

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

**Venue: Town Hall, Moorgate
Street, Rotherham. S60
2TH**

Date: Monday, 3rd February, 2014

Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered as a matter of urgency.
3. Apologies for absence
4. Minutes of the previous meeting held on 13th January, 2014 (Pages 1 - 6)
5. Opening of Offers (Page 7)
6. Proposed Response to the Government Consultation on Parking (Pages 8 - 13)
7. Review of Charges for Public Path Orders (Pages 14 - 17)
8. Improved Cycle and Pedestrian Routes between Rotherham Town Centre and Clifton Park (Pages 18 - 21)
9. Environment and Development Services - Revenue Budget Monitoring 2013/14 (Pages 22 - 27)
10. Date and time of next meeting - Monday, 3rd March, 2014 at 10.30 a.m.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
13th January, 2014**

Present:- Councillor Smith (in the Chair); Councillors Clark and Godfrey; together with Councillors Dodson and Pickering.

G77. MINUTES OF THE PREVIOUS MEETING HELD ON 11TH DECEMBER 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 11th December, 2013, be approved as a correct record for signature by the Chairman.

G78. MINUTES OF A MEETING OF THE RMBC TRANSPORT LIAISON GROUP HELD ON 4TH DECEMBER, 2013

Consideration was given to the minutes of a meeting of the Transport Liaison Group held on 4th December, 2013.

Resolved:- That the contents of the minutes be noted.

G79. ENVIRONMENT AND DEVELOPMENT SERVICES - REVENUE BUDGET MONITORING 2013/14

Consideration was given to a report presented by the Strategic Director for Economic and Development Services concerning the budget monitoring of the Environment and Development Services Directorate Revenue Accounts for the period to 30th November, 2013, including the forecast out-turn of overspending of £500,000 to the end of the 2013/14 financial year. The submitted report included information on the variances reported by each Division of Service. Specific reference was made to the Winter Maintenance budget, the Council's land and property bank and the funding for ICT.

Resolved:- (1) That the report be received and its contents noted.

(2) That the latest financial projection against budget for the 2013/14 financial year, for the Environment and Development Services Directorate, based on actual income and expenditure to 30th November, 2013, be noted.

(3) That the report be referred to the Self Regulation Select Commission for information.

G80. ALTERATIONS TO BUILDING CONTROL FEES AND CHARGES 2014

Further to Minute No. 120 of the meeting of the Cabinet Member and Advisers for Town Centres, Economic Growth and Prosperity, held on 23rd April, 2012, consideration was given to a report, presented by the Building Control Manager, which set out proposed changes to the standard fees and charges for the submission of Building Control applications. The report also referred to a proposed new fee for undertaking demolition works, where notice is required in accordance with Sections 80 and 81 of the Building Act 1985.

Members noted that the proposal is to increase the fees by a nominal £25 per application, which aims to reflect the increase in work-load which the additions and changes to the Building Regulations have produced over the past four years. Details of the current and proposed fees were included in the report, for comparative purposes.

In respect of the proposed new fee for undertaking demolition works, it was noted that previously this work has been undertaken with no charge. A fee of £125 is proposed, which reflects the cost of work undertaken by building control to process and administer Demolition Notices.

Resolved:- (1) That the report be received and its contents noted.

(2) That the revised fees and charges for Building Control services, as set out in the report now submitted, be approved and implemented on 1st May, 2014.

(3) That the introduction of the new fee of £125.00 for undertaking demolition works, as now reported, be approved and implemented on 1st May, 2014.

G81. WESTGATE TO CLIFTON PARK CYCLE ROUTE, ROTHERHAM - PHASE 1, WESTGATE TO WELLGATE

Further to Minute No. G1 of the meeting of the Cabinet Member and Advisers for Town Centres, Economic Growth and Prosperity held on 28th May, 2012, consideration was given to a report presented by the Transportation and Traffic Manager concerning the results of consultation on Phase One of a proposed scheme to create a cross town cycle route from Westgate to Clifton Park via High Street in Rotherham town centre.

In summary, the proposed scheme involves:-

: changing the operation of the existing traffic signals at the Westgate/Corporation Street junction to allow cyclists to travel into High Street;

: the installation of pedestrian signals for the crossings at the bottom of Ship Hill and on the High Street entry to the junction;

- : permitting un-segregated cycling on the trafficked section of High Street, outside of the Imperial Buildings;
- : permitting two-way cycling on the one-way section of High Street within the town centre vehicle restricted area;
- : installing a flat-top road hump at the junction of Moorgate Street and High Street, adding an additional traffic calming feature to the town centre 20mph zone;
- : environmental improvements to High Street to upgrade the existing mismatched and aging paving to provide a high quality streetscape;
- : the installation of new, brighter street lighting in the High Street/Moorgate Street area;
- : a review and rationalisation of existing street furniture to de-clutter the High Street/Moorgate Street area;
- : indicating a route to guide cyclists to a newly-created advanced stop line at the Wellgate/College Road/Doncaster Gate junction to allow them to enter this junction safely and continue their journey onwards along Doncaster Gate.

Members asked for information about the monitoring and counting of the number of cyclists around the Rotherham town centre.

Resolved:- (1) That the report be received and its contents noted.

(2) That the outcome of the consultation process, as now reported, be noted.

(3) That, subject to consent being granted by the Cabinet to the proposal to permit cycling within the Rotherham town centre vehicle restricted area (Minute No. 164 of the meeting of Cabinet held on 15th January, 2014, refers), the cross-town cycle route from Westgate to Wellgate, Rotherham, as now reported, be implemented during the current financial year.

(4) That, further to resolution (3) above, the implementation of the cross-town cycle route be monitored and a progress report submitted to a meeting of the Cabinet Member and Advisers for Regeneration and Development within three months of implementation.

G82. PROPOSED EXTENSION OF EXISTING SHARED USE FOOTWAY ON BAWTRY ROAD (BETWEEN THE WORRYGOOSE AND ROTHERWAY ROUNDABOUTS) TOWARDS CANKLOW

Further to Minute No. G1 of the meeting of the Cabinet Member and Advisers for Town Centres, Economic Growth and Prosperity held on 28th May, 2012, consideration was given to a report presented by the Transportation and Traffic Manager concerning the outcome of the consultation into a proposal to extend the existing shared use footways on Bawtry Road (between the Worrygoose and Rotherway roundabouts) towards Canklow and seeking approval for the scheme to be implemented. The proposals would provide an off-road and quiet road

cycle route all the way from the Whiston/Worrygoose area to the Rotherham town centre.

The detailed design of this scheme and the proposed layout were shown on the submitted drawing number 129/17/TT208. In summary, the scheme involves:-

- converting two lengths of existing footway into shared use footways with widening to 3 metres where this is practical; this design would allow cyclists to ride legally in both directions on the footway;
- creating a new length of shared use footway in the verge on the service road which runs parallel to Bawtry Road at Canklow Meadows;
- allowing contra-flow cycling on part of the one-way service road; this design would allow cyclists to cycle legally the wrong way down this lightly trafficked one way street; there would be short lengths of on-carriageway cycle lane at the start and at the end of the contraflow section and signs would be erected to inform drivers that there is on-carriageway contraflow cycling;
- installing four round-top road humps on the service road to reduce traffic speeds to around 20 mph; such a design could discourage traffic from diverting onto the service road when traffic is queuing on West Bawtry Road and would also reduce the speed of these vehicles.

The report referred to the objections to this scheme, which had been received by the Council during the consultation process.

Resolved:- (1) That the report be received and its contents noted.

(2) That the objections to the proposed scheme, as now reported, be not acceded to at this time.

(3) That the scheme to extend the existing shared use footways on Bawtry Road (between the Worrygoose and Rotherway roundabouts) towards Canklow, as now reported, be implemented during the 2013/2014 financial year.

G83. POOL GREEN ROUNDABOUT (CENTENARY WAY/MAIN STREET/MASBROUGH STREET, ROTHERHAM) – CONVERSION TO A SIGNALISED CROSSROADS

Further to Minute No. G30 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 29th July, 2013, consideration was given to a report presented by the Transportation and Traffic Manager outlining the progress with the detailed scheme assessment and traffic modelling regarding the successful funding bid to improve the A630 Pool Green Roundabout (Centenary Way, Rotherham) utilising the Department for Transport Pinch Point Fund. The report sought approval for implementation of the preferred scheme, subject to the agreement of the Department for Transport and the securing of the required Traffic Regulation Orders, and the extension of the commission

to WSP UK to undertake detailed design, monitoring and evaluation of the scheme.

Resolved:- (1) That the report be received and its contents noted.

(2) That the proposals, as now reported, to improve the Pool Green Roundabout (junction of the A630 Centenary Way, Main Street and Masbrough Street, Rotherham) to a signalised junction in accordance with the principles of WSP UK drawing number SK-005 REV E, be approved subject to agreement from the Department for Transport and the scheme be implemented subject to the satisfactory completion of the statutory processes.

(3) That the Traffic Regulation Orders required to implement the scheme be secured, to include appropriate consultation in accordance with the statutory process and any objections received shall be reported to a future meeting of the Cabinet Member and Advisers for Regeneration and Development.

(4) That the commission to WSP UK be extended to include detailed design processes and the monitoring and evaluation for the scheme as required by the Department for Transport.

G84. B6053 CHESTERFIELD ROAD/ PARK HILL, SWALLOWNEST - PROPOSED ROUNDABOUT AND ZEBRA CROSSINGS

Further to Minute No. G106 of the meeting of the Cabinet Member and Advisers for Regeneration and Development held on 19th March, 2012, consideration was given to a report presented by the Transportation and Traffic Manager a proposal to replace the existing traffic signal installation on the B6053 Chesterfield Road, Swallownest (at its junction with Park Hill and with Rotherham Road) with a mini-roundabout and zebra crossings.

The report stated that the original design would not meet the necessary inter-visibility criteria. Therefore, an alternative junction layout is proposed which replaces the end-of-life traffic signal installation with a mini-roundabout and two zebra crossings on the eastern and western arms of the junction. This design was shown on the submitted drawing number 126/17/TT259.

In order to inform drivers of the changing road environment, it was also proposed to reduce the speed limit on the B6053 Chesterfield Road from 40 mph to 30 mph, between the mini-roundabout and the existing pedestrian refuge. This proposal would create a gateway feature at the position of the refuge on the southern approach to the mini-roundabout. Members asked that measurement be taken of the speed of vehicles travelling along Chesterfield Road.

Resolved:- (1) That the report be received and its contents noted.

(2) That, subject to completion of the statutory and public consultations, the existing traffic signal installation on the B6053 Chesterfield Road, Swallownest (at its junction with Park Hill and with Rotherham Road) be removed and replaced with a mini-roundabout and zebra crossings as described in the submitted report and shown on drawing number 126/17/TT259.

(3) That the speed limit on the north part of the B6053 Chesterfield Road, Swallownest, as shown on drawing No 126/17/TT259 submitted, be reduced from 40mph to 30mph.

G85. ASSOCIATION FOR PUBLIC SERVICE EXCELLENCE - MEETING ON 24TH JANUARY 2014 - EDINBURGH

Resolved:- That one Elected Member be authorised to attend the above meeting of APSE member authorities.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 3rd February, 2014
3.	Title:	OPENING OF OFFERS
4.	Directorate:	Chief Executive's Directorate

5. Summary

The purpose of this report is to record the opening of offers for the following:-

on Friday 10th January, 2014 for:-

- Bikeability Scheme

6. Recommendation:-

That the action of the Cabinet Member in opening the offers be recorded.

7. Proposals and Details

Offers in respect of the following were opened by the Cabinet Member for Regeneration and Development

On Friday 10th January, 2014 for:-

- Bikeability Scheme

8. Finance

To secure value for money.

9. Risks and Uncertainties

Service implications and public perception issues.

10. Policy and Performance Agenda Implications

In accordance with financial and contractual requirements.

11. Background Papers and Consultation

Emails:

Richard Speight, Procurement Category Manager; ext 55303

Contact Name : Debbie Pons, Principal Democratic Services Officer
ext: 22054 email: debbie.pons@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 3rd February 2014
3.	Title:	Proposed response to the Government consultation on parking
4.	Directorate:	Environment and Development Services

5. Summary

The report sets out the Council's proposed response to the Government's consultation on various issues regarding parking. The report was considered by the Improving Places Select Commission on 15th January 2014 and, as a result, only minor amendments have been made.

6. Recommendations

That the Cabinet Member approves the proposed response, prior to it being formally submitted.

7. Proposals and Details

The Government, and in particular the Communities Secretary, has made public its intention to change the law to ban / restrict the use of CCTV for parking enforcement and introduce other changes to parking enforcement law.

A consultation document <https://www.gov.uk/government/consultations/local-authority-parking> has been sent to all Local Authorities and this Council's proposed response is attached as Appendix A.

8. Finance

Although the primary functions of the CCTV enforcement vehicle owned by the Council is enforcement in areas where there are concerns about road safety and prevention of congestion, effective management of parking in these locations inevitably results in the generation of income.

This is income which is over and above that which would be generated by the traditional means of parking enforcement.

It is anticipated that the CCTV parking enforcement regime will generate approximately £36,000 per annum. However, it should be noted that the enforcement activities undertaken by the Council's Parking Service would not generate an overall surplus with this extra income.

9. Risks and Uncertainties

N / A

10. Policy and Performance Agenda Implications

The use of the CCTV enforcement vehicle supports the *Corporate Plan* as follows:

Helping to create safe and healthy communities

- Reducing the numbers of children injured or killed in road traffic accidents.
- Improve road safety and deal with concerns in the community, particularly outside schools.

The use of the CCTV enforcement vehicle supports *The Sheffield City Region Transport Strategy 2011 – 2026* as follows:

To maximise safety

- W. To encourage safer road use and reduce casualties on our roads.
- X. To work with police to enforce traffic laws.
- Y. To focus safety efforts on vulnerable groups.

To support economic growth

- L. To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability.

11. Background Papers and Consultation

Department for Transport and Department for Communities and Local Government
Open Consultation "Local Authority parking strategies"

EDS, Streetpride, Transportation and Highways Design Section has been consulted regarding the implications for the Council's Transportation Policy.

Contact Name: Martin Beard, Parking Services Manager, Streetpride Service
Extension number 22929

Appendix A – List of questions

Q1. Do you consider local authority parking enforcement is being applied fairly and reasonably in your area?

Yes, even more so following recent amendments to the Council's Parking Enforcement procedures. The Service is very much customer focused and this is demonstrated by the following recent initiatives;

- Increased grace period from 5 minutes to 10 minutes for expired paid parking activities.
- The availability of a cashless payment system which allows "top up" payments to be made by customers who are delayed due to unforeseen circumstances.
- The council has adopted a zero tolerance approach to misuse and abuse of disabled parking permits and facilities; it has been commended for its approach by the DfT and Disabled Motoring UK.

Q2. The Government intends to abolish the use of CCTV cameras for parking enforcement. Do you have any views or comments on this proposal?

Rotherham MBC strongly disagrees with the proposal to abolish the use of CCTV cameras for parking enforcement. The Council confines the use of this vehicle to locations where parking/stopping is forbidden by law **at all times; for example** the key use for the mobile parking enforcement vehicle is to enforce the Traffic Regulation Orders on all school keep clear markings in Rotherham in addition to other waiting restrictions that exist outside schools and in other locations where there are road hazards. In such situations parking enforcement by traditional methods is difficult due to drivers, upon observing a Civil Enforcement Officer, driving their vehicles away in the knowledge that this will result in no punitive action; often the vehicles are driven away at high speed, which is a further hazard to pedestrians, many of which are children.

Enforcement at these locations is also difficult because they are (generally) remote from the normal operating areas of the Civil enforcement Officers (CEOs).

Enforcement using the CCTV vehicle is undertaken by images being taken of illegally parked vehicles thereby allowing evidence to be reviewed and, when appropriate, penalty charge notices to be issued. This enforcement action,

together with appropriate publicity, helps to make school "drop off" and "pick up" times safer for children by maintaining a length of road outside schools which is free from parked vehicles and thereby safer for children to cross the road. It is also probable that enforcement will result in a reduction of car usage for school journeys thereby further safeguarding children against the risk of being involved in collisions. This is demonstrated by a recent intense period of foot patrols by parking enforcement officers at a school that resulted in a dramatic decrease in car usage; there were more than 20 cars in use to collect children on the Monday and by Friday this figure had reduced to 4. This suggests that knowledge of an enforcement presence deters car usage and encourages walking to school. The CCTV enforcement vehicle is highly likely to have a similar effect. **CCTV and ANPR cameras are commonly deployed at the request of the local communities and schools who want children to be protected from selfish and often dangerous parking.** CCTV usage can be highly beneficial in the protection of CEOs and others involved in parking enforcement, whilst at work; their safety should be paramount.

The Council wishes to emphasise that this vehicle has not been procured for the purpose of income generation.

Note: Funding for the CCTV vehicle was provided by the South Yorkshire Safer Roads Partnership specifically to help reduce the number of Killed or Seriously Injured (KSI) near schools.

Q3. Do you think the traffic adjudicators should have wider powers to allow appeals?

No.

Adjudicators already have wide ranging powers; they can and do refer cases back to the Chief Executive of the issuing Local Authority with directions to reconsider the case. Adjudicators already have discretion to award costs and the Council believes that the grounds of appeal, set out in the Traffic Management Act, are sufficient and fit for purpose.

Q4. Do you agree that guidance should be updated to make clear in what circumstances adjudicators may award costs? If so, what should those circumstances be?

The current circumstances in which costs can be awarded are sufficient i.e. if the Council or Appellant is deemed to have been "frivolous, vexatious or wholly unreasonable" in bringing or contesting the appeal. This Council has no objection to the updating of guidance to make these circumstances clearer.

Q5. Do you think motorists who lose an appeal at a parking tribunal should be offered a 25% discount for prompt payment?

No. Councils have to spend a significant amount of time in the preparation of appeal cases. The cost of this time to the public purse is not recovered, even in the event that an appeal is dismissed and the appellant pays the full amount of a higher rate PCN.

This is also likely to be costly to implement and operate. It would require significant amendments to Local Authorities' IT systems, which would have financial implications.

It may deter motorists from paying the initial discount payment and it may promote vexatious or extraneous appeals which would overload the adjudication system and add significantly to the costs of the service.

This additional discount undermines the effectiveness of the original penalty charge, since everyone who appeals and loses will, in effect, only pay 75% of the penalty charge.

The actual Penalty Charge set by law is the **higher** amount. This procedure would effectively reward unsuccessful appeals.

Q6. Do you think local residents and firms should be able to require councils to review yellow lines, parking provision, charges etc in their area? If so, what should the reviews cover and what should be the threshold for triggering a review?

The Council already undertakes this work commensurate with overall workload. We act upon requests from residents and businesses regarding the necessity for existing parking restrictions and the requirements for further restrictions. Requests are received to consider amendments to Traffic Regulation Orders via letter, e-mail, petition and telephone. In the event that a petition is received a report is prepared for consideration by the appropriate Cabinet Member. This is a revenue funded activity and no charge is made.

Q7. Do you think that authorities should be required by regulation to allow a grace period at the end of paid for parking?

Yes. Most Councils already allow a grace period and Rotherham MBC recently increased this period from 5 minutes to 10 minutes.

If implemented, this provision should also apply to private car parks.

Q8. Do you think that a grace period should be offered more widely – for example a grace period for overstaying in free parking bays, at the start of pay and display parking and paid for parking bays, and in areas where there are parking restrictions (such as loading restrictions, or single yellow lines)?

We agree, in principle, grace periods could be offered in all **permitted parking** bays; this Council's parking policy offers this already.

However, we strongly object to the introduction of grace periods in locations where parking is **prohibited**. If allowed as this will encourage motorists to occupy kerb space, thereby preventing disabled people and delivery drivers from enjoying their statutory concessions. This would have a negative effect on attempts to revive the High Street nationally.

Grace periods in areas where parking is prohibited for traffic management or road safety purposes is highly likely to encourage people to disregard prohibited parking controls in general.

Q9. If allowed, how long do you think the grace period should be?

Free parking limited stay – 10 minutes grace after the expiry of the permitted time. Start of pay and display parking – 5 minutes to allow, for example, change to be obtained.

End of paid parking – 10 minutes after expiry of pay and display ticket or cashless payment.

Single / double yellow lines – observation period to allow for loading / unloading – 3 minutes.

Q10. Do you think the Government should be considering any further measures to tackle genuinely anti-social parking or driving? If so, what?

National legislation should be considered to allow enforcement of footway / pavement parking. Councils outside London currently must implement Traffic Regulation Orders in locations where they wish to control footway parking. This is a time consuming and costly way of allowing Councils to act upon parking activities which are the subject of a significant number of complaints from people who need to use wheel chairs and pushchairs / prams.

The Police currently have powers to enforce footway / pavement parking but, often, they do not have the resources to deploy for such enforcement duties.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 3rd February 2014
3.	Title:	Review of charges for public path orders
4.	Directorate:	Environment and Development Services

5. Summary

The Public Rights of Way team have reviewed the charges made by neighbouring authorities for public path diversion and extinguishment orders. The report proposes new charges levied by the authority that are comparable with other authorities.

6. Recommendations

It is recommended that Cabinet Member:

Approves the introduction of a set fee of £3,000 per order for public path orders made under the Highways Act 1980 and the Town and Country Planning Act 1990.

That the new charges shall be effective on all new orders made from 1st April 2014.

7. Proposals and Details

Background

The Council has a statutory duty to investigate requests for public path diversion and extinguishment orders and levy charges associated with making those orders. These charges have not been increased for a number of years and it is deemed appropriate to review the existing charge of £450 per order. The current charges made by neighbouring authorities are shown in Appendix A.

Costs accrued by the authority involve staff liaison with applicants, an informal consultation prior to a formal order, at which stage officers from legal services are involved. Orders are then advertised on site and in the press.

Advertising costs are presently approximately £150 per order. As charges can vary slightly, it is suggested that these costs are absorbed into the fees and included as part of the overall process of charging to further clarify order pricing for customers.

As with any process involving public consultation, assessing exact times of workload in making a public path order is unpredictable; some orders may pass through without comment, others may receive vociferous objections and have to be resolved at public inquiry. For these reasons it is felt the comparable prices of neighbouring authorities accurately reflect present staff time and costs.

The proposed charges are based on the amount of officer time in Streetpride and Legal Services, along with the costs of placing 4 statutory notices.

A number of public path orders are already in the process of being investigated, such orders and applications have already been advised of the charges. It is therefore recommended that the price increase, if approved, should come into effect from a set date to ensure fairness to new applicants.

From best practice, applicants prefer a system where costs are set, rather than a more cumbersome system of officers allocating times to codes. This system is felt to be administratively clumsy and unclear to applicants; two out of three of our neighbouring authorities use this system of set charges. DoE circular 11/1996 advised authorities of the process for reviewing and adjusting charges associated with public path orders, and a clear set of charges is recommended.

A very simple and clear system would be fair for all involved and would clearly outline all costs for applicants so that they can budget accordingly.

8. Finance

It is estimated that the increased revenue would amount to approximately £10,000 in additional income per year. This sum forms part of the Rights of Way budget enabling the team to deliver the service to local people.

9. Risks and Uncertainties

There is a small risk that the proposed new charges may be resisted, however, the proposed charge for orders would still be lower than the highest charge made by Sheffield City Council within the Yorkshire region.

10. Policy and Performance Agenda Implications

The proposals would support the *Corporate Plan* as follows:

Improving the environment

- **More people are cycling, walking or using public transport**
- **Safe and well maintained roads**

11. Background Papers and Consultation

The Authority is empowered to charge for administrative costs associated with a public path order (Recovery of Costs for Public Path Orders Regulations 1993), as amended by DoE circular 11/1996). No public consultation is required to vary these costs. The authority can only charge costs associated in making the order and can only charge up to the point where the orders is submitted to the Secretary of State for confirmation (costs for public inquiries and hearings cannot be passed to the applicant).

Charges should be made publicly available and applicants must be informed in advance of the charges.

The Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 (Si 1993 No 407).

The Local Authority (Charges for Overseas Assistance and Public Path Orders) Regulations 1996 (Si 1996 No 1978).

Contact Name : *Colin Knight, Highway Network Group Manager, Streetpride Service, ext. 22828, colin.knight@rotherham.gov.uk*

Appendix A

Costs charged by other authorities are summarised below.

Highway Authority	Current Charges for Public Path Diversion and Extinguishment Order	Comments
Rotherham	£450	
Sheffield	Set fee of £3,700 plus vat	
Doncaster	Up to £3,000 (costs vary for each order subject to the amount of officer time involved)	
Barnsley	Set fee of £2,650 - £4,000 dependent on the size of proposal	Optional £75 per week to maintain notices

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and advisors for Regeneration and Development
2.	Date:	3RD February 2014
3.	Title:	Improved cycle and pedestrian routes between Rotherham town centre and Clifton Park Ward 2 Boston Castle.
4.	Programme Area:	Environment and Development services

5. Summary

To seek approval to implement improved pedestrian and cycle route between Morpeth Street and Clifton Lane crossroads including a contra flow cycle lane on Catherine Street.

6. Recommendations

Cabinet Member resolves that:

- **Consultation be undertaken on the proposed scheme as shown on drawing 128/19/TT507.**
- **Detailed design be carried out.**
- **Subject to satisfactory consultation the proposals be implemented**

7. Background

The Council is promoting walking and cycling improvements between the town centre and Clifton Park to make this route more attractive.

A report was made to Cabinet Member on 23 January 2012 setting out proposed pedestrian and cycling improvements on Morpeth Street (Minute number G83 refers), which form part of this route. Now that the pedestrianisation of Morpeth Street, and the associated environmental enhancements are now complete it is proposed to undertake the next phase as follows:

- Pedestrian improvements via Percy Street and Wharncliffe Street, and;
- Cycling improvements via Percy Street, and Catherine Street to access cycle facilities on Doncaster Gate.

8. Proposals and Details

The pedestrian route from Morpeth Street towards the Clifton Park via Percy Street will include the introduction of a flat top hump at the junction of Percy Street and Wharncliffe Street. This will assist pedestrian movements across Percy Street and also serve as a gateway feature for drivers entering Percy Street, which is part of the existing town centre 20mph zone. As part of the work to create an entry treatment a build out will be provided on Wharncliffe Street to formalise the bus lay-by south of the junction with Percy Street.

To improve the cycle route it is proposed to allow cyclists to access Doncaster Gate via a contra flow cycle lane on Catherine Street. Alterations to the 'No Entry' signing will be made to allow access for cyclists and at the junction with Doncaster Gate signing and lining improvements will highlight the end of the cycle lane. These improvements are shown on drawing 128/19/TT507 attached as Appendix A.

As part of the works the opportunity will be taken to refresh all carriageway lining in the area.

Over the next 6 months further work will be undertaken to review the final section of the route between the town centre and Clifton Park and identify whether improvements to the pedestrian crossings at Clifton Lane Crossroads are feasible. Once this has been determined this will form part of a further report to a future Cabinet Member meeting.

The final phase of the town centre to Clifton Park improvements will also include enhanced footway materials and pedestrian and cycle signage.

9. Finance

The proposed works and design costs have been estimated to cost £65,000. Funding for this element of the scheme is available from the Local Sustainable Transport Fund (LSTF) and the Local Transport Plan Integrated Transport Capital Programme 2013/2014 (LTP3).

10. Risks and Uncertainties

It is likely that the scheme will not be completed within the 2013/14 financial year, although funding will be available from both LSTF and LTP programmes for 2014/15 should this be required.

11. Policy and Performance Agenda Implication

This scheme would improve sustainable access for pedestrians and cyclists between the town centre and Clifton Park.

This scheme would also help the continued development of a more viable cycle network which can assist those who may not be able to afford a private vehicle, rising fuel costs or public transport to access employment.

This is inline with the primary goal in LTP3, and the main LSTF priority of supporting economic growth, promoting cycling and walking as modes of transport, through enhanced cycle and pedestrian routes.

This scheme also helps to meet the aims of the corporate plan under Improving the Environment which include reduced CO2 emissions and lower levels of air pollution by encouraging more people to cycle or walk.

12. Background Papers and Consultation

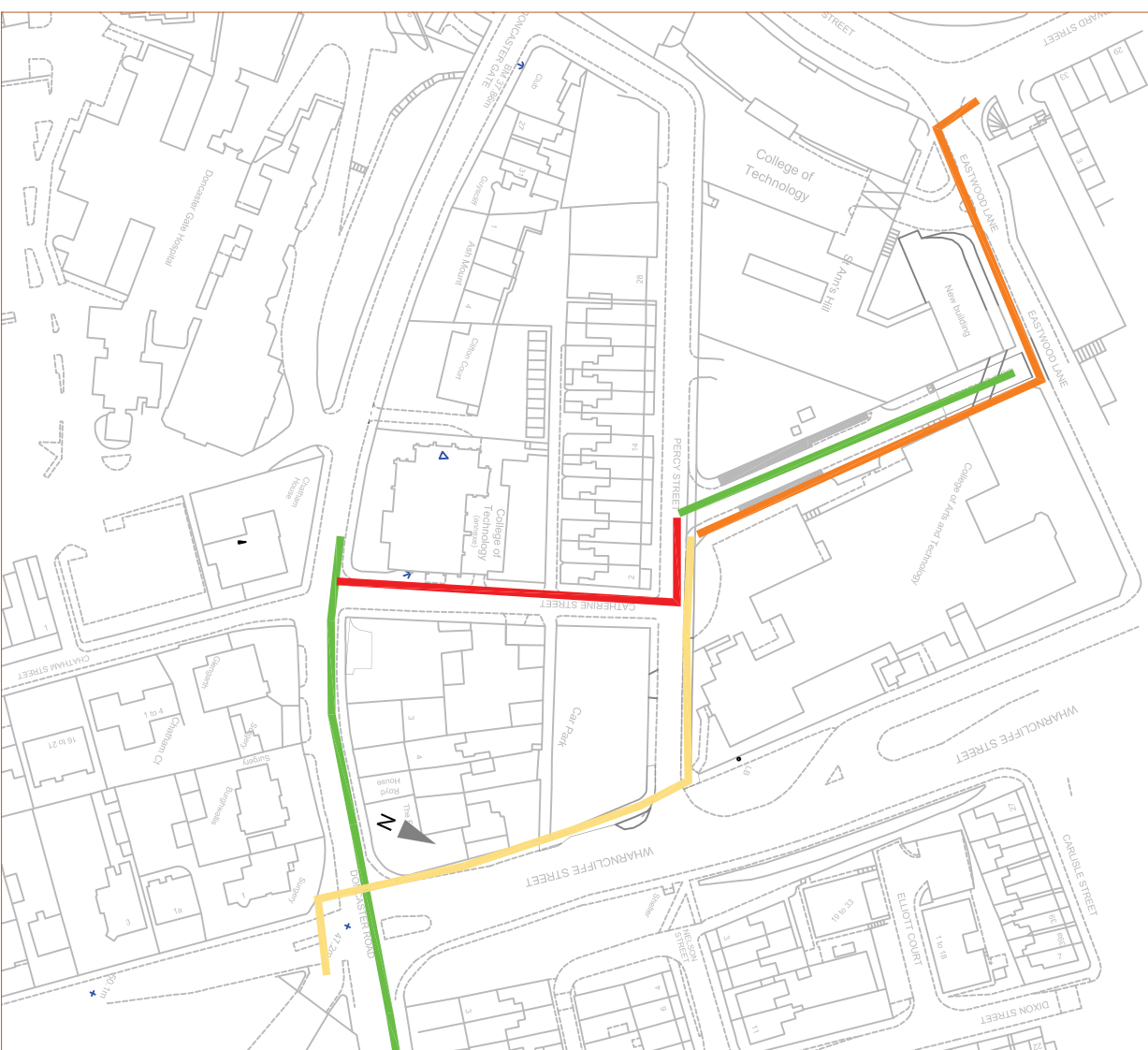
In 2010 the Government announced the creation of the Local Sustainable Transport Fund (LSTF) and made £560 million of funding available for projects over a four year period to 2014-15. South Yorkshire successfully bid for £24.6M from the fund. This bid was the subject of a report to Cabinet Member on 28 August 2012, Minute 33 refers.

Scheme drawing 128/19/TT507 a copy of which is attached as Appendix A

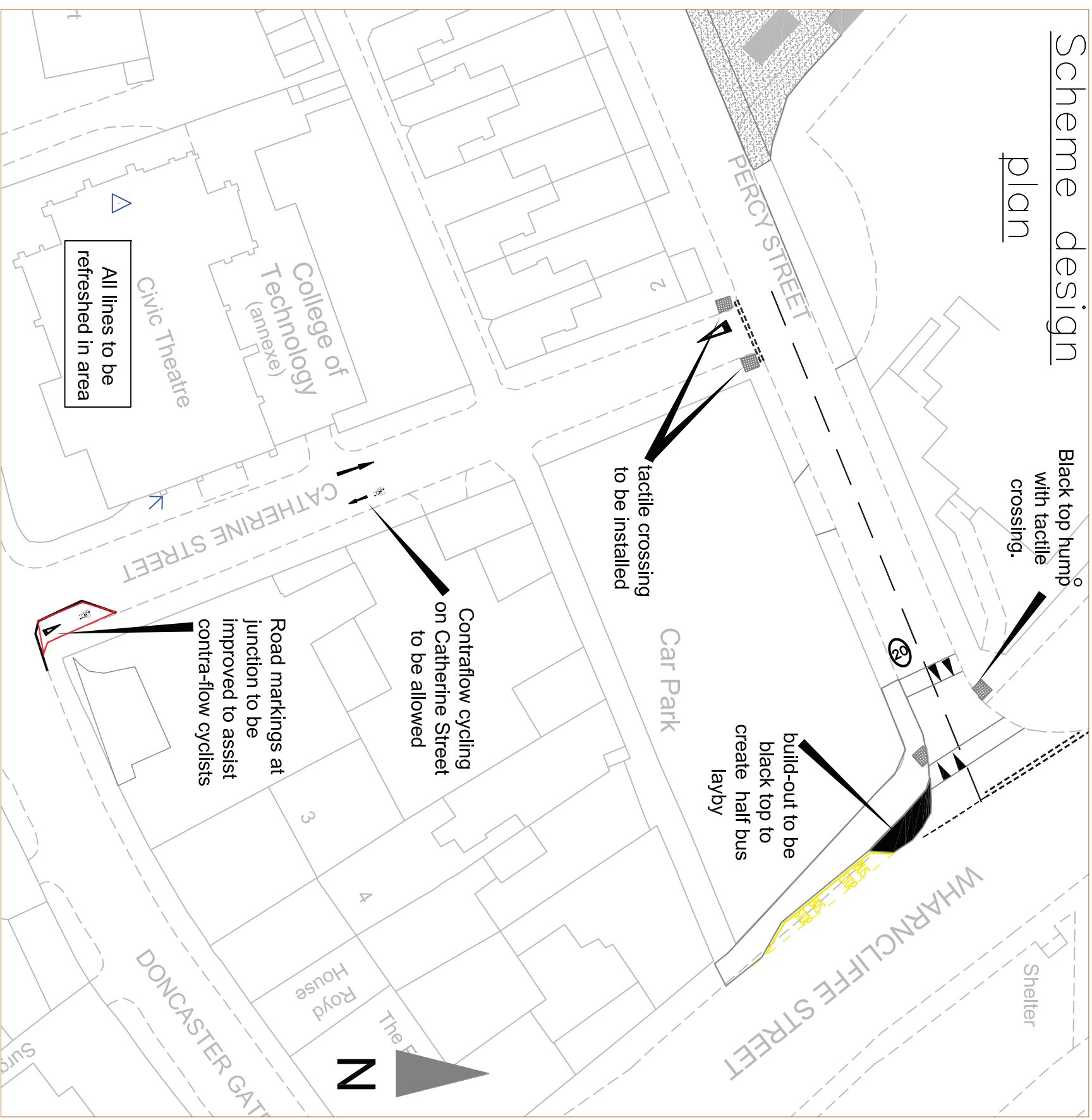
Contact Name: *Richard Pardy, Assistant Engineer, Ext. 22959,
Richard.pardy@rotherham.gov.uk*

Overview Plan

- KEY**
- Existing improved footpath route
 - Proposed footpath improvement route
 - Existing cycle facilities
 - proposed cycle facilities



Scheme design plan



APPENDIX A

Rotherham Metropolitan Borough Council
Environment & Development Services
 Strategic Director:
 Karl Battersby Bsc (Hons) MPhil MRP1

Rotherham Metropolitan Borough Council
Environment & Development Services
 Riverside House, Main Street,
 Rotherham S60 1AE

Client:

Rev.	Description

Title	
Proposed pedestrian and cycle improvements between Morpeth Street and Clifton Park	
Dwg. No.	128/19/TT507
Rev.	
Scales (if As)	1:500
Drawn	RP
Date	DEC 2013
Chd. by	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member and Advisers for Regeneration and Development Services
2	Date:	Monday 3rd February 2014
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 31st December 2013
4	Directorate :	Environment and Development Services

5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of December 2013** and to provide a forecast outturn for the whole of the 2013/14 financial year.

Members are asked to note the forecast outturn position of **an overspend of £383k** for the Environment & Development Services Directorate based on expenditure and income as at November 2013.

6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of December 2013, as outlined in the Briefing Note already circulated (*as agreed there will be no Officer to present this report*). This report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

Please note the figures in the report now include Asset Management, Audit and Insurance.

7 Proposals and Details

7.1.1 Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2013 to 31 December 2013.

7.1.2 The table below summarises the forecast outturn against approved budgets for each service division:

Division of Service	Net Budget	Forecast Outturn	Variation	Variation
	£000	£000	£000	%
Business Unit	746	684	-62	
Regeneration, Planning and Cultural Services	7,830	8,287	+457	
Streetpride	29,049	28,888	-161	
Communications	777	791	+14	
Asset Management, Audit and Insurance	8,715	8,850	+135	
Total Environmental and Development Services	47,117	47,500	+383	0.8%

Following the November cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£383k (0.8%)** against its total net revenue budget of **£47,117**. All possible actions to mitigate this are being taken.

7.1.3 The details below are as offered in the Briefing Note already circulated to relevant Cabinet Members :

CABINET MEMBER BRIEFING NOTE

For Cabinet Members: Cllrs McNeeley, Rushforth, R.Russell, Smith, Wyatt.

SUBJECT: EDS REVENUE BUDGET MONITORING**1. Update on the current projections for EDS Revenue Budget Monitoring at the end of December 2013.**

The table below shows the monitoring figures for April – November with narratives explaining the current projections.

	April - December
Service	£000
Business Unit	-62
Regeneration, Planning, Customer & Cultural Services	+457
Streetpride	-161
Communications	+14
Asset Management, Audit and Insurance	+135
TOTAL	+383

Business Unit -£62k

The service are now reporting an underspend due to a decision being made to implement a reduced training programme.

Regeneration, Planning, Customer and Cultural Services +£457k

At April – November +£503k overspend was reported. Budgets from Policy and Partnerships are now showing within this Service Area. The details below are the key pressures as at the end of December

Regeneration and Planning (+£253k) :

The key pressures within Regeneration and Planning are : (+£358k) from Planning due to reduced income from planning applications, additional required spend on the Local Development Plan and a VAT payment due from previous years, resulting from an audit. Smaller pressures are reported from Markets (+£58k). These are being partially offset by identified savings (-£103k) from higher than expected occupancy levels at the Business Centres and further savings of (-£60k) from other areas.

Customer and Cultural Services (+£204k) :

Within Customer Services there remains an unachievable saving from 2012/13 of (+£80k) and a further (+£120k) from the 2013/14 savings proposals and a further pressure (+£29k) within the Customer Contact Centre.

The change in venue for celebratory services has created a pressure of (+£62k) which is being partially mitigated by some staff savings (-£38k) across Heritage Services. A further saving of (-£4k) is being shown on museum stores having vacated a site earlier than anticipated. Across Theatres and Arts, there is a combined saving of (-£16k), due to some salaries savings, increased one-off income and due to the moratorium. Within Library Services due to the moratorium and staff leaving under the voluntary severance scheme further savings have been declared totalling (-£29k).

All the pressures continue to be reviewed, and wherever possible, the budget holders will look to reduce any costs to mitigate the forecast overspend.

Streetpride -£161k

The position at April – November was £151k- under spend. Streetpride are now reporting an improved position of **-£161k** underspend.

Network Management is projecting a pressure of+£41k.

Network Management is projecting a small improvement since last month. Parking continues to report a pressure of (+£176k) which is mainly due to a shortfall on income recovery where income targets were inflated on Parking Services budgets by 2.5%. Other service pressures (+£15k) within Drainage. These are being offset by increased income from Streetworks and Enforcements(-£62k) and reduced Street Lighting energy costs (-£44k), and reduced costs on Highways Maintenance (-£41k) and in Public Rights of Way (-£3k)...

Waste Services+£17k

Waste Management services have pressures primarily on income from sale of recyclables as a result of a general reduction in waste volumes, and from commercial waste contracts which are still less than budgeted following the downturn in economic activity. Current projections show a pressure of (+£310k), but Waste Disposal is projecting to be underspent by (-£258k) based on known changes to tipping locations, fluctuations in waste streams and an underspend of (-£35k) on the Waste PFI project.

Corporate Transport Unit is still showing a forecast saving of **-£170k** mainly due to expected reduced costs on Home to School Transport. A surplus on Stores is still anticipated **-£50k** as a result of the materials issued, in the main for Street Lighting schemes.

Leisure and Green Spaces +£90K.

Green Spaces position now shows a pressure **+£82K**, (£36K allotments saving proposal, £113K Country Parks due to VAT issue - £7K under spend on recreational grounds, -£60K underspend on Urban Parks due to vacant posts and increased income from Play park inspections, this position has improved from last month due to a vacant post now not likely to be filled until 14/15. Leisure are reporting **+£12K** pressure: from Sports Development mainly due to the late implementation of saving at Herringthorpe Stadium. Across the rest of the service, **+£2K** vacancy factor pressure on Trees & Woodlands and an improved position within landscape Design and LGS Management & Admin **£-6k**.

Across the rest of Streetpride services an improved position is being reported, - **£164k** partially due to increased income from current transportation and highways work which is offsetting some pressures within Community Services, mainly due to increased pressures regarding fly-tipping and a shortfall in income within grounds maintenance totalling **+£75k**.

Communications +£14K

The pressures within this service are +£31k due to an unachievable vacancy factor and increased overhead costs, these are being partially mitigated by a reduced spend due to the imposed moratorium, on printing and design costs -£10k and a reduced marketing and events programme -£7k.

Asset Management, Audit and Insurance +£135K

There are pressures across the Asset Management service: unbudgeted property disposal fees (+£80k), Land & Property income under-recovery (+£38k), operational costs of Community Buildings (+£34k), increased accommodation costs, including energy, (+£46k), pressure due to loss of income in Design and Corporate Projects (+£17k), and Internal Audit (+£20k). Further savings have been declared within Facilities Services (-£86k) and Emergency Planning (-£14k). Identified pressures on the Land Bank are being reported centrally.

Summary

The EDS reported pressures at April – December Monitoring shows an over spend forecast overspend of +£383k. **The forecast overspend assumes that the Winter Pressures budget is sufficient to contain costs incurred over the Winter months (2013/14). It should however be noted that in 2012/13 this budget overspent by £466k.**

Agency Costs

Total expenditure on Agency staff for Environment and Development Services for the period ending 31st December 2013 was £493,180 This is higher than the same period last year, mainly due to changes in pay for seasonal workers and due to agency staff being used whilst a waste management restructure is implemented, and EDS now includes Customer Services, Asset Management, Audit and Insurance.

Consultancy

For the period ending November 2013 the total expenditure on Consultancy was £124,649, this follows a review of spend by staff in EDS. The data for December is currently being reviewed.

Non contractual Overtime

Actual expenditure to the end of December 2013 on non-contractual overtime for Environment and Development Services is £399,492 whilst the same period to December 2012 spent was £325,654, some of the increased costs are due to the new services now being included and reported within EDS (Customer Services and Asset Management).

The actual costs of Agency, Consultancy and Overtime are included within the financial forecasts.

8. Finance

There are no other details to report this month.

9. Risks and Uncertainties

The overall Directorate budget shows an overspend of £383k which have been identified and explained above and in the appendices. If Winter Maintenance pressure were included this figure would increase by £466k to a total of £849k.

10. Policy and Performance Agenda Implications

Directorate budgets are aligned only to corporate priorities and spending within the agreed Directorate cash allocation is key to demonstrate the efficient Use of Resources.

11. Background Papers and Consultation

This is the third budget monitoring report in this format for the Directorate for 2013/14 and reflects the position from April 2013 to December 2013. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

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