

## **CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION**

**Venue:** \*Rooms 3/4 (Training Room),      **Date:** Monday, 1st March, 2010  
2nd Floor, Bailey House,  
Rawmarsh Road,  
ROTHERHAM. S60 1TD

**Time:** 10.30 a.m.

\*Please note the venue for this meeting.

### **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 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting re: Treeton Institute Garage Site (Page 1)
4. Report re: Opening of e-tenders (Pages 2 - 3)
  - to record the opening of the e-tenders.
5. Employability Partnership Project with Cluj, Romania (Pages 4 - 18)  
Simeon Leach, Economic Strategy Manager, to report.
  - to seek approval to work with Cluj-Napoca and Arad Councils on a joint project for assisting people from the Roma and disabled communities back into employment.
6. Lime Grove/Station Street, Swinton: Ward 16 - Pedestrian Crossing Improvements (Pages 19 - 20)  
Tom Finnegan-Smith, Acting Transportation Unit Manager, to report.
  - to inform the Cabinet Member of a proposal to provide controlled pedestrian crossing facilities within the existing signalised Station Street/Lime Grove junction, Swinton.
7. Revised Scheme: Proposed Accessibility Improvements, Flanderwell Lane, Sunnyside (Pages 21 - 25)  
Tom Finnegan-Smith, Acting Transportation Unit Manager, to report.
  - to inform the Cabinet Member of proposed accessibility improvements for Flanderwell Lane.
8. Bus Rapid Transit - Major Scheme Business Cases (Northern and Southern Routes) (Pages 26 - 40)  
Tom Finnegan-Smith, Acting Transportation Unit Manager, to report.
  - to report the current position.

9. Rotherham Economic Regeneration Fund (RERF) - bid. (report attached) (Pages 41 - 43)  
Simeon Leach, Economic Strategy Manager, to report.
  - to consider a bid for RERF funding.
  
10. 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) (information relating to the financial or business affairs of any particular individual (including the Council)):-
  
11. All Saints Hoardings. (report attached) (Pages 44 - 47)  
Paul Woodcock, Director of Planning and Regeneration, to report.
  - to outline a project that will address the hoardings surrounding the former All Saints' Building at minimal cost to RMBC.
  
12. Town Centre Business Vitality Grants (Pages 48 - 51)  
Bernadette Rushton, Assistant Town Centre Manager, to report.
  - to consider a grant application.

**TREETON INSTITUTE GARAGE SITE**  
**Wednesday, 3rd February, 2010**

Present:- Councillor Smith (in the Chair); Councillor Swift.

**D1. TREETON INSTITUTE GARAGE SITE, TREETON**

Further to Minute No. 27 of 17<sup>th</sup> June, 2009, the meeting had been convened to consult Ward Members on the proposal by the Rotherham Primary Care NHS Trust to purchase the former garage site and adjacent land that was currently used by visitors to the Treeton Institute.

The Treeton Institute claimed to have owned part of the site, but a Land Registry search had confirmed that the whole site was in the ownership of the Council.

It was noted that Neighbourhoods and Adult Services had resolved the tenancy issues around the 2 garages concerned.

Councillor Swift stated that he could not support the selling of the car park leaving the Institute with no parking facility.

Resolved:- (1) That the sale of the whole site identified on the plan submitted by the Rotherham Primary Care NHS Trust proceed in accordance with Minute No. 27 of 17<sup>th</sup> June, 2009.

(2) That negotiations take place with Rotherham Primary Care NHS Trust regarding a possible division of the smaller car park to enable parking of Treeton Institute visitors.

(3) That should the Rotherham Primary Care NHS Trust not agree to (2), then the whole site be sold.

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

1.	<b>Meeting:</b>	<b>Cabinet Member for Economic Development, Planning &amp; Transportation</b>
2.	<b>Date:</b>	<b>1<sup>ST</sup> MARCH, 2010</b>
3.	<b>Title:</b>	<b>OPENING OF E-TENDERS</b>
4.	<b>Directorate:</b>	<b>Chief Executive's</b>

**5. Summary**

The purpose of this report is to record the opening of e-tenders for Top Soil.

**5. Recommendation:-**

That the action of the Cabinet Member in opening the e-tenders be recorded.

## **7. Proposals and Details**

E-tenders for the following were opened by the Cabinet Member for Economic Development, Planning and Transportation on 12<sup>th</sup> February, 2010:-

- Top Soil

## **8. Finance**

To secure value for money for the provision of top soil.

## **9. Risks and Uncertainties**

Service implications should top soil not be available for works and projects.

## **10. Policy and Performance Agenda Implications**

In accordance with financial and contractual requirements.

## **11. Background Papers and Consultation**

Emails: Category Manager

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<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1. Meeting:</b>	<b>Cabinet Member for Economic Development, Planning &amp; Transportation</b>
<b>2. Date:</b>	<b>1<sup>st</sup> March 2010</b>
<b>3. Title:</b>	<b>Employability Partnership project with Cluj (Romania)</b>
<b>4. Programme Area:</b>	<b>Environment and Development Services</b>

**5. Summary**

To seek Cabinet Member approval to work with Cluj-Napoca and Arad Councils (Romania) on a joint project for assisting people from the Roma and Disabled communities back into employment

**6. Recommendations**

- **To note the report.**
- **To agree that RMBC progress the joint bid with Cluj-Napoca and Arad**
- **To provide retrospective agreement on the signing by Rotherham MBC of a “Partnership Agreement” and “Statement of Eligibility” for the project.**

## **7. Proposals and Details**

During July 2009, Cluj –Napoca Council contacted Rotherham MBC, with whom they already had linkages, to ask if we would work with them as a partner on an European Commission funded project for supporting people back into employment; from the disabled and Roma communities. A further Romania partner, Arad, would also be involved.

It was agreed that the proposal needed further investigation and 2 officers, from EDS and Chief Executive's, went out to Romania to discuss the prospective bid in more detail.

Following these discussions it was agreed that RMBC would be a partner in this project and a Partnership agreement, to submit and further develop the project was signed by all parties (a copy signed by the Director of Planning and Regeneration for RMBC, is attached to this report)

Rotherham's main remit for the project is to provide expertise to the project, both on working with the disabled and Roma communities and more generally with engaging with employers and providing support to deprived people and communities to assist them back into training and employment. It is also hoped that the project will provide a useful learning experience for those Rotherham partners who are involved.

Initially a group from Romania will come to Rotherham to meet a range of practitioners and visit a number of employability and engagement projects. This will be followed by a visit to Cluj, where our "experts" will deliver a number of workshops/talks to staff from Cluj and Arad, on examples of our best practice.

In August 2009 Cluj-Napoca submitted an "expression of interest" for the project. This has now passed through the first 2 stages of the approval process and a full bid must be submitted. Further paperwork was required by Cluj, with a very short turn round time, as such the Director of Planning and Regeneration has signed and returned an eligibility statement on behalf of RMBC, a copy of which is attached to this report. A final decision on whether the project will be supported is expected in April/May.

We are currently compiling a pool of experts from Rotherham who will be involved in the project. This includes:-

Simeon Leach – RMBC, EDS (Project Co-ordinator)  
Peter Butters – Phoenix Enterprises  
Bev Booker – RMBC, CYPS  
Anne Ferguson – Speak up  
Neil Baxter – Bramalls & Chair of Work and Skills Board  
Gary Whittaker – Active Regen (social enterprise)  
Sue Skalycz – Job Centre Plus

## **8. Finance**

The activity will be of nil cost to Rotherham MBC as the costs of all eligible activity can be claimed from the project. Cluj-Napoca is the main project sponsor and as such has overall control and responsibility for the project budget.

### **9. Risks and Uncertainties**

The main financial risk to RMBC is that activity claimed for under the project may be ineligible to receive European funding support. Project management by the Economic Strategy Team, in EDS, will ensure this is not the case.

### **10. Policy and Performance Agenda Implications**

The project will meet the following priorities of the Community Strategy:-

- Maximise employment opportunities for all by supporting disadvantaged people into work.
- Improve access and remove barriers to employment.
- Increase the number of young people in education, employment or training.
- Support people on incapacity benefits to manage their condition and get back into employment where possible through the Condition Management Programme (CMP) and Pathways to Work.
- Address the disadvantage that individuals experience because of their gender, race, disability, age, sexual orientation or religion or belief. (All themes)

### **11. Background Papers and Consultation**

A breakdown of project activities for each partner is attached as an appendix to this paper.

Colleagues in Finance, Legal and Chief Executive's were consulted on this report.

Cllr. Hussain will also be kept abreast of project progress, should it proceed, in his position as Cabinet Member for Cohesion.

#### **Contact Name:**

Simeon Leach

Economic Strategy Manager

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Activitati/ Activities	Solicitant/ Applicant	Partener 1 (Arad)/ Partner 1	Partener 2 (Rotherham)/ Partner 2	Partener 3 (CAMP)/ Partner 3	Partener 4 (CRCR)/ Partner 4	Partener 5 Handicap/ Partner 5	Costuri/ Costs
<p><b>1.Cercetari si studii privind nevoile specifice ale diferitelor grupuri vulnerabile in domenii precum: noi forme si conditii de reabilitare profesionala si metode de lucru cu persoane vulnerabile, etc.</b></p> <p><i>Research and studies regarding the specific needs of the different vulnerable groups in fields like: new forms and conditions for professional reconversion and working methods for vulnerable persons etc.</i></p>	<ul style="list-style-type: none"> <li>- contractarea unui studiu privind factorii si cauzele care conduc la rata mica a participarii pe piata fortei de munca a persoanelor de etnie roma</li> <li>-achizitionarea serviciului</li> <li>- stabilirea obiectivelor cercetarii de catre solicitant</li> <li>- to contract a study on the causes and factors leading to low rate of participation in the labour market of the Roma people</li> <li>- buying the service</li> <li>-setting research objectives by applicant</li> </ul>	<ul style="list-style-type: none"> <li>-colaborarea cu cercetatorii implicati in studiu</li> <li>-furnizarea de date cu privire la grupurile tinta</li> <li>-facilitarea contactarii potentialilor participanti la studiu</li> <li>-collaboration with researchers involved in the study</li> <li>-providing data on target groups</li> <li>-facilitate contact with the participants in the study</li> </ul>	<p>Contribute suggestions towards the specification of the initial research/baseline.</p>	-	-	-	<p>Costul studiului sociologic ?</p> <p>Cost salarial pentru consilieri</p> <p>Cost server, domeniu web, designer pag. web, cost mediatizare etc. – parteneri propuneri</p> <p>- the cost of the sociological study</p> <p>- salary cost for advisers</p> <p>- Server cost, web domain, web page designer, media costs - partners proposals</p>
<p><b>2. Activități pentru dezvoltarea potențialului profesional al persoanelor vulnerabile și pentru identificarea și dezvoltarea oportunităților de ocupare, inclusiv formare profesională, grupuri de lucru, asistență, consiliere etc.;</b></p> <p><i>Activities for developing the professional potential of the vulnerable persons and for identifying and developing the job opportunities, including professional training, workshops, offering support, counselling.</i></p>	<ul style="list-style-type: none"> <li>- Contractarea furnizorului pentru formare</li> <li>- Acordarea de subventii pentru angajator</li> <li>- Contracting the training provider</li> <li>- Provides subsidies for employer</li> </ul>	<ul style="list-style-type: none"> <li>- Intermediere pentru contractarea furnizorului</li> <li>- Intermediation for contracting the provider</li> </ul>	<p>Cluj/Arad to visit Rotherham to meet practitioners and see activities in operation that could be part of the project.</p> <p>Involvement in the formation focus groups for each of the client groups (Roma, Disabled &amp; Employers) and act as facilitators/moderators in initial round of meetings</p>	<ul style="list-style-type: none"> <li>-Derulare de activitati de formare, calificare, recalificare</li> <li>-Ongoing training and retraining activities</li> </ul>	<ul style="list-style-type: none"> <li>-Derulare de activitati de consiliere vocationala si informare, mediere si de identificare a grupului tinta</li> <li>-Ongoing activities of vocational guidance and information, mediation and activities for identify the target group</li> </ul>	<ul style="list-style-type: none"> <li>-Derulare de activitati de consiliere vocationala si informare, mediere si de identificare a grupului tinta</li> <li>-Ongoing activities of vocational guidance and information, mediation and activities for identify the target group</li> </ul>	<ul style="list-style-type: none"> <li>-Cost masina achizitionata prin leasing ?</li> <li>-Costuri legate de retributia expertilor</li> <li>- Salarii consilieri</li> <li>- Costuri legate de derularea cursurilor de formare</li> <li>- Costuri cu constructia ?</li> <li>- Protocol, birotica, PC, subventii cursanti, premii</li> <li>- Deplasare UK</li> <li>-Cost of the car purchased by leasing?</li> <li>- Costs related to salary of the experts</li> <li>- Advisers wages</li> <li>-Costs related to conducting training courses</li> <li>-Construction costs?</li> <li>- Protocol, office costs,</li> </ul>

							PC, subsidies for students, prizes - Business travel UK
<p><b>3. Dezvoltarea și promovarea diferitelor forme de cooperare între angajatori, patronate, organizații sindicale, ONG-uri (asociații și fundații) și alți actori relevanți pe piața muncii în vederea identificării și promovării oportunităților de ocupare pentru grupurile vulnerabile;</b> <i>Developing and promoting different forms of cooperation between employers, unions, NGOs and other relevant institutions from the labour market.</i></p>	<p>-Organizare <b>workshop</b> cu angajatori, APL, ONG si <b>seminar</b> cu gr. tinta si angajatori, APL, ONG Experti</p> <p>- <i>Organize workshops with employers, LPA, NGOs and seminar with target groups and employers, LPA, NGOs, Experts</i></p>	<p>Organizare <b>workshop</b> cu angajatori, APL, ONG si <b>seminar</b> cu gr. tinta si angajatori, APL, ONG Experti</p> <p>-<i>Organize workshops with employers, LPA, NGOs and seminar with target groups and employers, LPA, NGOs, Experts</i></p>	<p>Expertiza UK, identificarea expertilor (estimare numar si salariu experti)</p> <p>-<i>UK expertise, identification of experts (estimate number and salary of the experts)</i></p>				<p>Inchiriat sala, transpost, cazare,protocol logistica ,traducatori echipament sonor pt traduceri, salariu experti</p> <p>- <i>Room rent, transport, accommodation, protocol, logistics, equipment, audio translators for translations, salary of the experts</i></p>
<p><b>4. Activități inovatoare, interregionale și transnaționale în vederea îmbunătățirii accesului și participării grupurilor vulnerabile pe piața muncii.</b> <i>Innovating, interregional and transnational activities towards improving accessibility and participation of the vulnerable groups on the labor market.</i></p>	<p>- Organizare evenimente</p> <p>- <i>Event organization</i></p>		<p>Modele de buna practica, schimb de experienta (estimare costuri) o data pe an (in OCTOMBRIE) Un expert care sa vina la supervizare o data cu cei care vin la grupurile de lucru.</p> <p>- <i>Models of good practice, exchange (estimated costs) once a year (in October)</i> - <i>Supervision by an expert who will come together with those coming for the workshop.</i> <i>Romanian staff to come to UK for training/shadowing/mentoring if identified as a need</i></p>				<p>-Deplasarea, cazarea, diurna</p> <p>- <i>Business travel, accommodation, subsistence</i></p>
<p><b>5. Activități de motivare pentru grupurile vulnerabile pentru a se integra/reintegra pe piața muncii, inclusiv asistență în căutarea unui loc de muncă.</b> <i>Motivational activities for the vulnerable groups for integrating/ reintegrating on the labour market, including assistance for searching a</i></p>	<p>- Consiliere</p> <p>-Oferirea de burse si premii</p> <p>- <i>Counselling</i></p> <p>- <i>Offering scholarships and prizes</i></p>						

<i>workplace.</i>							
<p><b>6. Activitati in scopul schimbarii atitudinii sociale privind gr. vulnerabile, in special in ceea ce priveste mediul de lucru, inclusive campanii de informare si promovare indreptate catre angajatori si angajatii acestora, comunitati locale si factorii de decizie:</b></p> <p><i>Activities for changing the social attitudes towards the vulnerable groups especially regarding the work environment, including informative and promoting campaigns that target the employers, the employees, the local communities and the stakeholders.</i></p>	<p>-Organizare eveniment la finalul proiectului - <i>Organizing the event at the end of the project</i></p>		Attend final event at6 end of project				
<p><b>7. Studii și expertiză care vizează evaluarea mpactului și eficacității măsurilor și intervențiilor suport oferite persoanelor supuse riscului de excluziune socială.</b></p> <p><i>Studies and expertise which target the assessment of the impact and of the efficacy of the support measures and the interventions offered to the vulnerable persons.</i></p>	<p>- Efectuarea unui studiu pe grupul de 900 de rromi si 450 de persoane cu handicap  - <i>Study conducted on the group of 900 Roma people and 450 persons with disabilities</i></p>		Agree future joint working. Identify lessons and examples of good and bad practice arising from project.				

## Partnership agreement

Registration number 175099/8/02.09.2009 (Applicant/main partner)

### Partners

- **Social Assistance Directorate**, office located in Cluj-Napoca, Piata Unirii no. 1, Cluj County (registered address), VAT code 22970653 -main partner
- **Development and Social Assistance Directorate of Arad**, office located in Arad, B-dul Revolutiei, no.75, Arad County (registered address), VAT code 13934937 - partner 1
- **Rotherham Metropolitan Borough Council**, head office located in Rotherham, **Doncaster Gate, Doncaster Rd, South Yorkshire, S65 1DW**, (registered address), VAT code 173 5522 64—partner 2
- Resource Centre for Roma Communities Foundation**, office located in Cluj-Napoca, Tebei St., no. 21, Cluj County, VAT code 12550253, - partner 3.
- **ASISTMED Family Aid Association**, office located in Cluj-Napoca, Donath St. no. 60, Bl.P5, Apt.4, Cluj County, VAT code 13517417 - partner 4.

have agreed upon the following:

### Art. 1. Partnership agreement

1.1 By signing this Partnership agreement the partners express their association agreement with the purpose of implementing the project **TOGETHER FOR A SECURE BEGINNING!**

### Art.2 Object

3.1 The object of this partnership is establishing the responsibilities of each partner, with a view to implement the project: **TOGETHER FOR A SECURE BEGINNING!** number (project code) 63444, which is submitted for approval within the call for project proposals Priority Axe 6: Intervention Domain 6.2 Improving access and participation on labour market for vulnerable people.

3.2 The stipulations of the funding request, including its annexes are applicable to this Partnership agreement.

### Art.3 Good practice principles of the partnership

3.1 All partners have to contribute to the implementation of the project and assume their role in the project as defined in this partnership agreement.

3.2 The partners must consult regularly and be informed about all aspects regarding the evolution of the project.

3.3 All partners have to implement the activities while complying with the highest professional and ethical standards.

### Art. 4 Duration of agreement

5.1 The duration of the agreement is that of.....36..... months, beginning with the date order issued by AM/OI, as a result of approving the project and signing the funding contract.

### Art.5 Rights and obligations of the partners

#### 5.1 Rights and obligations of the main partner

a) The main partner will sign the funding request and the funding contract.

- b) The main partner will consult the partners regularly, will inform them about the progress of the action and will give them copies of the implementation reports.
- c) The proposals involving important changes in the project (for e.g. activities, partners, etc.) must be agreed upon between the partners before requesting approval of AMPOSDRU.
- d) The costs engaged by the partners are eligible just as the costs engaged by the beneficiary of the funding. (the main partner according to the roles within the project).
- e) To cooperate and support the project's progress by purchasing the necessary equipment for assuring good development of training programmes, and by informing and publicity activities held during the project.
- f) To assure project management
- g) To comply with the terms of the project's progress and to reimburse the expenditures
- h) To accomplish the objectives established within the project

### **5.2. Rights and obligations of the partner/partners**

- a) To cooperate and to support the progress of the project by providing the expertise and human resources necessary for the activities he is responsible for.
- b) To comply with the terms of the project's progress and to reimburse the expenditures
- c) To accomplish the objectives established within the project

### **Art. 6 Responsibilities of the partners in implementing the project**

The responsibilities of the partners are described in the table below and correspond to the stipulations of the funding request- which is the main document in establishing these aspects of the partnership:

#### Roles and responsibilities in the project

##### **Main partner**

Ensures the project management during the implementation of the project;

Promotes the project by organizing a press conference and will elaborate a press release announcing the objectives, activities, anticipated results of the project and the partners involved.

Identifies and forms the project management team and the project implementation team

Identifies the residence areas in the North-Western and Western regions of Romania of roma people/ persons with disabilities of the target group

Will identify and rent a building in order to develop the activities of the project and the meetings of the implementation team in optimal conditions until purchasing a building for the counseling and mediation activities activities.

Will sign 2 leasing contracts for 2 cars (until month 6) which will serve the implementation team at the main partner and partner 1

Will contract the authorized training services

Will contract a a research and expertise service which will assess the impact and efficacy of measures and support interventions offered to persons exposed to social exclusion risk.

Organizes the workshops, seminars and conferences.

## **Partner 1**

Takes part in promoting the project and in the press conference and the press release within the press conference which announces the objectives, activities, anticipated results of the project and the partners involved.

Takes part in the meetings of the team of the project

Identifies the residence areas in the Western region of Romania of roma people/ persons with disabilities of the target group

Takes part in organizing and developing the workshops, seminars and annual conferences together with the main partner

## **Partner 2**

Takes part in promoting the project and in the press conference and the press release within the press conference which announces the objectives, activities, anticipated results of the project and the partners involved.

Takes part regularly in the meetings of the project team

Ensures the experts for the workshops, seminars and annual conference organized in the city of the main partner and in the city of partner 1.

Ensures and organizez experience exchanges and study-tours for the members of the implementation team with the purpose of promoting good practice models

## **Partner 3**

Takes part in promoting the project and in the press conference and the press release within the press conference which announces the objectives, activities, anticipated results of the project and the partners involved.

Takes part regularly in the meetings of the project team

Takes part in the workshops, seminars and annual conferences together with the main partner

Coordinates the activities of their councillors in the North-Western an Western region

## **Partner 4**

Takes part in promoting the project and in the press conference and the press release within the press conference which announces the objectives, activities, anticipated results of the project and the partners involved.

Takes part regularly in the meeting of the project team

Takes part in the workshops, seminars and annual conferences together with the main partner

Coordinates the activities of their councillors in the North-Western an Western region

Note: The roles and responsibilities of each partner will be described.

## **Art.7 Financial agreements between partners**

7.1 For the activities progressed according to Art. 5, the partners will assure the following sums, which represent the costs engaged with the purpose of implementing the project:

Partner 1- 212.240 Lei , no VAT included

Partner 2- 779.328 Lei, no VAT included

Partner 3- 1.483.630 Lei, no VAT included

Partner 4- 741.815 Lei, no VAT included

7.2 The expenditures assured by the partners will be reimbursed by AM/OI based on the justifying documents, in percents and conditions according to the ones established in the Funding Contract.

7.3 The expenditures involved by the human resources of the partners include salary expenditures and expenditures assimilated to these, social contributions expenditures as well as subcontracting expenditures if necessary.  
The costs engaged by the partners are eligible just as the costs engaged by the main partner according to the roles within the project.

7.4 From the sums allocated to the main partner for pre-financing, the main partner can give partner 1,2,3,4 a 50 % pre-financing share, out of the annual costs supported by them, for the purpose of implementing the project.  
In order to recover the sums granted by pre-financing, the partners have solidary responsibility in applying the recovery mechanism established by AM/OI

7.5 The partners agree to assure the contribution to this project as it is mentioned in the funding request and in this Partnership agreement. This way, the partners agree to contribute to the co-financing of the project as it follows: (the number of partners to be written)

Organization

Contribution to the project  
LEI

Main partner 300.440 lei

Partner 1 - 0 lei

Partner 2 - 0 lei

Partner 3 - 0 lei

Partner 4 - 0 lei

Total 300.440 lei

**Art.8 Public acquisitions**

The acquisition within the project will be made by the main partner or by any other partner, by complying with the terms established in the funding contract and in the instructions issued by AM/OI.

**Art. 9 Recovery of sums to partners**

9.1 Each partner will issue an invoice/deduction (according to legal provisions) to the main partner based on the activities held and on the time allocated, within **30 days** from finalizing the activities.

9.2 The partners agree that issuing the invoice should be done by attaching the documents which justify the progress of the activities in compliance with the terms established by AMPOSDRU/OI. At the beginning of the project, the main partner will notify the partners about the support documents which should be transmitted.

9.3 The invoice will contain the following information as well:

- a) The activity progressed according to the project;
- b) The budget line correspondent to the activity;

9.4 The invoices issued by the trans-national partners will contain the information requested by their legislation, as well as:

- The activity progressed according to the project
- The budget line correspondent to the activity

9.5 The main partner will deal with the transfers to the other partners, by using the account especially created for the project, in compliance with the instructions mentioned in the guide for applicants and with the ulterior AM instructions.

9.6 The partners will notify the identification data of the bank account which the main partner will use for transferring the sums after the AM POS has approved them.

9.7 Transfers will be done within 30 days starting from the date of issuing the invoice and presenting the deduction.

The payment to the national partners will be done in lei and to the trans-national partners in Lei or in any other currency agreed by all partners according to an additional protocol.

**Art. 10 Property**

The partners understand the fact that at the end of the project, the equipment and goods purchased through the funding contract will belong to the main partner. The partners will write a protocol mentioning all the goods, which will be turned over to the main partner, in case they have been used by one of the partners during the project implementation. Copies of the protocol mentioned will be attached to the final report of the project's implementation.

**Art 11 Confidentiality**

11.1 The partners agree that all information received is confidential and agree to prevent any misuse or unauthorized disclosure of this kind of information. The partners understand the fact that they have to use the confidential information only for the purpose of accomplishing the obligations mentioned within this Partnership agreement.

**Art.12 Notifications**

12.1 Any communication between the partners related with this agreement will be done in writing.



12.2 Any written document must be registered when it is sent and when it is received as well.

12.3 Any communication between partners which has nothing to do with confidential information can be done by telephone, fax, telegrams or e-mail with the condition that the partner who receives it will confirm receiving it in writing.

**Art.13 Applicable Law**

13.1 Romanian Legislation will be applied to the present agreement and it will be interpreted according to it.

13.2 During this agreement, the partners are allowed to agree in writing on changing some of its clauses through additional documents, when it is needed on the behalf of their interests or when these circumstances happen without having been able to forecast them at the time of establishing the present agreement.

**Art 14 Disputes**

15.1 Any dispute related to this agreement will be settled through negotiation between the partners or, if not possible, it will be settled by the competent authorities.

**Art.16 Final provisions**

16.1 The partners guarantee the fact that the representatives whose signatures can be used for the project have been invested in this position by this date with the legal authority to sign the present agreement.

The present agreement has been written and signed today..... (date) in 6 (six) copies, in Romanian, one for each partner and one for AMPOSDRU, all of them being legal.

**Signatures**

Main Partner	Name and job title of persons authorized to sign MORAR VALER SORIN Executive Director Social Assistance Directorate Cluj-Napoca	Signature and stamp:	Date and place
Partener 1	Name and job title of persons authorized to sign	Signature and stamp:	Date and place
Partener 2	Name and job title of persons authorized to sign	Signature and stamp:	Date and place
Partener 3	Name and job title of persons authorized to sign MOISA FLORIN Resource Centre for Roma Communities Foundation (CRCR) Executive President	Signature and stamp:	Date and place
Partener 4	Name and job title of persons authorized	Signature and stamp:	Date and place

	to sign MURESAN LUCIA DELIA ASISTMED Family Aid Association Presisent		
--	--	--	--

**European Social Fund,  
Project: Together for a secure beginning.**

**Statement of Eligibility**

I the undersigned Paul Woodcock, representative of Rotherham Metropolitan Borough Council, Council Offices, Doncaster Gate, Doncaster Road, Rotherham S65 1DJ ("the Council"), hereby certify the following:

1. The Council is not excluded from participation in the procurement procedure by virtue of paragraph 1 of article 93 of Council Regulation (EC, Euratom) No. 1605/2002 ("the Regulations") for any of the relevant reasons set out in that paragraph 1, that is to say:
  - it is not bankrupt or being wound up, is not having any of its affairs being administered by the courts, has not entered into an arrangement with creditors, has not suspended its business activities, is not the subject of proceedings concerning those matters, and is not in any analogous situation arising from a similar procedure provided for in national legislation or regulations;
  - it has fulfilled its obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which it is established, that is to say England, [or with those of the country of the contracting authority or those of the country where the contract is to be performed];
  - it has not been the subject of a judgment which has the force of *res judicata* for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests; and
  - It has not been declared to be in serious breach of contract for failure to comply with its contractual obligations in relation to another procurement or grant award procedure financed by the Community budget.
2. In accordance with article 94 of the Regulations, the Council certifies that during the procurement procedure it has not been:
  - subject to a conflict of interest; or
  - found guilty of misrepresentation in supplying the information required by the [contracting authority] as a condition of participation in the contract procedure or failed to supply any such information.
3. The Council is not subject to any administrative sanction as described in article 96 of the Regulations.

Date: 11<sup>th</sup> February 2010  
Paul Woodcock  
Director of Planning & Regeneration

Signature

A handwritten signature in black ink, appearing to read 'P Woodcock', written over a light blue horizontal line.

Stamp

Rotherham Metropolitan  
Borough Council  
Economic Development

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
--

<b>1.</b>	<b>Meeting:</b>	<b>Economic Development, Planning and Transportation Matters</b>
<b>2.</b>	<b>Date:</b>	<b>1<sup>st</sup> March 2010</b>
<b>3.</b>	<b>Title:</b>	<b>Lime Grove / Station Street Swinton; Ward 16 Pedestrian Crossing Improvements</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To inform Cabinet Member of a proposal to provide controlled pedestrian crossing facilities within the existing signalised Station Street / Lime Grove junction, Swinton.

**6. Recommendations**

**Cabinet Member is asked to resolve that**

- 1. The results of the consultation exercise be noted.**
- 2. Authority be given for the detailed design to be carried out and for the scheme to be implemented.**
- 3. The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2010/2011.**

## **7. Proposals and Details**

The existing Station Street / Lime Grove signalised junction only has one leg in which pedestrians cross the road utilising a controlled pedestrian facility i.e. red / green man. When pedestrians press the push button to cross the road the traffic signals go to an all red phase i.e. vehicles stop on all arms of the junction and pedestrians are then permitted to cross Station Street East on a green man. However it has been observed that pedestrians are crossing the Lime Grove and the Station Street West arms of the junction during the all red phase and during the normal traffic signal cycle without any pedestrian control facilities. A modelling exercise has been undertaken to ascertain how the efficiency of the junction would be affected if pedestrian crossing facilities i.e. red / green man were introduced on Lime Grove and Station Street West. The result of this modelling exercise demonstrated that the junction will be able to cope with the introduction of pedestrian facilities on Lime Grove and Station Street West even though there will be an increase in the number of times that the pedestrian phase is called and traffic held at red as a consequence of pedestrians using the new crossing facilities.

## **8. Finance**

It is estimated that the works will cost approximately £30,000 and funding is anticipated to be available from the Local Transport Plan Integrated Transport Capital Programme for 2010/11.

## **9. Risks and Uncertainties**

No survey has been undertaken on statutory undertakers apparatus. However, it is not envisaged that any apparatus will need to be diverted and as such costs should be in line with the estimated cost.

## **10. Policy and Performance Agenda Implications**

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

## **11. Background Papers and Consultation**

Consultation with the South Yorkshire Police and Ward Members has been undertaken with regard to the proposal.

No objections to the scheme have been received as a result of any of these consultations.

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

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Economic Development, Planning and Transportation Matters.</b>
<b>2.</b>	<b>Date:</b>	<b>1 March 2010</b>
<b>3.</b>	<b>Title:</b>	<b>Revised Scheme: Proposed Accessibility Improvements. Flanderwell Lane, Sunnyside</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

## **5. Summary**

To inform Cabinet Member of proposals to rationalise the Accessibility Improvement scheme for Flanderwell Lane previously approved at the Cabinet Member for Economic Development, Planning and Regeneration meeting on 1 June 2009. This is due to an increase in the cost estimate following detailed design of the scheme that was originally improved.

## **6. Recommendations**

**It is recommended that Cabinet Member resolve that:**

**i) the revised scheme is approved, detailed design is undertaken and the scheme be implemented in the 2010/ 2011 financial year.**

## 7. Proposals and Details

In June 2009 the Cabinet Member for Economic Development, Planning and Regeneration approved an accessibility improvement scheme for Flanderwell Lane, Sunnyside as show on drawing number 126/17/TT17. This scheme included:

- A new zebra crossing on a raised plateau between Sycamore Avenue and Rosedale Way.
- A crossing point consisting of dropped kerbs and tactile paving near The Crescent West/ Flanderwell Lane junction.
- A new refuge at the south eastern end of Flanderwell Lane.
- A new refuge near the Sunnyside Club and Play area towards the north western end of Flanderwell Lane.
- The tightening of St Johns Avenue junction to reduce the carriageway width for pedestrians to cross and the provision of a new refuge near the junction.
- The replacement of two existing refuges with new refuges that meet current standards.
- Upgraded bus stops within the scheme.

This scheme was originally estimated to cost £80, 000, however after the scheme was approved by the Cabinet Member the detailed design for the scheme commenced and a revised, more detailed cost estimate was provided. The new cost estimate is now significantly more than the original at £220, 000. This is partly due to an increase in the preliminary costs as a result of the detailed consideration of temporary traffic management and the need to work during off peak hours. In addition, after detailed site inspections and level surveys had been undertaken, further drainage works were identified. A greater contingency was also added to the estimate in the event of unforeseen works to protect statutory undertaker's apparatus.

This revised scheme estimate has been considered and it is suggested that the accessibility benefits of certain aspects of this scheme would not outweigh the greater costs to provide them. In addition, due to budget constraints next financial year, it is suggested that it would be difficult to justify spending additional monies above the originally approved £80 000, due to the adverse financial effect this would have on other schemes in the programme.

It is therefore recommended that the scheme is rationalised in order that costs are commensurate with the original budget approved. This is displayed in the attached drawing number 126/17/TT17 Revision A.

It is suggested that the most important part of the scheme to retain is the raised Zebra crossing between Sycamore Avenue and Rosedale Way as this location has met the council's criteria for the introduction of a Zebra crossing and will assist local residents



and students walking to Bramley Sunnyside Infant and Junior School, and Wickersley Comprehensive School.

It is also proposed that the planned introduction of a pedestrian refuge near the Sunnyside Club and Play Area should remain as this will provide an improved crossing point for pedestrians to the Play Area, Sunnyside Community Centre and to the Sunnyside Club.

Due to the relatively low cost of construction, it is also recommended that the crossing point consisting of dropped kerbs and tactile paving near The Crescent West/ Flanderwell Lane junction is also retained.

Whilst the other elements of the original scheme are desirable it is suggested that the introduction of a Zebra crossing and a refuge near the Play Area and Sunnyside Club would provide the greatest accessibility benefits inline with the original budget of £80 000.

If the Cabinet Member decides to approve this revised accessibility scheme a letter will be sent to Ward Councillors, Bramley Parish Council and frontages informing them of the revised proposal.

## **8. Finance**

The above revised scheme is estimated to cost £80 000. The scheme has been included in the Local Transport Plan Integrated Transport Capital Programme 2010/ 2011.

## **9. Risks and Uncertainties**

There is a risk that once informed of the changes to the original scheme that we may receive requests for other elements of the scheme to be retained.

Those elements of the scheme not currently progressed will be considered for potential inclusion in a future programme and assessed against other potential LTP integrated transport schemes at that time.

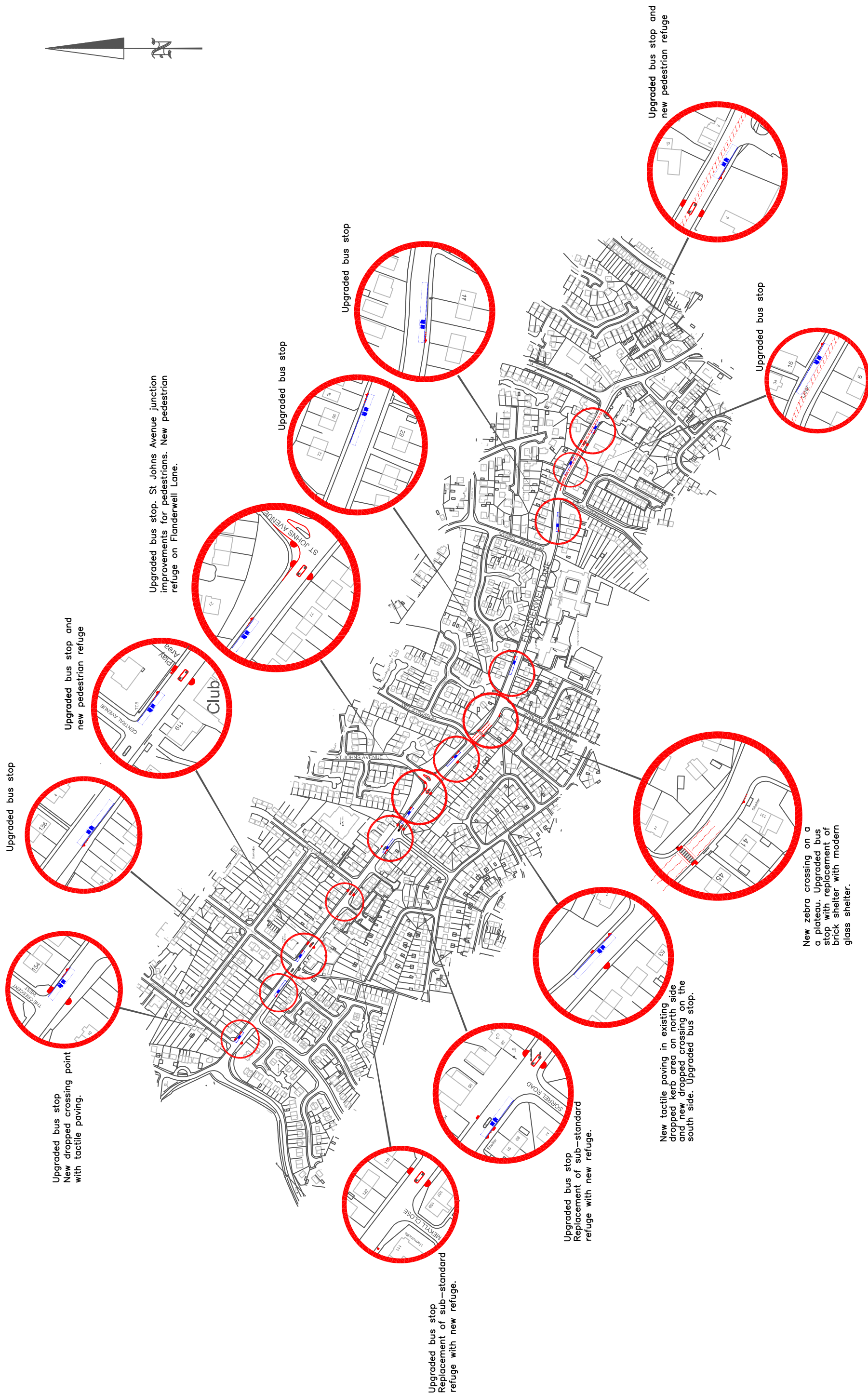
## **10. Policy and Performance Agenda Implications**



The scheme is in line with the objectives set out in the second South Yorkshire Local Transport Plan, for improving accessibility and social inclusion.

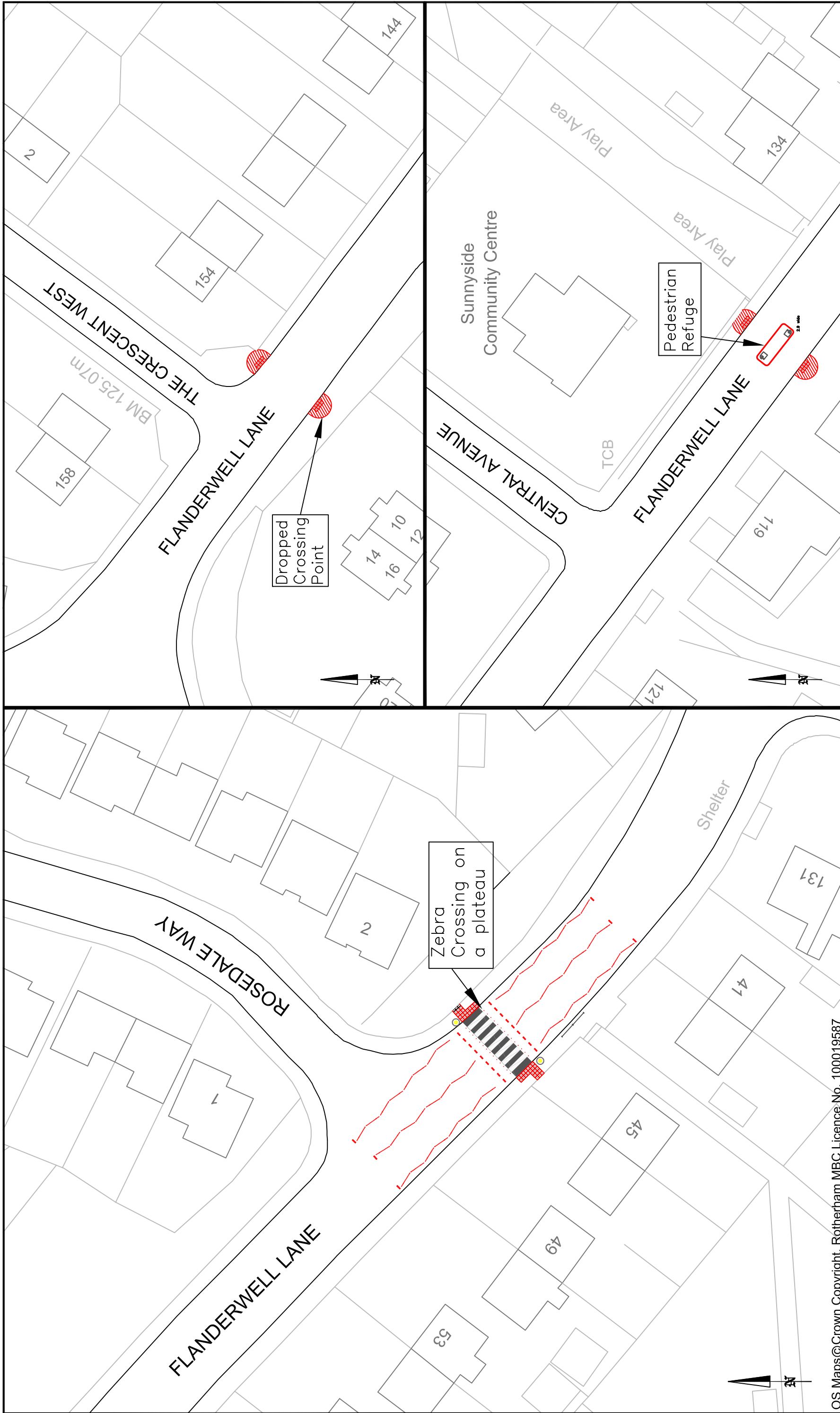
## **11. Background Papers and Consultation**

Consultation for the accessibility scheme that was originally proposed was undertaken with statutory consultees, and public consultation was undertaken with frontages along Flanderwell Lane including local residents, businesses and schools. The details of this consultation were reported to the Cabinet Member for Economic Development, Planning and Regeneration meeting on 1 June 2009.

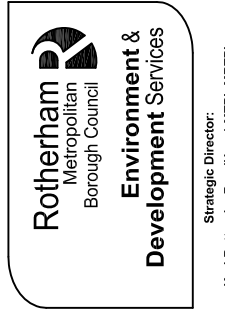
**Contact Name:** *Andrew Shearer, Transportation Planner, ext 2380,*  
[Andrew.shearer@rotherham.gov.uk](mailto:Andrew.shearer@rotherham.gov.uk)



 <p>Rotherham Metropolitan Borough Council Environment &amp; Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p> <p>Strategic Director: Karl Battersby Bsc (Hons) MTPL MRTPI</p>	<p>Client:</p> 	<p>Appendix A</p>	<p>Title: Proposed Accessibility Improvements Flanderwell Lane Sunnyside</p> <p>Dwg. No. 126/17/TT17</p> <p>Rev.:</p> <p>Drawn NJG</p> <p>Date 06/04/09</p> <p>Chd. by T F-S</p>
		<p>Rev.</p> <p>Description</p>	



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

Client:

Title Revised Scheme: Proposed Accessibility Improvements

Flanderwell Lane, Sunnyside

Dwg. No. 126/17/TT17 Rev. A Scales (if A3) NTS

Drawn AS Date 04 02 10 Chd. by TF-S

Rev.

Description



<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Economic Development, Planning and Transportation</b>
<b>2.</b>	<b>Date:</b>	<b>01 March 2010</b>
<b>3.</b>	<b>Title:</b>	<b>Bus Rapid Transit – Major Scheme Business Cases (Northern and Southern Routes)</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To report the current position regarding the Bus Rapid Transit Project and to seek approval to submit the Major Scheme Business Cases to the Department for Transport

**6. Recommendations**

**Cabinet Member is asked to resolve that:**

- i) approval is given to the submission of a Major Scheme Business Case for the Bus Rapid Transit North and South proposals to Department for Transport**
- ii) scheme preparation continues in advance of Programme Entry**
- iii) a further report be submitted to seek approval to issue a draft order for the compulsory purchase of land that may be required**

## 7. Proposals and Details

The Bus Rapid Transit (BRT) proposal evolved from the 2004 submission for the extension of Supertram network, with the Department for Transport (DfT) advising South Yorkshire Passenger Transport Executive (STPTE) to look at bus-based alternative schemes for the Sheffield Rotherham Public Transport Corridor.

SYPTTE together with Rotherham MBC (RMBC) and Sheffield City Council (SCC) reviewed the overall position and agreed upon aims for a BRT scheme. Two distinct BRT routes emerged, North and South, with the aim to provide improved public transport links which meet key economic and environmental objectives on the busiest inter-urban corridor in South Yorkshire. The routes greatly improve the link between the urban centres of Rotherham and Sheffield which are recognised as being one joint inter-dependent economic centre.

A plan showing the Northern and Southern BRT routes is attached as Appendix A.

The Southern route, which runs from Rotherham to Sheffield via Waverley, was approved by the Regional Transport Board (RTB) for inclusion within the Yorkshire and Humberside Regional Funding Allocation, in September 2007. An intrinsic part of the scheme is a Park and Ride site at the proposed Transport Interchange at Waverley New Community on land provided as part of the Highfield Commercial development. It is considered that the scheme would provide a quality public transport link for these developments and reduce the number of car trips associated with them.

The Northern route serves the employment areas located in the Lower Don Valley on route to Sheffield City Centre. The scheme also provides an alternative route which bypasses the congested M1 Junction 34 South. The Northern route was endorsed by the RTB in April 2008.

The two routes will use dedicated, high quality BRT vehicles which feature on board real time passenger information. There will be limited stops between the two centres, making for a rapid and reliable car competitive service.

Key features of the two proposals include

- all stops located close to key employment and regeneration sites (both routes)
- priority given to BRT vehicles through real-time signal detection thus enabling more responsive management of the highway for all traffic (both routes)
- dedicated BRT lanes maintaining existing road space for all other traffic (both routes)
- Park and Ride site at the Waverley New Community development (Southern route)
- new highway link underneath the Tinsley Viaduct (Tinsley Link) relieving congestions on M1 Junction 34 (Northern route)

Both the Northern and Southern routes require additional land and it is the intention to purchase this land by negotiation, however a Compulsory Purchase Order will be developed in parallel should this approach be unsuccessful.

The BRT scheme will be jointly implemented by SYPTE, RMBC and SCC and the corresponding approval route is being followed by each of the partners. MSBC's need to be submitted as soon as possible and it is hoped to make the submission for the Northern route by 31 March 2010, with the southern route following soon after.

### **8. Finance**

Current cost estimates for the Northern route indicate a scheme cost of around £36,000,000 and for the southern route a scheme cost of around £40,500,000. Cost benefit analysis of both of the routes shows that they provide high value for money.

Through recent and ongoing discussions with developers and land-owners, financial contributions have already been secured and will continue to be sought for the required 10% local contribution. It is anticipated that any shortfall in the element of funding will be provided from the SYLTP strategic central pot allocation, potentially supplemented by other third party contributions as necessary.

#### **Capital costs**

The costs of developing the BRT schemes are currently funded from the South Yorkshire Local Transport Plan (SYLTP) strategic central pot. After Programme Entry, the DfT will refund 50% of the Preparatory Costs once full approval for the scheme has been granted. Overall the expected contribution to the scheme from the DfT would be 90% of the Total Scheme Cost which covers the works cost, an allowance for inflation and contingencies. The remaining 10% would be made up of a Local Contribution.

#### **Revenue costs**

Revenue funding is not available through the major scheme system. The promoting authorities have to be able to demonstrate their ability and commitment to bear any on going costs for operation or maintenance of the scheme.

Revenue costs fall into four distinct categories

- RMBC highway maintenance costs
- SCC highway maintenance costs
- SYPTE direct costs which include marketing and communications, BRT stop infrastructure maintenance costs and Park and Ride operating costs
- BRT service costs which include all vehicle and driver costs and an allowance for depreciation and replacement of vehicles

## 9. Risks and Uncertainties

If the required local contribution cannot be secured from the private sector and/or SYLTP strategic central pot the project will not be able to proceed.

There are key strategic risks associated with the proposed scheme, these are set out below

- potential change in Government may delay the reading, and hence granting, of Major Scheme submissions in the near future;
- other Authorities within the region have already made early stage submissions for Programme Entry and there is risk that schemes may need to 'compete' for funding
- the rules for modelling and assessing Major Scheme Business Cases are planned to change in the new financial year and could result in our applications being sent back for further work before acceptance (discussions about the changes have indicated that there is generally a grace period for applications received early in the new financial year)
- there is still some work to be completed before MSBC submission some of which may be delayed due to modelling
- there may be objections to the Planning applications and Traffic Regulation Orders and land purchase required for the scheme to proceed which could delay the planned delivery date
- if submissions are not made over the next few months the schemes are not likely to achieve Programme Entry status in the current RFA period.

## 10. Policy and Performance Agenda Implications

The proposal contributes promotes Equality and Diversity by providing public transport access to new areas of employment for people without access to a car (this is approximately 30% of households within Rotherham)

The proposal will be slightly beneficial to health; research shows that public transport users undertake more physical exercise per day than car users as they will be required to walk to the stops and from the stops to their destinations. The scheme promotes public transport use by reducing bus journey times relative to those of cars through the use of bus priority measures.

There will be a reduction in private car use following the opening of the scheme. There will also be a reduction in pollution from idling buses (due to priority measures) and cars (due to reduced levels of congestion from a shift to bus). These changes will lead to a slight improvement in local air quality and also contribute to a slight reduction in greenhouse gas emissions.

The proposed schemes contribute towards achieving the following National Indicators

- NI167 - Congestion - average journey time per mile during the morning peak (this is also a Local Area Agreement indicator)
- NI176 - Working age people with access to employment by public transport (and other specified modes),
- NI177 - Local bus and light rail passenger journeys originating in the authority area
- NI178 - Bus services running on time

- NI185 - CO2 reduction from operations including buildings and transport
- NI186 - Per capita reduction in CO2

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

## 11. Background Papers and Consultation

Substantial public and stakeholder consultation has been undertaken on both of the BRT schemes. Consultation for the Southern route was undertaken between August and November 2008 and for the Northern route between July and September 2009.

In summary the consultation showed

- the majority of respondents felt that BRT would be of benefit and agreed with the concept of introducing the routes
- both routes were seen as improving access into and between Rotherham and Sheffield centres, with the introduction of a frequent, quick and reliable service being particularly valued
- in relation to the Southern route, the majority of respondents who referred to Park and Ride felt that it has a positive effect on congestion

the most common concerns about the proposal were

- a tram/rail connection would offer a better solution
- no more links are necessary
- buses are unattractive and/or are expensive to use

The Executive Summary of the Consultation Report for the Northern route is attached as Appendix B.

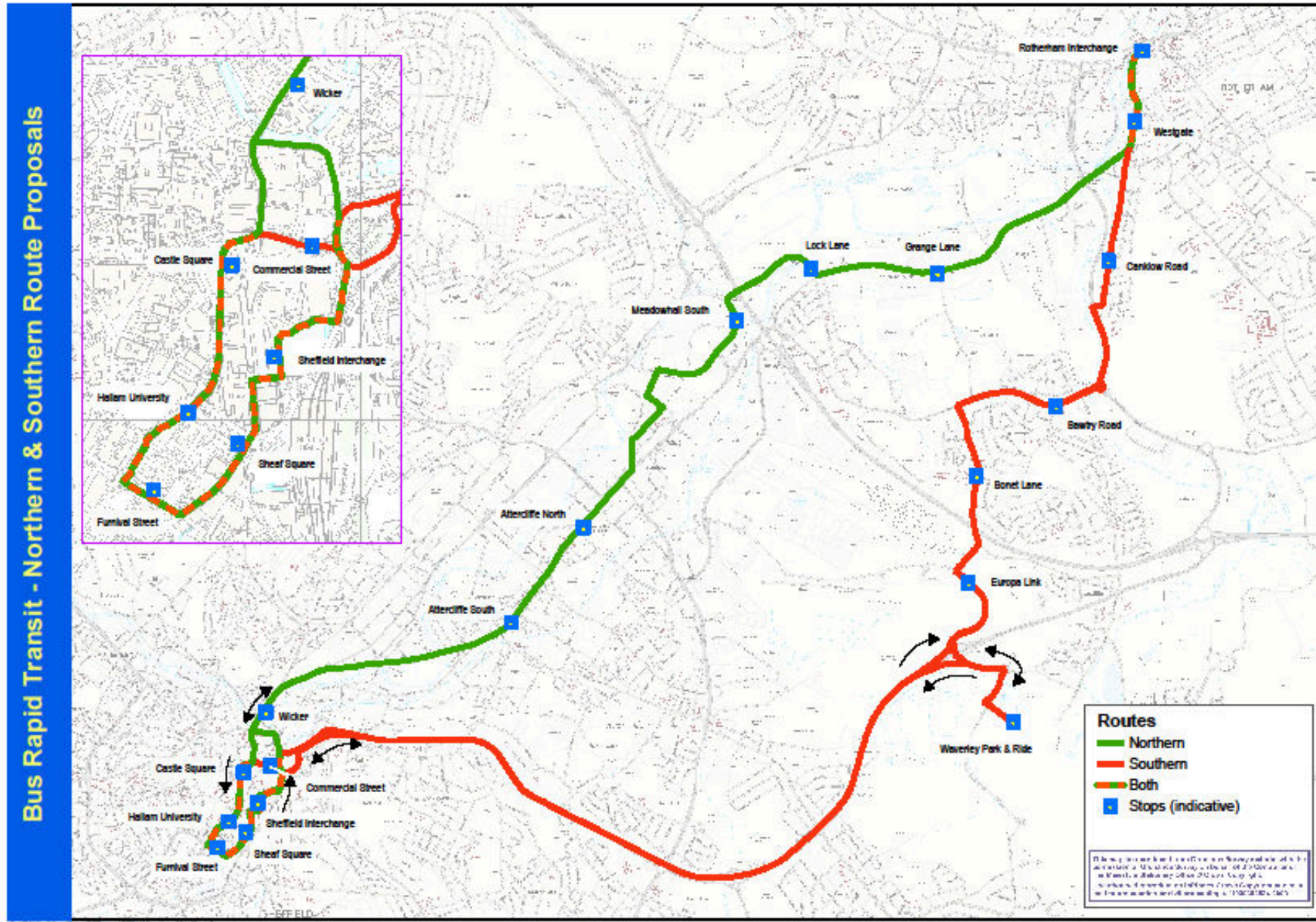
The Executive Summary of the Consultation Report for the Southern route is attached as Appendix C.

Further consultation will be undertaken during the detail design of the proposals but it is the intention to submit the MSBC to the DfT first.

**Contact Name:** *Matthew Lowe, Engineer, 2968  
matthew.lowe@rotherham.gov.uk*



APPENDIX A: BRT NORTHERN AND SOUTHERN ROUTES.



## APPENDIX B

# BRT Northern Route Consultation

## Executive Summary

The Bus Rapid Transit (BRT) North project is a proposed Major Transport Scheme to introduce BRT between Rotherham and Sheffield, through Attercliffe, Meadowhall and Templeborough.

BRT is an efficient and high quality method of transport, distinct from conventional bus services, offering people a limited stop, rapid, environmentally friendly and attractive public transport service that is a realistic alternative to travelling by car.

This report details the first phase of public consultation on the scheme proposals. The consultation was conducted between 1 July 2009 and 1 September 2009, and provided stakeholders and the general public with the opportunity to comment on the outline proposals for BRT North. The consultation website received 10,391 views from 4,264 visitors during the consultation period.

This consultation was designed and delivered by Counter Context Ltd who were commissioned by the South Yorkshire Passenger Transport Executive, Rotherham Metropolitan Borough Council and Sheffield City Council.

### Methodology

A combination of 'direct' and 'on demand' techniques were used to ensure that both the general public and key stakeholders were given the opportunity to understand and comment on the initial proposals. These were:

- **Leaflets** describing the proposals with a response slip. Distributed to 1,698 households, with 520 frontage properties also receiving a covering letter.
- **DigiBrief™**. A video showing the proposals along the route, explaining the improvements to buses and the stops. This was viewable online at the scheme website, [www.sy-busrapidtransit.co.uk](http://www.sy-busrapidtransit.co.uk). 16 key stakeholders were sent DVD hard copies.
- **Consultation website**. [www.sy-busrapidtransit.co.uk](http://www.sy-busrapidtransit.co.uk) provided information on the proposals for BRT North and BRT South (see separate consultation report) and provided an online responses form.
- **Promotion through local media**. Local newspapers including the Rotherham Advertiser and The Sheffield Star printed articles about the scheme at the start of the consultation.

- **Telephone information line.** Anyone who wanted additional details could ring the dedicated BRT information line on 0845 602 7747.
- **Community Access Points (CAP sites).** One hundred CAP sites (doctors' surgeries, newsagents, community centres, etc) displayed leaflets and a poster on their premises during the public consultation.

### **Stakeholder Engagement**

Sixteen key stakeholders were sent hard copy DVDs of the DigiBrief™ to ensure they were introduced to the scheme. These stakeholders are listed in the methodology. A copy of the DVD is attached in the appendix.

### **Summary of Public Response**

During the consultation period, the following responses were received:

- 75 paper response slips were returned by freepost and 48 from CAP sites. Of the CAP site returns, 15 came from the Winter Gardens.
- 75 online response forms were returned.
- 10 information line calls were received.
- The website received 4,264 visitors.

### **Outcomes from the public consultation**

A total of 150 formal response slips were returned by 1 September 2009. These have been collected and analysed.

A demographic profile shows that the majority of respondents were based across Sheffield and Rotherham. The highest proportions of respondents were based in the two postcode districts closest to the proposed BRT North Route - S9 and S60.

The response slip asked whether the respondents agreed with the concept of introducing the BRT Northern route. 149 gave an answer to this:

- 49.7% said Yes
- 33.6% said No
- 15.4% said Maybe
- 1.3% said Don't Know

Respondents were then asked to provide a reason for their answer. 124 respondents provided a total of 147 reasons. These were categorised as:

- in favour
- against
- miscellaneous

81 reasons were provided in favour of BRT Northern; the most frequently cited were:

- 32.1% - Improve bus journey (quicker, more reliable)
- 22.2% - Improving links between Rotherham and Sheffield
- 16.0% - Provides an alternative to the car
- 13.6% - Improve connections for businesses

61 reasons were given against BRT Northern. The most frequent were:

- 47.5% - Would prefer tram/light rail connection between Rotherham and Sheffield
- 29.5% - No more links necessary
- 13.1% - Buses unattractive alternative or expensive to use/implement

There were also 5 miscellaneous responses.

Respondents were also asked to rate the key aspects of the BRT Northern proposal (1=Not very important, 5=Very important). The results were then tallied and weighted to show the most highly rated features. Proportionally, the most popular features were:

- More reliable journeys
- Quicker journey times
- Improving access to jobs and future businesses
- Convenient bus stop locations in Sheffield and Rotherham centre
- Environmentally friendly engines on BRT vehicles

Respondents were also asked if they had any other general comments about BRT North. Of the 150 respondents, 83 answered this question with 92 statements. These were categorised and the most frequent comments were as follows:

- 22.8% - Preference for tram/light rail link
- 20.7% - Alternative scheme improvement suggestions
- 13.0% - General opposition to plans

Suggested improvements to the scheme included allowing bicycles to be carried on board the buses and increasing the number of stops. There were also 9 miscellaneous statements unrelated to the scheme.



## APPENDIX C

# BRT Southern Route Consultation

## Executive Summary

The Bus Rapid Transit (BRT) South project is a proposed Major Transport Scheme to introduce BRT between Rotherham and Sheffield, through Brinsworth, Waverley and along Sheffield Parkway.

BRT is an efficient and high quality method of transport, distinct from conventional bus services, offering people a limited stop, rapid, environmentally friendly and attractive public transport service that is a realistic alternative to travelling by car.

This report details the first phase of public consultation on the scheme proposals. The consultation was conducted between 22 August 2008 and 3 November 2008, and provided stakeholders and the general public with the opportunity to comment on the outline proposals for BRT South. From the launch of the public consultation to 3 November 2008, the website received a total of 1278 sessions, with a total number of 9043 individual hits.

This consultation was designed and delivered by Counter Context Ltd who were commissioned by the South Yorkshire Passenger Transport Executive, Rotherham Metropolitan Borough Council and Sheffield City Council.

### Key Target Audience

The consultation was targeted at the following audiences:

- Local authority and political stakeholders;
- Key decision makers within the business community
- General and specialist media outlets; and
- The public, particularly those situated along the route and more generally around Rotherham and Sheffield.

### Methodology

A combination of 'direct' and 'on demand' techniques were used to ensure that both the general public and key stakeholders were given the opportunity to understand and comment on the initial proposals. These were:

- **Leaflets** 15,000 consultation leaflets containing key information about the proposals and a response slip was produced. The leaflet presented an outline map of the proposed BRT Southern route. The leaflets were distributed using three techniques:
  - Mail drop to every resident of Brinsworth, Catcliffe and Treeton.
  - Distribution through 140 Community Access Points, such as local shops, surgeries, libraries and post offices.
  - Distribution through public transport locations in Rotherham and Sheffield.

- **Briefing Packs** were distributed to all elected members representing: RMBC, SCC and South Yorkshire Passenger Transport Authority (SYPTA). Briefing packs were also given to local members of Parliament and other MPs representing areas bordering South Yorkshire whose constituents may be affected by the scheme.
- **Meetings and Presentations** including Policy A and Policy B of Sheffield City Council, local meetings and the East End Strategy Group.
- **Consultation website.** [www.sy-busrapidtransit.co.uk](http://www.sy-busrapidtransit.co.uk) provided information on the proposals for BRT South and BRT North (see separate consultation report) and provided an online responses form..
- **Telephone information line.** Anyone who wanted additional details could ring the dedicated BRT information line on 0845 602 7747.
- **Community Access Points (CAP sites).** 140 CAP sites (doctors' surgeries, newsagents, community centres, etc) displayed leaflets and a poster on their premises during the public consultation. These CAP sites were situated in Rotherham town centre, Brinsworth, Catcliffe, Treeton, Handsworth, Tinsley and Sheffield city centre.

## Analysis of Responses

### Key Stakeholders

Comments from elected members, stakeholders and local businesses can be summarised as follows:

- **Tram / Rail Link:** Comments compared BRT Southern to a tram extension for the area. Some regarded BRT as a good compromise towards the tram proposal in terms of the improved connectivity it would provide. Others would still prefer to see the tram introduced.
- **Congestion:** The importance of reducing congestion along Sheffield Parkway was understood, and reference was made to other congested routes between Rotherham and Sheffield. This highlights the importance of the overall BRT Scheme, which targets alternate routes between the two centres.
- **Long-term potential:** Comments were made on the long-term potential for expanding BRT beyond the existing corridors, to provide links between the main towns and cities in South Yorkshire.

- **Local Impact:** Some stakeholders questioned the impact BRT would have on local roads in the area, and made reference to Woodhouse Mill, Orgreave and Handsworth.

A full list of the comments received from stakeholders can be provided upon request.

### Public Response Rate

During the consultation 234 responses were received including:

- 217 responses via the consultation leaflet response slip
- 12 responses via the online response form
- 5 responses via email

The five emails provided detailed feedback on the BRT proposals.

### Responses to Leaflet Questions

A total of 217 formal response slips were returned by 3 November 2008. These have been collected and analysed.

A demographic profile shows that the majority of respondents were based across Sheffield and Rotherham. The highest proportions of respondents were based in Brinsworth, Catcliffe and Treeton.

**Question one:** The response slip asked whether respondents thought that Rotherham, Sheffield and Waverley would benefit from the introduction of BRT:

- 70.7% said Yes
- 14.8% said No
- 11.4% said Maybe
- 3.1% said Don't Know

Respondents were then asked to provide a reason for their answer. 311 responses were received from 211 respondents, as in some instances respondents gave more than one reason, these comments were then grouped accordingly.

Of the reasons provided in favour of BRT Southern; the most frequently cited were:

- 11.9% - Park and Ride has a positive impact on congestion
- 10.3% - Creation of a frequent and reliable service between the centres
- 10.0% - Improves access into Rotherham and Sheffield
- 9.6% - Positive view of BRT generally
- 19.0% - Existing services take too long and are of a poor standard



Of the reasons given against BRT Southern. The most frequent were:

- 3.9% - Negative views on Park and Ride, creating congestion
- 4.8% - General negative comments about the scheme, e.g. cost and delivery.
- 3.2% - No more links necessary

There were also a number of miscellaneous responses. A full list of the comments received can be provided upon request.

**Question two:** Respondents were presented with eight key features of BRT, and asked to rank them in order of importance. Overall, these were ranked in priority order as follows:

1. Reliable journeys
2. Quicker journey times
3. Convenient bus stop locations in town centres
4. Environmentally friendly engines
5. Comfortable interiors
6. High quality bus stops and waiting facilities
7. The ability to Park and Ride
8. Option of purchasing tickets before boarding

**Question three:** Respondents were asked to list any other features that they would like to see incorporated into BRT. 127 responses were received from 119 respondents. These comments were grouped together where a common reason was mentioned.

Of the features given, the most frequently stated were:

- 15.7% - Frequent and reliable service
- 14.2% - Extension of the route e.g. Meadowhall, Attercliffe Common
- 12.6% - Ensure fair pricing
- 10.2% - More bus stops
- 5.5% - Comfortable interiors
- 5.5% - Positive comments, respondents think BRT is a good idea
- 4.7% - Negative comments, respondents were either not interested and/or felt that there was too much focus on Sheffield.

There were also a number of miscellaneous responses. A full list of the comments received can be provided upon request.

**Question four:** Respondents were asked in general, did they have any further comments about BRT. 146 comments were received from 121 respondents and grouped together where a common reason had been mentioned.

Of the comments received, the most frequently stated were:

- 16.4% - Positive Comments, respondents regarded BRT as a positive step forward for public transport
- 11.6% - Implement as soon as possible, respondents could not understand the long timescales.
- 9.6% - Existing service concerns; respondents either welcomed BRT because the current service is poor, or would rather see the money invested in the existing provision.
- 8.2% - Frequent and reliable service; would be welcomed by respondents
- 8.2% - Tram Link; respondents believed the tram network would offer a better solution
- 6.2% - Cost; respondents were concerned that the scheme would cost too much
- 5.5% - Extend the route; suggestions include other areas of Brinsworth and Robin Hood Airport
- 5.5% - Park and Ride at Waverley; respondents raised a mixture of positive and negative comments.

There were also a number of miscellaneous responses. A full list of the comments received can be provided upon request.

### **Conclusion**

The responses received from this key stakeholder and public consultation has highlighted some important points for the continued development of BRT. They have:

- emphasised the need for BRT to be a quick, direct and reliable service for travelling between Rotherham and Sheffield;
- expressed interest in the development of the BRT route, whether this be in relation to BRT Southern or implications for BRT Northern and other possible routes; and
- exposed possible criticisms BRT could face, in terms of favour expressed for a tram based solution and the cost implications of the scheme.

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Cabinet Member for Economic Development, Planning &amp; Transportation</b>
<b>2.</b>	<b>Date:</b>	<b>1<sup>st</sup> March 2010</b>
<b>3.</b>	<b>Title:</b>	<b>RERF - Emergency Highway Repairs following exceptional winter weather</b>
<b>4.</b>	<b>Programme Area:</b>	<b>Environment and Development Services</b>

**5. Summary**

This report seeks approval of allocation of £150,000 RERF revenue funding to carry out repairs to the Rotherham road network caused by the recent, exceptional, winter weather.

**6. Recommendations**

**That £150,000 of RERF revenue be approved to fund repairs to the Rotherham road network**

## 7. Proposals and Details

The severe winter weather, reported as the worst event for thirty years, has dramatically accelerated the deterioration of our highway network to the extent that it has left considerable lengths of carriageway in need of urgent repair and created many more dangerous and defective lengths of carriageway than would normally be experienced.

The extent of the required emergency repairs far exceeds the available remaining Highway Maintenance revenue budget of £222,000 (i.e. available at the point of the main thaw on 18 January 2010). As detailed above, additional funding of £158,000 from the Streetpride Revenue budget has been applied to the project together with £134,000 from the Principal Road Network Improvement Capital Programme which is a 3 year programme being completed in 2011.

Repairs to the most urgent damage are already underway and work to the value of £514,000 is being undertaken by our own Schemes Delivery Teams.

There are further urgent unfunded repairs still required across the network estimated in excess of £300,000.

£150,000 of RERF funding is requested to cover the cost of some of the outstanding repairs. This work will be concentrated on locations on the precautionary gritting routes that comprise mainly the classified network, bus routes and spine routes through estates.

The Economic Strategy Team of RMBC has “scored” the project, which meets the aims and objectives of the RERF programme.

## 8. Finance

<b>Funding</b>	<b>Status of funding. Approved/ Awaiting Approval</b>	<b>2009/2010</b>	<b>2010/2011</b>	<b>2011/2012</b>	<b>Total</b>
<b>RERF</b>					
<b>Capital</b>		-	-	-	-
<b>Revenue</b>		-	150,000		150,000
<b>TOTAL RERF</b>		-	150,000	-	150,000
<b>Other Funding Sources</b>					
<b>RMBC</b>			514,000		514,000
					-
<b>TOTAL OTHER FUNDING</b>		-	514,000	-	514,000
<b>Grand Total</b>		-	664,000	-	664,000

There is currently £233,502 of revenue funding available under the RERF programme, sufficient to fund this project.

### **9. Risks and Uncertainties**

The main risks appear to be with not carrying out the work and leaving the roads in their present unsatisfactory condition.

### **10. Policy and Performance Agenda Implications**

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

- Revitalise the Town Centre
- Improve the local environmental quality of out neighbourhoods

### **11. Background Papers and Consultation**

A number of letters have appeared in the local press criticising the condition of the network following the winter freeze in Jan/Feb. and concerns have been raised by Area Assemblies, Members and Parish Councils.

Our citizen's panel had already highlighted the low public satisfaction with the condition of our network reaching its lowest point at only 22% through Reachout 18. In addition out of 76 authorities participating in the National Highways and Transport Network Survey Rotherham had the lowest public satisfaction, 23.7%, with the condition of the highway. The severe weather appears to have exacerbated the situation and hardened the public view

RMBC Finance have been consulted on the project

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

#### **Contact Name:**

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