2009 the Cabinet gave its approval for the purchase of the Doncaster Gate Hospital site (Minute B168 21/01/09) recommending that provision be made in the Council’s capital programme for 2008/09, and in the Council’s Medium Term Financial

Strategy, for this transaction; the above authority to purchase being based upon the Council's need to obtain accommodation to satisfy a short to medium term requirement for temporary office accommodation. Subsequently RMBC submitted a Planning Application (RB2009/0276) on 06/03/09 for 'change of use of the premises to Civic Offices for a temporary period of 5 years'; the papers accompanying the application provide a detailed Design & Access Statement and explain "the need for development". The occupation of the building by the Council and its staff will protect the buildings in the short term, and will allow longer term proposals for the site to be developed; the document states: "maximising occupation of the existing buildings maintains the vibrancy of the site, removes vandal-prone unoccupied spaces and unsightly shuttering of doors and windows, and sustains daytime population and activity around the town centre".

On 20/03/09 English Heritage wrote to RMBC providing a copy of their decision notice with regard to a listing request they had received from a member of the public of the original hospital buildings, that date from c.1870; English Heritage's decision was not to list the hospital buildings, a detailed report was provided that outlined the history of the building and its architectural interest providing details of their reasons not to list the building.

8. Finance

There are no financial implications regarding the adoption of the recommendation.

9. Risks and Uncertainties

The proposed use removes risks and uncertainties concerning the future of the site in the short term.

10. Policy and Performance Agenda Implications

The proposed aim of the petition supports initiatives for regeneration and sustainability through the retention of larger buildings and their setting. The purchase of the Doncaster Gate Hospital by the Council for its short to medium term use will permit the development of the Council's Renaissance programme and support its strategy for moving staff out of its offices to release sites for redevelopment.

11. Background Papers and Consultation

The petition will be available for inspection in the Members Room prior to the meeting.

12. Contact Name:

Originating Officer: - Peter Thornborrow, Conservation & Urban Design Officer, Ext. 3811 e-mail: peter.thornborrow@rotherham.gov.uk

Divisional Manager: - Phil Turnidge, LDF Manager, Forward Planning, Ext. 3888 e-mail: phil.turnidge@rotherham.gov.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

Document is Restricted

Document is Restricted

Document is Restricted

Document is Restricted

By virtue of paragraph(s) 1, 2, 3, 6 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted