

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

**Venue: 3rd Floor conference
room, Bailey House,
Rawmarsh Road,
Rotherham**

Date: Monday, 21 February 2005

Time: 9.00 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 later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Health, Welfare and Safety Panel held on 21st January, 2005 (Pages 1 - 3)
 - to receive the minutes and note the matters highlighted therein.
4. Minutes of a meeting of the Rotherham Local Development Framework Steering Group held on 28th January, 2005 (Pages 4 - 7)
 - to receive the minutes and note the matters highlighted therein.
5. Minutes of the meeting of the Tourism Panel held on 7th February, 2005 (Pages 8 - 11)
 - to receive the minutes and note the matters highlighted therein.
6. Pre-Draft Regional Spatial Strategy (Pages 12 - 40)
Head of Planning and Transportation to report.
 - to update Members on regional planning matters and to seek endorsement of the consultation response to the Yorkshire and Humber Assembly.
7. Petition Requesting the closure of an adopted footpath - Eilam Close to Wortley Road, Kimberworth (Footpath No. 3) (Pages 41 - 50)
Countryside and Rights of Way Officer to report.
 - to report receipt of a petition requesting path closure.
8. Petition requesting the closure of an adopted footpath - Holly Crescent to Dalton (Footpath No. 7) (Pages 51 - 58)
Countryside and Rights of Way Officer to report.
 - to report receipt of a petition requesting path closure.
9. Cherry Tree Road Estate, Wales - Traffic Calming (Pages 59 - 67)

- Schemes and Partnerships Manager to report.
 - to report the results of consultations.
10. Development of Highways Asset Management Plan (Pages 68 - 72)
 Principal Network Engineer to report.
 - to consider proposals for the development of Highways Asset Management Planning.
 11. Implications of the Road Safety Bill (Pages 73 - 75)
 Schemes and Partnerships Manager to report.
 - to report on the implications of the Road Safety Bill.
 12. Northfield Lane, Wickersley - Crossing Facilities (Pages 76 - 78)
 Schemes and Partnerships Manager to report.
 - to consider the construction of a zebra crossing and extend existing island.
 13. Performance Indicators 3rd Quarter Results April - December 2004/2005 (Pages 79 - 102)
 Executive Director to report.
 - to report on the 3rd Quarter results.
 14. Petition - Traffic Congestion - Davian's Fish Shop - Middle Lane (Pages 103 - 119)
 - to note receipt of the above petition and request that the traffic congestion issue be investigated.

Extra item authorised for consideration by the Chairman:-

15. Revenue, Fee Billing and Trading Budget - Monitoring Report for 2004/2005. (report attached) (Pages 120 - 133)
16. 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 those paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972:-
17. Orgreave Community Fund (Pages 134 - 137)
 Head of Planning and Transportation to report.
 - to approve the procedure for release of monies from the fund.
 (Exempt under Paragraphs 5 and 8 – grants and expenditure)
18. Delivering Rotherham Town Centre Renaissance. (revised report attached) (Pages 138 - 142)
 Development Team Manager to report.
 - to seek authority to engage staff.
 (Exempt under Paragraphs 1 and 8 of the Act – staffing and expenditure)

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 21ST JANUARY, 2005**

Present:- Councillor R. S. Russell (in the Chair); Councillors Darby, Hall, Jackson, Senior, G. Smith and Walker. and Mrs. S. D. Brook (NASUWT), Mr. J. W. Clay (ATL), Mr. R. Foster (NUT), Mrs. C. Maleham (UNISON), Mr. M. Martin (UCATT) and Mr. K. Moore (AMICUS)

Apologies for absence:- Apologies were received from Councillors Burke, Pickering, Sharman, Whelbourn, Mr. G. Curd (UCATT), Mrs. L. Heywood (UNISON), Mr. C. Oldfield (TGWU) and Mrs. H. C. Smith (UNISON).

18. MINUTES OF THE MEETING OF THE HEALTH, WELFARE AND SAFETY PANEL HELD ON 15TH OCTOBER, 2004

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 15th October, 2004, be approved as a correct record for signature by the Chairman.

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

The Principal Health and Safety Officer submitted a chart summarising reported accidents to all employees, occurring from the first quarter in 2002 to the fourth quarter in 2004. Emphasis was placed upon the accurate recording all accidents.

Resolved:- That the information be noted.

20. HEALTH AND SAFETY BULLETIN

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

The following issues were discussed in detail:-

(a) a report would be submitted in respect of the safety aspects of employees working on the vehicles used to collect recycled materials from households; and

(b) schools would be invited to participate in first aid training for teachers.

Resolved:- That the Principal Health and Safety Officer distribute copies of the bulletin throughout the Authority.

21. REPORTS ON VISITS OF INSPECTION HELD ON 3RD DECEMBER, 2004

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 3rd December, 2004.

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

Particular reference was made to:-

(a) Dinnington Primary School

Concerns were expressed about the adequacy of the opening and closing mechanism for the high level windows.

Safety measures needed to be installed to reduce vehicle speed along the driveway leading to the school car park.

(b) Kiveton Outreach building

Improvements were required to the toilets for people with a disability.

(c) Rawmarsh Rosehill Junior School

The playground steps required repair urgently.

(d) Vision Panels in Internal Door Windows

The Health, Welfare and Safety Panel agreed that vision panels in internal door windows should not be obscured by notices, posters, etc.

(e) Thrybergh Country Park

The arrangements for the security of cash within the Country Park office needed to be improved.

(f) Whiston Grange

This Special School would be visited again by the Panel on 11th March, 2005.

22. THE MANAGEMENT OF CONTRACTORS WORKING FOR THE COUNCIL (HSE IMPROVEMENT NOTICE RELATING TO ARBORICULTURIST WORK)

The Principal Safety Officer reported on the circumstances of an accident which occurred during arboriculturist work undertaken by a contractor. The investigation of the accident has resulted in the Health and Safety Executive issuing an improvement notice requiring the Council to implement systems for the monitoring and managing contractors. These improved systems had now been introduced.

Resolved:- That the report be received.

23. MUSCULOSKELETAL DISORDERS AMONGST TEACHING STAFF

The Principal Safety Officer submitted a report summarising the survey undertaken during 2004, within six Rotherham schools, to investigate the issue of work-related musculoskeletal disorders. The survey had been undertaken in association with the Health and Safety Ergonomics Unit of the Department of Human Sciences at Loughborough University. Copies of the full report of the survey would be provided for the teaching unions' representatives.

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 28th January, 2005

Present:- Councillor Smith (in the Chair); Councillors Boyes, Burke, Hall, Pickering and Walker.

together with:-

Phil Turnidge	Senior Planner
Andy Duncan	Strategic Planner
Steve Holmes	Community Involvement Manager
Helen Sleigh	Planner - Pathfinder
Phil Gill	Greenspaces Manager
Tom Bell	Principal Strategy Officer, Housing Services
Ken Macdonald	Service Solicitor
Joanne Wherle	External Funding

1. APOLOGIES

Apologies were received from the following:-

Councillor Ellis	Cabinet Member, Housing & Environmental Services
Phil Rogers	Strategic Leader, Culture, Leisure and Lifelong Learning

2. MINUTES OF THE PREVIOUS MEETING HELD ON 29TH NOVEMBER, 2004

Resolved:- That the minutes of the previous meeting held on 29th November, 2004 be approved as a correct record.

3. MATTERS ARISING.

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

4. PLANNING AND COMPULSORY PURCHASE ACT 2004 AND THE NEW REGIONAL SPATIAL STRATEGY (RSS)

The Strategic Planner presented a report relating to the above Act which put regional planning on a statutory footing.

It was reported that the new arrangements also required the Regional Planning Body (Yorkshire and Humber Assembly) to seek the advice of strategic planning authorities in the region, including Rotherham MBC, in preparing the Regional Spatial Strategy.

In essence this meant that the Yorkshire and Humberside Assembly must

ask the Council whether it wished to prepare those parts of the Regional Spatial Strategy that related to the administrative area of Rotherham.

Reference was made to staffing, costs, timescales, current arrangements and joint working etc.

Resolved:- (1) That the Steering Group supports the Yorkshire and Humberside Assembly being informed informally that the Council's view was that the requirements of the Act were already being met through the current arrangements with planning authorities.

(2) That the Steering Groups' view be that when formally asked by the Yorkshire and Humberside Assembly the Council formally decline the offer of preparing part of the Regional Spatial Strategy in favour of continuing with the current working arrangements.

5. LOCAL DEVELOPMENT SCHEME

The Senior Planner gave a brief resume of the LDF process and of the proposed content of the draft Local Development Scheme. He emphasised that the LDF would comprise a portfolio of different planning documents rather than one plan.

He reported that the proposed Local Development Scheme for submission to the Government Office had been produced following informal consultations carried out during December 2004/January 2005 and a schedule analysing specific comments received during the informal consultation period on the draft Local Development Scheme was attached to the report. From preliminary analysis it was reported that 69% of respondents felt the Council's initial LDS programme was realistic.

Reference was made to the following specific comments that had been received and which required some amendment to the LDS:-

- need to give waste more priority
- inclusion of Waverley as an Area Action Plan
- inclusion of leisure (in the context of PPG6) within priority topics to be covered in the proposed Policies and Allocations documents
- more emphasis on the requirements of PPG17 in the evidence gathering section
- non-compliance of UDP Opencast Coal policies with MPG3. It was proposed that LDS Appendix 2 be deleted in favour of "saving" all policies as advised by GOYH

A list of established agencies that it was proposed to contact in future consultations was given in the report.

Members were advised that Government Office Yorkshire and the Humber were reasonably happy with the proposed LDS. However a

number of comments had been made and these were set out in the report. It was reported that the indications were that the timescales might be adjusted and that there may be some phasing of the components of the LDF.

The consultation and discussion to date with the Local Strategic Partnership was outlined. However, the need for the involvement of the Rotherham Partnership and for wider corporate recognition of the importance of the LDF process was highlighted.

It was pointed out that the current budget allocation was insufficient to cover the LDF process and Members discussed the future resourcing and funding for LDF work.

Members discussed the relationship between the Housing Pathfinder Masterplanning and the LDF. It was reported that the Master Plans would be incorporated as Area Action Plans.

It was pointed out that there was a requirement to produce an annual monitoring report.

Resolved:- (1) That the report be referred to the Cabinet for approval of the amended Local Development Scheme for submission to Government Office.

(2) That further steps be taken to secure wider corporate involvement in the Local Development Framework process.

(3) That the Steering Group notes the insufficient budget allocation for LDF Work and supports the view that funding should be provided from the Planning Delivery Grant and the Corporate Management Team, the Cabinet and Council be asked to consider this Steering Groups' view that £100,000 of Planning Delivery Grant should be ring fenced to fund and resource the LDF process.

6. ANY OTHER BUSINESS

(i) Design Coding

It was reported that a seminar would be held.

(ii) Rotherham Housing Market Renewal Pathfinder Progress Update

The Planner (Pathfinder) presented a report relating to the formation of a Consortium to project manage consultants to undertake four baseline studies and the spatial master planning for the peripheral ADFs. Reference was made to some difficulties experienced with the consultants for the Rotherham West/Sheffield East ADF concerning interpretation of the study brief.

It was reported that the spatial master planning commission commenced on 23rd December, 2004 and an inception meeting had been held in January.

Reporting timescales were set out in the report.

It was pointed out that a report would be presented to the Steering Group in due course regarding the Interim Spatial master plans. Reference to the spatial plans had been included with the LDS.

Resolved:- That the recommendations within the report be noted.

(iii) BVPI 106

It was reported that this indicator related to how the Local Authority achieved the target of giving priority to the development of previously brown field land and to the national target of 60% for housing.

Details of current performance against this target were given.

Members discussed the under performance on this indicator, how the target had been conceived and how planning applications and permission for housing would be treated between the UDP and the LDF changes.

Resolved:- That an overview of policy be reported to a future meeting of the Steering Group.

(iv) Statement of Community Involvement

It was reported that this would be the next document to be produced for the Steering Group to consider.

7. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of this Steering Group be held on FRIDAY, 4th MARCH, 2005 at 10.00 a.m. at the Town Hall (and not Friday, 25th February, 2005 as previously scheduled).

**TOURISM PANEL
MONDAY, 7TH FEBRUARY, 2005**

Present:- Councillor Walker (in the Chair); Councillors Boyes, Hall and Littleboy.

together with:-

Mr. Colin Scott, Rotherham Chamber of Trade

And the following officers:-

Julie Roberts	Town Centre & Markets Manager
Joanne Edley	Tourism Manager
Dawn Runciman	Events & Promotions
Marie Hayes	Commercial & Promotional Manager, ECALS
Emily Knowles	Twinning Officer

19. APOLOGIES FOR ABSENCE

Apologies were received from:-

Councillor Smith	G. Cabinet Member, Economic and Development Services
Guy Kilminster	Manager, Libraries, Museum and Arts

20. MINUTES OF THE PREVIOUS MEETING HELD ON 20TH DECEMBER, 2004

Resolved:- That the minutes of the previous meeting of the Tourism Panel held on Monday, 20th December, 2004, be approved as a correct record.

21. MATTERS ARISING

There were no matters arising not covered on the agenda.

22. TOURISM PROJECTS

The Tourism Manager reported on the following:-

- (i) Visitor Guide – a new guide was being prepared to be published in March 2005.
- (ii) Group Travel Folder – this was being prepared to take to the Group Travel Exhibition on 26th February, 2005 in Bolton.
- (iii) Locations for Coach Parking – following negotiations with SYPTE, RUFC, Magna, Liquid/Diva etc several sites had been identified that could be used for coach parking subject to the sites' own requirements.

The Tourism Office would operate as a central booking system and it was proposed to monitor demand.

Members commented that drop-off points in the town centre needed to be identified so that businesses were aware of these locations. There also needed to be liaison with the Traffic Wardens.

Resolved:- That a progress report be submitted to the Tourism Panel in six months time.

(iv) Tourism Plan – the Tourism Manager was currently visiting providers of tourism services and in discussion with other sections within the Council connected with tourism.

(v) Conference – “Fitness for Purpose” – ideas had been gained about how to take the quality of the accommodation product further in conjunction with health and safety, fire and environmental health services etc in order to ensure they met the legal requirements.

(vi) DMO for South Yorkshire – there were on-going discussions with partners, and the draft marketing strategy had been sent to the Tourism Manager for the Council to comment on.

23. EVENTS PROGRAMME - UPDATE

The Events and Promotions Officer reported on the following:-

(i) Ice Magic – 12th to 19th February, 2005

The British Champion would be at the opening. Marketing material had already been placed around the town and information distributed.

(ii) Continental Market – discussions were taking place to find a new operator to provide the best product and best value.

Members discussed linkages with Town Twinning, Rotherham Show and the Rotherham Festival.

Reference was made to the objectives, logistics, timing etc. and it was pointed out that a cost/benefit analysis would need to be carried out.

The view was expressed that there could be further linkages with schools through sport.

Resolved:- That the Town Centre and Markets Manager, the Tourism Manager, the Events and Promotions Officer, the Commercial and Promotions Manager (ECALS) and the Town Twinning Officer meet to discuss the feasibility of this proposal.

24. EXCLUSION OF THE PRESS AND PUBLIC

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in those paragraphs indicated below of Part 1 of Schedule 12A to the Local Government Act 1972.

25. YES PROJECT - UPDATE

The Town Centre and Markets Manager reported on the progress of the above national project.

It was reported that an outline planning application had been submitted by Oak Holdings for an entertainment resort.

It was pointed out that in view of the designation of the site within the Unitary Development Plan the application was likely to be a controversial issue and would go to public inquiry.

Members referred to the employment and skills issue and to anticipated objection from a neighbouring local authority over the theatres element.

It was agreed that a presentation should be made to the Council.

Resolved:- (1) That the update be noted.

(2) That the advice of the Head of Planning and Transportation Service be sought regarding a presentation to the Council.

26. ANY OTHER BUSINESS

The following issues were reported:-

(i) Re-opening of Clifton Park Museum

It was reported that the Museum had been re-opened on 29th January, 2005 and to date had received 7,000 visitors.

The opening had received good press coverage.

The Libraries, Museum and Arts Manager would present a report to the next meeting of the Panel.

(ii) Yorkshire and Humberside Tourist Board

This organisation was stressing the importance of culture, heritage and

leisure in the development of tourism.

It was reported that a meeting was to be held with the Libraries, Museum and Arts Manager to discuss this issue.

(iii) South Yorkshire Destination Management Organisation

The proposals for the establishment of the above were being discussed by the South Yorkshire Leaders and the outcome of their meeting was awaited.

(iv) Adverse Publicity

An instance of adverse publicity was reported. An appropriate response had been provided by the Communications Manager, RiDO.

27. DATE, TIME AND VENUE FOR THE NEXT MEETING

Resolved:- That the next meeting of the Tourism Panel be held at the Town Hall, Rotherham on Monday, 7th March, 2005 at 2.00 p.m. at the Town Hall.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for EDS Delegated Powers
2.	Date:	21 February 2005
3.	Title:	Pre-Draft Regional Spatial Strategy (All Wards potentially affected)
4.	Programme Area:	Economic & Development Services

5. Summary

The report provides an update on regional planning matters and seeks Cabinet Member's endorsement of the consultation response to be submitted to the Yorkshire and Humber Assembly on Pre-Draft Regional Spatial Strategy.

6. Recommendations

1. **Cabinet Member to note the completion of RPG12 Selective Review and the South Yorkshire Leader's agreement to the South Yorkshire Spatial Strategy Vision.**
 2. **Cabinet Member to endorse the consultation response to Pre-Draft Regional Spatial Strategy.**
 3. **This report be forwarded for information to:**
CMT on 14 February
Cabinet on 23 February
Regeneration Board on 2 March
Regeneration Scrutiny Panel on 4 March.
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7. Proposals and Details

Regional planning matters

Cabinet Member will recall the progress of Regional Planning Guidance (RPG) through the selective review process (last reported to Rotherham LDF Steering Group on 24 September 2004). This process was completed on 1 December 2004 with the publication of "Regional Spatial Strategy for Yorkshire and the Humber to 2016 based on Selective Review of RPG12". Under the provisions of the new Planning Act RPG has become RSS and has assumed statutory status. RSS is now part of the development plan for Rotherham and, along with Rotherham's Adopted Unitary Development Plan, must be considered when determining planning permission for proposed development. To attempt to minimise confusion over naming the Assembly are now referring to the draft Regional Spatial Strategy as "new" RSS.

The South Yorkshire Partnership has recently completed drafting of The South Yorkshire Spatial Strategy Vision – attached as appendix 1. The Vision is derived from published and draft strategy documents from the constituent local authorities, close consultation with officers and members from the local authorities, officials from the Objective One office, Business Link South Yorkshire, Government Office, South Yorkshire Partnership, the Regional Assembly and local investment partnerships. The sub-regional spatial strategy is a non-statutory document that expresses the sub-region's view as to how the spatial development of South Yorkshire will contribute to the economic and social transformation of the sub-region. The Vision was approved by the South Yorkshire Leaders on 26 November 2004 and will be used to inform the development of new RSS for the South Yorkshire sub-region.

Pre-Draft Regional Spatial Strategy

The previous consultation stage of new RSS development, "PLANet Yorkshire and Humber – Developing the Regional Spatial Strategy", was reported to Cabinet on 8 September 2004. Development of new RSS is continuing with the latest stage of consultation based on the need to consider in more detail how to develop a clear spatial strategy for the region that takes into account all of the issues identified in the RSS Project Plan ("Shaping the Future", January 2004). This second stage of consultation comprises a series of 18 topic papers. Comments are requested by 25 February, although due to the staggered release of some topic papers the Assembly are accepting late responses. At time of writing 7 topic papers, details of proposed local authority housing numbers and employment land requirements were still outstanding; any major implications of these papers will be tabled at the meeting.

To summarise the most significant papers and their implications for Rotherham:

Paper 2 (Spatial Options) is by far the most significant as it seeks to determine the shape of the region's and sub-region's future growth and development for the next 20 years. The paper considers how three scenarios of differing policy emphasis could lead to different patterns of development in the region and hence the future pattern of development for Rotherham and South Yorkshire. The outcomes "on the ground" of these scenarios would represent locationally specific development of the principles set out in RSS.

The scenarios are A: Responding to market forces, B: Matching need with opportunity, and C: Managing the environment as a key resource. The scenarios are

not mutually exclusive; they are presented as tools to illustrate the impact of a range of policy choices within the overarching principles of sustainable development. Extremes of approach are not considered.

The three scenarios are applied to the region to demonstrate how a different relative focus of growth would reflect across the region's sub areas. Scenario A would target most growth at the Leeds City Region whereas B and C show a more even distribution of growth with more development in South Yorkshire and hence Rotherham.

At a more specific level, the paper identifies several "strategic choice" areas below sub area level and uses these to illustrate different outcomes from the scenarios. For Rotherham, scenario A focuses on a market approach and includes project such as the expansion of Rother Valley Country Park. Scenarios B and C give more emphasis on existing centres and developing Rotherham Centre's complementary role to Sheffield. For the Dearne Valley, scenario A identifies Manvers Lakeside amongst development options whereas scenarios B and C have more focus on development guided by the results of settlement appraisal and making use of existing urban potential.

The paper goes on to consider Green Belt and suggests that a regional level, strategic review is not required but that local discretion could be allowed to allow for local reviews to promote sustainable development.

The role of settlements is considered with all three scenarios focusing growth on existing settlements but with scenario A allowing urban extensions. Consideration of connectivity sees strategic road improvements figure in scenario A, with a more public transport focus in scenarios B and C.

Finally, Table 4 in the paper projects falling employment for Rotherham in the period 2004-14. However, the data is derived from the Regional Econometric Model which is itself based on a series of assumptions. The Council may wish to challenge these assumptions.

Paper 3 (Housing) is important, although potentially controversial housing numbers for each local authority are still awaited from the Assembly. The paper outlines recent national policy developments on housing such as the imminent replacement of PPG3 and the Barker Review. The paper indicates draft figures for the overall regional requirement for new housing in which 15,758 new dwellings per annum are required up to 2021. However, a further consultation paper is due in early February which will set out the principles for distribution of housing in the region. The current paper proposes that distribution of housing should be led by strategy rather than simply utilising existing urban potential wherever it may be located. Also, development adjacent to Pathfinder areas may need restraining so as not to prejudice attempts at market renewal.

Paper 4 (Economy) suggests that a radical review (and reduction) of employment land is required, as there appears to be a large surplus of land allocated for employment in the region. The paper also forecasts that Rotherham will have a decline in demand for B1 office space to 2014 of over 18,000 sq. m. Demand for B2

and B8 space is also forecast to fall. The paper proposes that local authorities review their employment land allocations with an assumption of a clear intention to de-allocate sites that were either uncommitted, superfluous or in unsustainable locations.

Paper 5d (Demand Management) raises the issue of area-wide road user charging, albeit in the longer term. The paper also raises the prospect of co-ordinated parking/demand management measures across the region in order to discourage predatory parking policies by individual local authorities.

Paper 7 (Energy) is also potentially controversial in that it considers whether RSS should allocate specific renewable energy generation targets to local authorities. As Rotherham is shown as requiring 10MW of generation by wind power by 2010, this could require potentially unpopular wind farm allocations in the Rotherham LDF. However, it is not clear if the suggested local authority "potentials" for 2010 are based on consideration of geography, topography and prevailing wind or are merely an equal distribution of a regional target.

Paper 13 (Health) raises the possibility of RSS including a policy requiring local authorities to conduct a Health Impact Assessment (HIA) of road/other developments, involve local people in HIAs, and check development plans in terms of health. All of which raise the prospect of delays in the production of the LDF, LTP and in general development control casework.

Paper 17 (Retail and Leisure) may well have a bearing on issues such as the expansion of Rother Valley Country Park but at time of writing this paper is still pending from the Assembly.

The need to provide adequate time for internal consultation did not permit the inclusion of the Council's full consultation response as an appendix to this report. The response will, however, be tabled at the meeting.

The Council will ensure ongoing involvement through existing channels in the development of new RSS and officers will report again at future stages of its evolution.

The future programme for new RSS development is:

Feb – March 2005	Policy drafting in light of consultation response
April 2005	Assembly to agree Draft new RSS
April 2005	Submit Draft new RSS to Government
May – July 2005	Formal consultation on Draft new RSS
Winter 2005/06	Public Examination into Draft new RSS
By end of 2006	Secretary of State issues new RSS

8. Finance

No direct implications although new RSS will influence Rotherham's emerging Local Development Framework, and second Local Transport Plan and hence funding opportunities and priorities.

9. Risks and Uncertainties

Regional governance will be strengthened under the Government's devolution proposals and the new Planning Act increases the spatial and sub-regional content of the Regional Spatial Strategy. Whilst the new RSS will be more specific about regional and sub-regional land use policy there should also be safeguards to protect local autonomy in the application of policies.

10. Policy and Performance Agenda Implications

If the new RSS (when adopted and implemented) achieves the aims of Advancing Together, the knock on effects should make a positive contribution to all of Rotherham's Regeneration priorities in the community plan.

Although not directly addressed in the consultation document, equalities issues should benefit positively from the successful implementation of new RSS policies.

Achieving sustainable development is a core theme of Advancing Together and will be reflected in new RSS. Likewise, the new RSS vision and objectives will be consistent with the Regional Sustainable Development Framework and its sustainable development aims. At each stage of the development of the new RSS, a Strategic Environmental Assessment/Sustainability Appraisal (SEA/SA) is being carried out. At this consultation stage, the appraisal has particularly concentrated on Topic Paper 2 – Spatial Options. The report of this appraisal is available from the Assembly.

The new RSS will seek to improve the health of the Region's population by a variety of means.

11. Background Papers and Consultation

Regional Spatial Strategy for Yorkshire and the Humber to 2016 based on Selective Review of RPG12 – December 2004

Pre-Draft Regional Spatial Strategy (18 Topic Papers) – January 2005

The Topic Papers were disseminated to the Council's Programme Areas inviting comment.

Contact Name:

Andy Duncan, Strategic Planner, 01709 823830, andy.duncan@rotherham.gov.uk

Sub-Regional Spatial Strategy Vision for South Yorkshire

Prepared for the South Yorkshire Partnership by Ideasmiths Consulting Partnership in collaboration with the membership of South Yorkshire Partnership.

Approved by the South Yorkshire Leaders at the meeting held on 26 November 2004.

The document is divided into two main sections. The titles, **The Spatial Vision for South Yorkshire: 2006-2021**, and **Achieving the Spatial Vision**, are self-explanatory.

21 November 2004

The Spatial Vision for South Yorkshire: 2006-2021

Introduction

Introduction to the vision

The following is a vision for South Yorkshire's Spatial Strategy. It is derived from published and draft strategy documents from the constituent local authorities, close consultation with officers and members from the local authorities, officials from the Objective One office, Business Link South Yorkshire, Government Office, South Yorkshire Partnership, the Regional Assembly and local investment partnerships.

This draft vision is directly derived from the set of spatial strategy vision principles agreed by the Leaders of the four South Yorkshire local authorities in 2003. The vision is for the period 2006-2021.

The document is divided into three main sections. This first section introduces and sets out the vision. The second section briefly describes the background and explains the guiding principles on which the vision is based. The last section sets out under five themes the strategic focus necessary to achieve the spatial vision.

Detailed predictions with respect to population change and employment impacts of spatial changes in South Yorkshire remain to be added to the vision either through alterations to the text or as added appendices. As of July, 2004, the research into these topics has yet to be commissioned or necessary statistics have not yet been released. There also remains one point where the Partners have agreed to defer final agreement subject to further discussions. The text under discussion is marked clearly in the vision.

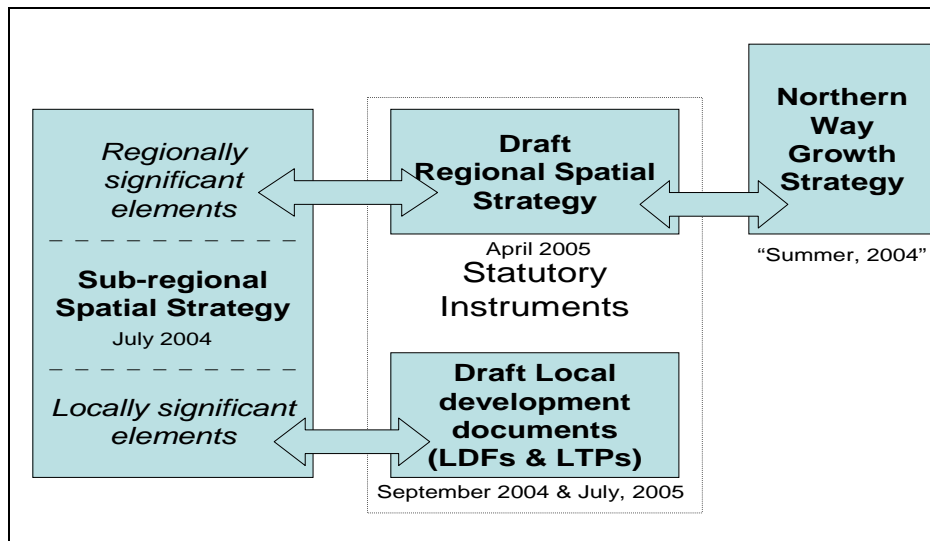
The Purpose of the Vision

The sub-regional spatial strategy is a non-statutory document that expresses the sub-region's view as to how the spatial development of South Yorkshire will contribute to the economic and social transformation of the sub-region.

It serves three main purposes:

- It is public: it sets out the united vision of the South Yorkshire Partnership for all to see.
- It is regionally significant: it introduces and explains South Yorkshire's regionally significant spatial vision elements to our regional partners and enables them to be established as parts of the Regional Spatial Strategy.
- It is sub-regionally significant: it introduces and explains sub-regionally significant elements of local strategies to the South Yorkshire Partners, and, so, it enables them to develop more complementary local development documents.

The second and third purposes are linked, because they both refer to how the sub-regional vision influences both regional and local statutory spatial strategies.



The sub-regional spatial strategy vision is important because it offers a means by which the South Yorkshire partners can jointly influence the overall spatial direction of the region and the Northern Way Growth Strategy. More than that, it can enhance the effectiveness of local initiatives by encouraging mutually supportive local spatial development.

The overall vision is printed in italic to differentiate it. All other sections are in normal text.

The Spatial Vision - Where South Yorkshire is going

South Yorkshire is where England's North Country begins. We are committed to making that an unforgettable landmark - a place where people have no doubt that they have arrived in a distinctive and successful area of Britain renowned for its outstanding economic opportunities and quality of life.

South Yorkshire is resource-rich. It possesses the potential to be a leading driver for economic growth in the region and Great Britain. South Yorkshire aspires to become a place where increasing numbers reside in a mixture of main urban areas and smaller outlying settlements connected by an efficient and sustainable transport system that enables rapid economic development and a good standard of living for all its residents.

The vision is that by 2021 South Yorkshire will be a thriving sub-region. Currently the sub-regional economy is in the midst of revival, but this spatial vision is about much more than revival. The South Yorkshire Partnership seeks to drive forward the transformation of South Yorkshire into a place that is a national economic motor combining exceptional quality of life with economic opportunities for all.

By 2021 South Yorkshire's population will enjoy a standard of living that is higher than the average for Yorkshire and Humberside. Across the sub-region there will be in-movement of younger families and knowledge workers attracted by the places that offer them the best access to employment destinations, appropriate housing and social amenities. This will mean that the population of some places will reduce to new sustainable levels, while additional facilities may be needed in others with the potential to strengthen their inclusivity and sustainability. Needs for additional housing will be met primarily through strengthening existing settlements and not by starting new ones.

South Yorkshire's four main urban areas and the most sustainable of its outlying settlements will be prosperous and growing. Historically, South Yorkshire has had a

low average income per head. By 2021 it will be better than the regional average and rising.

South Yorkshire will be an economically strong and united city-region. The four urban areas will be the main focus for economic development. The sub-region's city, Sheffield, will match the rate of growth in the best performing Core Cities. Rotherham will continue to expand as a focus for manufacturing industry. Doncaster will experience rapid growth as it expands its logistical contribution to the region, while Barnsley will consolidate its employment offer at the cusp of South and West Yorkshire as a digitalised market town. Together, the four districts will ensure that there is somewhere in South Yorkshire for almost any business or industrial sector that needs a strong base in the north of England.

South Yorkshire will have taken full advantage of Urban Renaissance and other opportunities to enhance the roles of their main urban areas in the retail and service hierarchy. Sheffield as a Core City hosts many knowledge-based service sectors and will carry out a major regeneration of its central shopping area, redeveloping to overcome some of its inherited structural weaknesses. Doncaster's urban centre transformation will be driven by the mixed used development of one of the largest town centre brownfield sites in the country at the Waterfront. Appropriate scale complementary developments in Barnsley, and Rotherham will ensure a robust South Yorkshire economic and social environment.

The four urban areas will be the main employment centres, and their will be a growth in commuting between them as improved transport links South Yorkshire enhance the range of locational choices available to people wherever they work within and without South Yorkshire.

Away from the core urban areas, the most accessible and environmentally sustainable places in the Dearne and other outlying areas including southern Rotherham and eastern Doncaster will offer competitive locations for businesses that are not suited to the more urban areas and where there is a lack of appropriate sites.

In general, the vision will support spatial economic development patterns which minimise as much as possible the increases in road traffic and congestion from the movement of materials, goods and people that will inevitably accompany transformation and growth. However, there may be circumstances where the realisation of the strategy may require the use of roads/the private car.

The improved transport network will also help overcome many of the potential negative environmental effects of South Yorkshire's historically dispersed settlement pattern by enabling efficient movement between the expanding settlements and the main job destinations within and without South Yorkshire.

South Yorkshire will be deeply integrated into the wider economy of Northern England. Sheffield and Doncaster represent key axes of East/West and North/South connectivity and provide access to major trade routes within and from the Northern Way. Its improved connectivity with its neighbours on all sides will help it realise its potential as a driver for economic excellence and contribute to the performance of its neighbours. The four main urban areas will have excellent road and rail links with each other, to the international airport at Finningley, Robin Hood Airport Doncaster-Sheffield, and into the national and international transport network. Outlying South Yorkshire settlements will enjoy convenient accessible links into the urban centres.

Sheffield will be a creative producer and design city on a par with the best performing in Europe with a vibrant city centre offering a range of retail, leisure and commercial opportunities strongly competitive with other cities of its size. Its imaginative mixed development of the urban centre, the Don Valley and its diverse neighbourhoods will ensure it serves as a core engine for growth and jobs generation in the sub-region; a true 'core city' for South Yorkshire.

Rotherham's economy will benefit from the planned growth in both Sheffield and Doncaster, but Rotherham will maintain and enhance its distinct identity through the creative regeneration of its centre and the economic activity generated at Waverley, which will be the flagship site for Advanced Manufacturing in the sub-region. Quality modern transport connections will enable residents of Rotherham and Sheffield to travel more easily in both directions to benefit from the distinct advantages offered by each. Rotherham's atmosphere will contrast sharply with the more intensely urban Sheffield offer. Its accessibility and amenities will make Rotherham an ideal central location for living, working and leisure.

Doncaster will have developed into one of Britain's leading regional logistic centres and be an employment-creating place in its own right. As the main logistical gateway to Yorkshire, it will attract businesses and residents. It will have excellent public transport links with the rest of South Yorkshire ensuring that all the sub-region has easy and efficient access to Doncaster's employment opportunities and transport interchanges. The airport presents a unique opportunity for a step-change in the South Yorkshire economy, through direct employment, supply chain developments, inward tourism and as a substantial new element in the South Yorkshire offer to investors. It will provide in excess of 6,000 jobs in the area by as early as 2008-9.

To the north of the Sheffield-Rotherham-Doncaster axis, Barnsley will have confirmed its place as one of the North's main market towns at the central juncture of West and South Yorkshire with excellent road and public transport connections with Sheffield-Rotherham-Doncaster to the south and east, Wakefield-Leeds to the north and Manchester to the west, to access jobs and amenities. At the same time, residents of all these places and a growing number of visitors from outside the sub-region will visit Barnsley frequently to enjoy its market ambience, the enhanced quality of its rural heritage and environment and the economic opportunities that they offer.

Around the four main centres, the most viable outlying settlements will have stabilised after the long decline of the 1990s. They will offer additional choice to the distinctive South Yorkshire urban/town/rural housing offer and local employment opportunities in key settlements. New housing will have been built in some of these settlements but only where excellent public transport links enable sustainable travel to and from the main employment centres and where unviable housing has been removed..

Within the sub-region, emphasis on education facilities will have contributed to the growth of knowledge clusters in the main urban centres. South Yorkshire's universities, university colleges and other established knowledge hubs ensure that there is a stream of new viable businesses. They and other businesses are attracted to South Yorkshire by its combination of urban and rural amenities with easy access to a skilled workforce and to global markets.

The Basis of the Vision

Where South Yorkshire is coming from – the background

The historic settlement pattern of South Yorkshire has been one of a number of major urban areasⁱ; Barnsley, Doncaster, Rotherham and Sheffield, supplemented by a large number of smaller settlements related to the historic development of the South Yorkshire Coalfieldⁱⁱ. This has resulted in a relatively dispersed settlement pattern with a limited focus on the key urban areas for employment and services.

The South Yorkshire economy was industrial. In 1971 coal and steel provided direct employment for 121,000 people, almost a quarter of local jobs. However, by 1997 South Yorkshire had lost 60% of them, 187,000 industrial jobs. Steel and coal alone, shrank to 15,000. These losses were countered by 95,000 new service sector jobs (a 42% increase). During this period 147,000 full-time jobs were lost and were replaced by 52,000 part-time jobs.

As a result the sub-region's economy is now close to the UK economic profile with fewer production industries and more services than in the past. Nonetheless, manufacturing is still a South Yorkshire focus, employing 16.5% of the workforce compared to the GB average of 14.2%.

1,267,288 people currently live in South Yorkshire. The population is growing slowly after years of decline that accompanied the downturns in its major industrial sectors.

GDP per head across South Yorkshire fell against the EU average every year between 1979 and 1995. By 1997-99 it was 74.4% of the EU average, qualifying South Yorkshire for European Objective 1 status. 2001 data indicates an improved GDP of 77% of the EU15 average. This convergence with the EU average is largely the result of improved UK economy and local population loss. The disparity with the UK economy, particularly the South East, remains.

Employment Structure of South Yorkshire, 2002 (% employed by sector)

	England	Y & H	South Yorkshire	Barnsley	Doncaster	Rotherham	Sheffield
Agriculture and fishing	0.8	0.8	0.1	0.3	0.5	0.3	0.1
Energy and water	0.6	0.9	0.5	0.2	0.6	1.4	0.2
Manufacturing	13.4	16.5	16.5	19	14.4	20.9	14.8
Construction	4.4	4.9	5.9	7.7	7.7	6	4.5
Distribution, hotels and restaurants	24.8	24.2	23	20.8	24.2	22.5	23.2
Transport and communications	6.2	5.9	6.1	6.7	7.2	7.5	4.8

Banking, finance and insurance	20.2	15.3	13.3	10.3	11.4	10.2	16.2
Public admin, education & health	24.3	26.8	29.3	29.4	28.7	26.8	30.3
Other services	5.2	4.7	5.5	5.4	5.4	4.5	5.9

Sources – South Yorkshire Strategic Economic Assessment

Decline of coal and steel has been accompanied by increasing concentration of major development in the main urban areas, but the dispersed settlement pattern remains. This pattern has left a significant dilemma for the spatial management of the smaller settlements. Some are or can become increasingly attractive for housing development despite their limited prospects of local economic growth, but others face social and economic decline as their economic bases and attractiveness as places to live has declined.

South Yorkshire needs to strike a sustainable development balance between concentrating homes and jobs in major settlements, and the need to transform communities to provide attractive and sustainable places to live with good access to jobs. It lays a heavy emphasis on the correct identification of sustainable settlements and on the role of sustainable transportation links.

Guiding Principles

The spatial strategy is driven by the principles of sustainable development as enshrined in the Regional Sustainable Development Framework and the Governments recent consultation paper on PPS1: Creating Sustainable Communities and interpreted to reflect the South Yorkshire context.

The four components of sustainable developmentⁱⁱⁱ as presented in these documents are:

- Maintenance of high and stable levels of economic growth and employment
- Social progress that meets the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources

Translated into spatial terms, these principles mean that spatial investment in South Yorkshire will concentrate on:

- Those locations capable of attracting viable economic development investments and/or able to access the main regional employment centres without contributing unnecessarily in the long term to congestion and environmentally damaging journeys by car between dispersed origins and destinations;
- Enhanced transport connectivity where it improves the competitiveness of the overall South Yorkshire spatial mix and enables the unlocking of key outlying settlements that would otherwise decline into uncompetitiveness and unsustainability;

- Focused housing and related investments on those settlements which are most sustainable or which have the capacity to become most sustainable.

A core role of the spatial vision is to enable structured discussion and debate on spatial development within South Yorkshire. As such, the spatial vision is meant to serve as a framework and not a straight-jacket. The South Yorkshire Partnership recognises that, as it will apply for fifteen years, not all future contingencies can be foreseen. There are likely to be occasions where there are differing interpretations of its guidance. It is important, therefore, that there is flexibility within the vision to accommodate proposals that were not envisaged originally, but which have sufficient merit to be considered and, possibly, accommodated within the vision.

The partners meet regularly at Leader/Board Member level and will share with each other sub-regionally significant spatial proposals in order to ensure that major projects are viewed consistently and that the local authorities can coordinate as much as possible their individual spatial vision implementation strategies. Where partners hold differing views on proposals after this process, they will ensure that the status and integrity of the overall spatial vision is maintained.

The spatial vision builds directly on the strategic vision that has informed the South Yorkshire Objective One area:

To build a balanced, diverse and sustainable high growth economy for South Yorkshire recognised as a growing centre for high technology manufacturing and knowledge based services, offering opportunities for the whole community.

Achieving the Spatial Vision

Themes

Within the sub-regional spatial vision, South Yorkshire has identified five core themes.

- Economic development – The generation of output, and associated jobs and income.
- Urban areas – The potential of South Yorkshire's four main urban areas to power a sustainable high growth economy in South Yorkshire.
- Transport – The sustainable movement of people and goods within South Yorkshire and between South Yorkshire and elsewhere.
- Settlement – A focus on a sustainable settlement pattern that meets changing community, employment and lifestyle requirements of South Yorkshire's current and future residents.
- Rural areas – The role of rural areas in complementing the growth of metropolitan South Yorkshire.

The Economic Development Theme

South Yorkshire was historically a narrow economy dominated by steel and coal, but it now offers a diverse range of economic development opportunities across the sub-region based on a mixture of locational and knowledge base advantages. The competitiveness

of the offering will be enhanced through greater understanding across the whole of the sub-region of how these characteristics interact.

The key elements here include critical mass, excellent education facilities and connectivity (including transport, information and access to skilled and knowledgeable workers). South Yorkshire will ensure that all economic development prioritisation is based on a clear appreciation of where and how these factors combine to offer the greatest likelihood of sustainable contribution to the economic well-being of South Yorkshire.

South Yorkshire is growing progressively more integrated into the regional, national and global economy. South Yorkshire will increase its contribution to the overall Yorkshire and Humberside economy and quality of life through its widening and deepening capacity to deliver valuable goods and services.

South Yorkshire has an increasingly important role to play both as a commercial and industrial location of choice and as a home for families whose wage-earners may travel further to a benefit from a wider range of work opportunities within the sub-region, across Yorkshire and even further.

South Yorkshire hosts two universities and all the districts seek to develop their attractiveness to high value-adding businesses by focusing on knowledge-based cluster or hub developments and by emphasising educational regeneration in strategic planning.

Barnsley: At the heart of Barnsley's spatial vision for a return to affluence and vibrant economic activity is the regeneration of Barnsley Town. Barnsley lies at the crossroads between South and West Yorkshire and between Greater Manchester and the Humber. It is ideally placed to serve as a new kind of market town. To this end it is launching the *Barnsley Central* plan to turn Barnsley into the 21st © Market Town for the North of England.

Enhancing the role of the Barnsley Town Centre is essential to providing an attractive living, working, cultural and leisure environment, attractive to people who live and work within the urban centre, the Borough and Region. This element of the vision depends both on spatial developments within Barnsley Town and on better internal and external (north-south and east-west) transport connections to facilitate sustainable travel patterns and local economic growth.

The spatial distribution of land for economic development will broadly be focused on Barnsley Town and Urban Centre, adjacent central settlements along the line of the Dearne Towns Link Road and in appropriate settlements in the east of Barnsley. This taken with the job creation potential of the town centre will provide sufficient capacity to meet Barnsley's jobs and employment needs to 2016.

Doncaster's economic potential is supported by its excellent national and international access through the combination of proximity to the East Coast Main Line, and good motorway access. It lies alongside the A1(M) corridor and the M18 corridor which together give first class access to the south and to the Humber ports. The East Coast Mainline gives fast rail access to London, Leeds, and the North with a good local interchange for east west routes and travel in South Yorkshire.

In addition Robin Hood Airport Doncaster-Sheffield is opening: a significant international passenger and freight airport, alongside the M18 corridor and with public transport connections to Doncaster Interchange. Amion estimated for the public inquiry that the airport will improve the GDP of South Yorkshire by 1% by 2014. However, the positive

commercial start is now predicted to bring forward those economic benefits to 2008. The prospect of growth both at the airport and in areas accessible to it will be greatly enhanced by improved road and rail links into the regional and national transport network. Within Doncaster these locational advantages will be used to underpin a spatial economic development vision which in general terms will see selected sites on main settlement corridors with easy access to residential areas by public transport and to the motorway network for freight, being developed in a sustainable manner for a range of business/logistic based enterprises.

Doncaster urban centre will be the focus for business/office based enterprises where they will support a growing office component of the Urban Centre making full use of the knowledge based activity being developed around the Waterfront and Doncaster Education City. The remaking of the Waterfront is the most important development opportunity within the urban area of Doncaster, extending to more than 100 acres of brown-field sites, it is an essential part of the renaissance of the urban centre. The project will provide a marina and high quality urban living at its heart. It will consist of a series of development platforms to accommodate the 'hub' for Education City and complementary high value and high growth uses within the ICT, digital and multi-media industries. The Education City will contribute skilled graduates to the Advanced Manufacturing .

Within the economy, improved public transport based connectivity will reflect the spatial distribution of new jobs, linking communities to the new job opportunities across the Borough. It will develop good quality and frequent public transport links to the rest of South Yorkshire, the wider Region, and London. In particular these links will connect through to Robin Hood Airport Doncaster-Sheffield providing first class links for business in Doncaster and the Region.

Rotherham: Over the next 15 years, Rotherham expects to create further jobs through planned major developments at locations such as the Town Centre, Manvers, Dinnington, Rother Valley Country Park and Waverley with projects assessed and planned to ensure maximum positive impact of each on Rotherham's and South Yorkshire's overall spatial development.

In particular, the advanced manufacturing park at Waverley will create solid linkages between research and development, and the commercial application of modern materials technology. Rotherham has aspirations for a mixed development of industry and housing on part of the site, in accordance with the Waverley Masterplan. Rotherham recognises that such developments must be timed and designed to ensure that they are consistent with the wider South Yorkshire advanced manufacturing thrust and the overall spatial vision with respect to settlement and economic development. This will be pursued as part of the Local Development Framework Review.

Strategic high quality development sites in the north, central and southern areas of the Borough provide destinations of choice for new investors, expanding businesses and entrepreneurial start-up companies, while the emerging Town Centre Masterplan, together with the pathfinder programme and the design code pilot project will ensure that Rotherham's town centre is successfully regenerated to provide a vibrant mix of housing, retail, cultural and leisure uses in an attractive environment. The centre will be linked to Parkgate by a light rail system, which will provide convenient access between the two parts of the town and strengthen its retail offer. The regeneration of the town will be based on the ten principles of Rotherham Renaissance charter, which includes the river and canal to form a key part in the Town's future, re-population of the town centre and securing the best in architecture, urban design and public spaces.

Rotherham also proposes to pay particular attention to its potential as a tourism destination. Subject to evidence being generated that demonstrates its overall positive economic impact and synergy with urban renaissance across South Yorkshire, Rotherham is particularly keen to improve the attractiveness of Rother Valley Country Park. Rotherham believes that the further development of the Rother Valley Country Park will make a significant contribution to the South Yorkshire tourism offer and that, together with Magna, Robin Hood Airport Doncaster- Sheffield, Meadowhall and others attractions, it will help to give South Yorkshire a brand which will be attractive to visitors and investors from outside the region.

Sheffield has enjoyed success as the sub-region's city and through its aggressive development of physical infrastructure to support economic development. There has been significant development of new business and industry with much more in the pipeline. The economic vision for the city is "*Sheffield becoming the core city of a balanced and sustainable high growth economy in south Yorkshire by 2010, recognised as a growing European centre for high technology manufacturing and knowledge base services, and offering opportunities for the whole community.*"

Success in high technology manufacturing and knowledge base services is based on the expertise in Sheffield's universities combined with excellent locations across South Yorkshire, most notably Waverley in Rotherham. Continued growth will require an effective economic alliance across South Yorkshire. Creating a world class high technology cluster will transform the economies of Sheffield and Rotherham, and have positive implications for all of South Yorkshire.

The vision will require:

building on the potential of the city centre with high-quality commercial sites and premises, an expanded modern retail core, a vibrant cultural, leisure and living offer and high-quality buildings and spaces

harnessing the strength of the universities by translating high-level knowledge into market-leading economic applications, using local research to attract international business and retaining increasing numbers of graduates developing careers in the city

developing clusters of market-leading businesses seeking competitive advantages through locating near similar businesses, e.g. in sectors in which the city has distinctive skills and is active in innovation, such as advanced manufacturing and metals and bioscience

enhancing the city's strategic transport connections to international air services, to major cities especially London, Leeds and Manchester, and to other parts of the sub-region.

The main priorities for regeneration are the City Centre, including the transitional areas at the north of the centre, the city's Lower Don Valley extending towards Rotherham, and the Upper Don Valley to the northwest of the centre. Sheffield and South Yorkshire are well-placed to accommodate public service functions that are relocating from London.

Knowledge enhancement and economic development in South Yorkshire

It is not always appreciated how much potential there is for linking targeted knowledge enhancement and economic development across a region. There are, however, notable examples of economic development success where spatial initiatives and knowledge-based initiatives have gone hand-in-hand. One example is the Barnsley BICC, which has proven a model of high technology business nursery excellence, whilst Rotherham has

two Beacon Status awards for fostering business growth, and removing barriers to work, and successfully encouraging enterprise and entrepreneurship to increase new business start ups. In Sheffield, locations near the universities will be important in the early stages of development of spin-out businesses evolving out of research programmes. Progress is being made on key sites for the proposed E-campus close to Sheffield Hallam University and the city's railway station. Doncaster's Digital Knowledge Exchange, part of Doncaster Education City, will provide routes from learning through incubation to office space for digital and multi-media companies.

Locational priorities will reflect the economic opportunities inherent in South Yorkshire's transport and urban area spatial initiatives. The four main central areas will aim for a balance of retail, office and domestic developments that support their individual urban development visions, while supporting the continuing development of its manufacturing sector by supporting location on brownfield land and other previously identified and prepared industrial development sites. It is proposed that manufacturing operations that wish to relocate from town and city centres should be supported in doing so.

Many viable economic and employment opportunities arise from industries which use a lot of space relative to the value-added, for example some light manufacture and logistical functions. For them, the more central urban locations are unlikely to be viable. They will be helped to find more competitive locations in outlying settlements easily accessible to the transport network and the labour pool.

Clusters of leisure uses will be developed in urban centres and out-of-town locations accessible to public transport, subject to national sequential test guidance to ensure the wide mix necessary to cater for South Yorkshire's cosmopolitan community and to attract growing numbers of visitors from outside the sub-region.

South Yorkshire will be careful that its spatial strategy supports the knowledge and skill development necessary for competitive businesses, for example, in areas such as the Dearne where a supply of skilled call centre operatives helps ensure the longer term effectiveness of existing spatial investments against international competition.

South Yorkshire will welcome employers to locations where they can fully enjoy the mixture of logistical connection, access to the right level of employee, and the expertise of its universities and other academic and research institutions.

Economic Development Vision

- **To view the spatial development of South Yorkshire's economy holistically where the different districts and settlements contribute to the well-being of the whole sub-region as sources of jobs and of employees.**
- **To exploit the locational and transport opportunities of South Yorkshire by ensuring that sub-regional economic development decisions are always integrated with and supported by South Yorkshire-wide transportation, settlement and retail/commercial development spatial initiatives;**
- **To concentrate spatial investments on those locations capable of attracting viable economic development and/or able to access the main regional employment centres without contributing significantly in the long term to congestion and environmentally damaging journeys by car between dispersed journey origins and destinations.**

- **To ensure that spatial investments in educational and skills development contribute to the achievement of South Yorkshire's economic development.**

Urban Areas

At the heart of the spatial vision for South Yorkshire are its core urban areas. They are the primary sources of economic growth and employment, but more than that, they define and embody much of the sub-region's distinctive social character.

Their viability depends on them achieving and maintaining a critical mass of population and of quality of urban living. The spatial vision will contribute to the checking of their recent population decline by ensuring that the pattern of new housing is supportive of the growing role of the urban centres as the main transformational drivers in South Yorkshire.

The Local Authorities have all adopted strategies which seek to regenerate and enhance the role of their main urban areas in the retail and service hierarchy. In this respect Sheffield as a Core City has a major role to play in providing higher order services and is about to carry out a major regeneration of its central shopping area, redeveloping to overcome some of its inherited structural weaknesses. This will be complemented by appropriate scale developments in Barnsley, Rotherham and Doncaster that will create an attractive and varied overall South Yorkshire offer.

The Meadowhall Shopping Centre lies in the heart of the sub-region next to the M1 Motorway and provides a million square feet of retail and leisure which plays a major role in the retail activity of the sub-region. It is not anticipated that there will be any significant expansion of Meadowhall in the future and all Local Authorities are committed to developing complementary town/city centres matched to the scale and need of the local community. City/town centre locations will be favoured for any further major retail developments.

Urban Area Vision

South Yorkshire's four urban areas will supply a wide range of opportunities to satisfy their commercial, retail and recreational demand within the sub-region and create a distinctive South Yorkshire urban offer.

- **To the north, Barnsley is placed at a central location between South and West Yorkshire. Barnsley will offer residents, visitors, investors and employees the high quality living, working and trading attractions of a 21st © Market Town with strong connections to and from Sheffield, Leeds, Manchester, Doncaster and further afield.**
- **Doncaster will offer the retail and commercial variety and convenience appropriate to an expanding transport centre and sub-regional city centre, including the complete renewal of its transport interchange and refurbishment and extension of its retail facilities. Also included will be a major renewal of university level education facilities, a new performance venue, and leisure facilities, and the development of a dynamic mix of urban centre residential accommodation.**
- **Rotherham aspires to become a beacon for urban design, offering a complete range tenure and urban property types in its town centre along the banks of the River Don and South Yorkshire Navigation Canal that will establish it as an affordable and high quality option for business and urban**

living with a high quality cultural and leisure offering. It will offer a distinctive and more intimate alternative to Sheffield, easily accessible to the expanding core city but less intensely urban augmenting the strong offerings of Meadowhall, Retail World and Sheffield centre.

- **Sheffield's sophisticated mixture of metropolitan working, leisure and commerce will stretch out along the lower Don Valley towards Rotherham with living areas extending into the valley on brownfield sites where sustainable. The city will undertake major redevelopment of much of its commercial heart with different quarters designed to make the city centre into a visitor attraction in its own right.**

All the four main urban centres will augment and complement each other to offer attractive commercial/retail quarters reached by convenient and pleasant transport routes, both public and private.

Transport

Transportation is the key to South Yorkshire's spatial vision, underpinning the economic regeneration and urban-based spatial transformation strategy. Better links with our partners outside the sub-region enable South Yorkshire to enhance the economic strength of the Yorkshire and Humberside region: better links within South Yorkshire ensure that the full economic potential of the whole sub-region can be realised.

Sustainable and socially inclusive spatial development is highly dependant on transport infrastructure and services. Socially inclusive transport is defined as affordable, accessible and available to its target market. The most successful urban regions have the physical and electronic infrastructure to move goods, information and people quickly and efficiently - both internally and to markets outside.

The vision builds on the revised Regional Planning Guidance and its associated regional transport priorities. The main strategic transport issues are external connectivity, inter-urban movement patterns, accessibility and reducing congestion within the sub-region. In operational terms the main issues are transport network safety and reducing environmental impact.

South Yorkshire bases the transport theme of its spatial vision on a number of core principles. These are that:

- The primary role of the heavy rail network is to improve South Yorkshire's connectivity to the main economic centres outside the sub-region. Connecting South Yorkshire's main centres with each other is part of this primary role;
- Where heavy rail does connect smaller settlements within the sub-region this should be secondary to its primary role as described above;
- Light rail generally offers the most environmentally attractive and user-friendly option within densely urbanised areas and linking other settlements to them;
- Buses (including variants such as guided bus routes) will remain the most heavily used mode of public transport and the network has great scope for improved attractiveness, efficiency and overall utility.;
- Viable transport options are central to the sustainability of outlying settlements;

- It is essential to the economic health and growth potential of the Yorkshire and Humberside Region that the transport connectivity between South Yorkshire and Leeds and Environs is appropriate for a globally competitive region;
- Transformational growth inevitably creates increased road traffic. Improvement in the sub-region's motorway and primary route network is essential to the improved movement of materials and people within South Yorkshire and between it and other regions.

External Connectivity

South Yorkshire's external transport connectivity is primarily via road, rail and air.

Road: South Yorkshire is served by a motorway and main road network, parts of which are operating at close to capacity levels. In some places, targeted, junction-focused improvements and new road links to key development sites will improve the quality of journey and the positive economic contribution to South Yorkshire of the road transport network.

There is relatively good North-South access by road via the M1 and A1 and East via the M18. However, the system is heavily used and South Yorkshire welcomes plans to widen the M1 northwards to Leeds. A primary additional road concern is to improve ease of access to and from key motorway junctions where poor access is leading to knock-on congestion hot spots and limiting economic development potential. Included in this category of spatial investment is direct access to the M18 for Robin Hood Airport Doncaster-Sheffield.

Access towards Manchester and the Northwest region via road is not good and needs increased capacity. The Snake and Woodhead Pass routes are saturated or nearly so. The main bottleneck lies at the Manchester end of these routes where they come together east of the M60, but the routes are environmentally constrained along their whole length. The M1/M62 is a longer route and is becoming saturated as well.

Rail: In general, rail capacity is constrained because local and long distance rail travellers are sharing the same lines. This limits the capacity of train operators to improve long distance services. There needs to be increased investment in rail capacity. Also, while Sheffield and Doncaster enjoy direct access to the national rail network, other parts of South Yorkshire, including Barnsley and Rotherham, are poorly connected due to capacity and other operational constraints.

South Yorkshire as a whole has potentially good connectivity to the capital via the East Coast Main Line through Doncaster and less good access via the Midland Main Line through Sheffield. Access to the North is potentially very good along the East Coast Main Line. However, connections on the Midland Main Line north from Sheffield to Leeds are constrained by the track bottleneck outside Sheffield station and slow-running local services. In addition, there is no direct heavy rail connection between Doncaster and Barnsley. All of these rail network weaknesses need addressing to help drive forward the economic transformation of South Yorkshire and the wider region.

The poor quality of rail connection between Sheffield and Leeds is unacceptable for the two main cities in a competitive region and a major obstacle to development of South Yorkshire and Yorkshire as a whole. The creation of a genuine express service between the two via Barnsley and Wakefield will enhance the economic attractiveness of the region as a whole and of Barnsley as a residential and market town at the crossroads

between West and South Yorkshire. This positive effect will be magnified by the reinstatement of the Doncaster-Barnsley heavy rail route.

Rail access is good between South Yorkshire and the West Midlands, but less so along the line between Manchester and the East Coast, which is operating at close to full capacity. Improvements in the frequency and speed of express services between South Yorkshire and Manchester are required. In order for the maximum benefits to be gained from Robin Hood Airport Doncaster-Sheffield there need to be improvements in the line connecting the airport and Doncaster Station, in particular, junction improvements and electrification.

Air: The sub-region is disadvantaged by not having its own indigenous accessible long runway airport. Air journeys currently require travel from South Yorkshire to airports elsewhere, most importantly, Manchester.

While Manchester will remain the North's main air terminal, South Yorkshire will become a major air hub in its own right with the opening of Robin Hood Airport Doncaster-Sheffield on a major brownfield site on the edge of Doncaster's urban fringe. The airport at Finningley will significantly improve European and inter-continental accessibility for South Yorkshire and for other regions in the East Midlands and North through a wide range of air services including provision for air freight haulage.

Finningley is well located for access from outside the sub-region and from within South Yorkshire. However, there need to be new and improved road and rail links to the airport. A preferred route for a link road from the M18 has been identified and will be a high priority in view of its potential to enhance the economic benefits of the airport for the sub-region and adjacent regions.

South Yorkshire is committed to fully exploiting the potential of Finningley as the main air gateway to the region by ensuring that excellent connections to and from the Robin Hood Airport Doncaster-Sheffield fully support the overall facility by making it easy to get to.

Inter-urban Connectivity

South Yorkshire's spatial vision depends on excellent integrated transport links between its four main urban areas, and between them and Robin Hood Airport Doncaster-Sheffield. This involves heavy rail, road and high capacity rapid public transport.

Current heavy rail links between Barnsley and Sheffield, and between Sheffield-Rotherham-Doncaster require improvement, while the link between Barnsley and Doncaster needs to be reinstated. On the road, bottlenecks at Hickleton and Marr on the A635 link between Barnsley and the A1/Doncaster need to be addressed to improve the accessibility of Barnsley and the Dearne Valley to Doncaster and Finningley. The proposed light rail link between Sheffield, Rotherham Town Centre and Parkgate will assist in the regeneration of Rotherham centre and improve links to Sheffield.

At present, surface access to Robin Hood Airport Doncaster-Sheffield is only adequate up to operating levels of 2.3 million passengers per year. A new road link to the M18 will be required in the medium term to enable the airport to fulfil its potential as usage rapidly expands beyond that number. It will also become necessary to connect the airport directly to the East Coast Main Line as the airport grows in regional importance. Amion expects that the predicted 2.3 million passengers will be passing through the airport as early as 2008 and that passenger numbers will continue to rise, making essential improved road

and rail links plus major public transport improvements between the airport and Doncaster town centre and beyond.

The potential for Robin Hood Airport Doncaster-Sheffield to improve the international connectivity for the North generally also needs to be recognised and exploited. Good heavy rail connections from Doncaster to the North East, East Midlands and West Yorkshire mean that a mainline connection to Finningley within the lifetime of this spatial strategy could transform air connectivity and choice across the North, and contribute to Northern competitiveness overall in the context of 'The Northern Way'

Internal Accessibility for all South Yorkshire

The South Yorkshire spatial vision for internal accessibility is of sustainable transport links connecting settlements to jobs, services and leisure opportunities. South Yorkshire is growing progressively more integrated, both within the sub-region and between South Yorkshire and adjacent sub-regions, as residents travel progressively greater distances between home and work, and between home and leisure/shopping/personal business activities.

The willingness of residents to undertake longer journeys potentially enables much greater flexibility in settlement planning, but also could limit the effectiveness of South Yorkshire's commitment to "location and land use policies, which discourage the dispersal of land uses in favour of more concentrated, mixed use of land to reduce the demand for travel." [Local Transport Plan (Para 4.4.10)].

South Yorkshire seeks therefore, to develop transport infrastructure and services that minimise congestion by more closely connecting economically and socially its inherited collection of dispersed settlements on the basis of a robust assessment of settlement sustainability. It is important that such links are used to link such communities with job opportunities and improve transport choice.

Within South Yorkshire there are a number of significant former steel and coal mining settlements which suffer from poor connectivity with the main population and employment centres of South Yorkshire, and with the main transport routes. These and other South Yorkshire neighbourhoods lacking closely adjacent rail commuting options require the highest possible quality of bus links with transport interchanges and the urban centres.

There is scope for considerable improvement to local rail services, where a strong case can be made for investment, taking account of the strategic role of the rail network, through:

- Improving the reliability and performance of the existing network
- Improving service performance through investment in rolling stock, signalling and passenger facilities
- Targeted development of the network through new and improved services, opening up access to communities
- Targeted development of the network to ensure major new economic development areas are connected to the rail network,

The Supertram provides a high quality, reliable service along three corridors with high levels of customer satisfaction and increasing patronage. Cost-effective extensions to this system to Rotherham or new light rail links elsewhere would provide high quality, high

capacity links supporting the Spatial Strategy improving social inclusion, regeneration and checking reliance on the private car.

High quality bus links with appropriate priority over other traffic will also play a significant role in providing public transport connectivity required. Use of the overall public transport network will be supported by readily accessible information, making increasing use of information technology and passenger facilities and ticketing systems that facilitate easy interchange between routes and travel modes.

Transport Vision:

To develop Robin Hood Airport Doncaster-Sheffield as a major international airport for a full range of passenger and freight services serving South Yorkshire, the wider region and neighbouring regions.

To better connect the four main urban centres and Robin Hood Airport Doncaster-Sheffield to each other, to Leeds, Manchester, and to the national transport network: via excellent rail links carrying fast and frequent express services through a mixture of route improvements and route reinstatement and; via excellent road access to the national motorway network through strategic local road improvements including improvements to junctions and the construction of a new junction serving the Finningley area.

To provide a high quality public transport system across the sub-region and, so, to enable attractive alternatives to travel by private car wherever and whenever possible, to improve the competitiveness of the overall South Yorkshire spatial mix and to link key settlements that will otherwise decline into uncompetitiveness and unsustainability.

Settlement

To quote from the Brookings Institution's Report on Demographic Change in Medium-sized Cities^{iv}

Medium-sized cities in all areas ... cannot operate in isolation from their metropolitan areas... the ability to form coalitions with older suburban areas to stimulate reinvestment and economic development is critical. And all cities—big and small—must work cooperatively with one another to address traffic congestion, loss of open space, and other issues associated with metropolitan growth and suburban sprawl.

Historically, South Yorkshire settlements were essentially self-contained home and work locations. Today, there is a rapidly growing trend towards longer work journeys. There is a direct connection between the value-added (and income) associated with the work and the willingness of workers to accept longer journeys, but it is a fact that work journeys are growing longer for all but the lowest paid jobs.

The transformation of South Yorkshire in this vision is likely to generate population trend changes. All the urban areas are likely to grow in population as their economies expand in a way not predictable through trend analysis. At the same time, some outlying settlements will shrink towards their sustainable sizes. The net effect is likely to be a small increase in the overall population of South Yorkshire.

The Spatial Strategy vision is informed by the need to ensure that it is supportive of a pattern of settlement change that is socially and economically sustainable over time and enhances and promotes cohesive and sustainable communities. In particular, South Yorkshire will ensure that the needs of excluded and vulnerable people are met. South Yorkshire will continually revisit its spatial vision to ensure that it remains consistent with the most advanced thinking on settlement sustainability.

South Yorkshire's vision contains significant transformational economic development proposals that will impact both on the location of employment and housing demand. The aim will be to strengthen existing settlements rather than start new ones. While it is not possible to make firm predictions at this stage, South Yorkshire is sensitive to the likely impact of projects such as Robin Hood Airport Doncaster-Sheffield and the Advanced Manufacturing Park at Waverley on the demand for housing provisions in different parts of South Yorkshire.

Where there is provably viable demand for economic developments that support self-contained home and work locations, these will be encouraged. However, for the foreseeable future, the potential for settlement growth will very much depend on the accessibility of settlements to the main employment centres by efficient public transport, which will be a primary factor in spatial decisions about settlement development.

Sustainability does not automatically mean allocating development to settlements solely on the basis of population size, as larger settlements are not necessarily more sustainable. Sustainability is based on a set of criteria which includes a range of facilities and access provision which intends to serve the needs of both the current and future community.

South Yorkshire is in the process of developing a framework for judging the viability of its settlements. A settlement sustainability assessment is being carried out by Babtie.

As population demographics shift, South Yorkshire is faced with a changing pattern of locational and housing-type demand that will require a balance of demolitions and new-builds. The key challenges are location, standard and accessibility of housing to centres. Statistics reveal that South Yorkshire's rapidly expanding economy is causing a growing number of its residents to travel across district boundaries to take advantage of diversified local economies, broadened leisure offers and related social and economic opportunities offered by a spatially integrated South Yorkshire.

While this trend challenges recent national models of settlement viability, it also offers scope for many to establish a new basis for viability as homes for workers who wish to combine the advantages of urban employment and more rural homes. It dramatically widens the settlement and housing options of South Yorkshire, offering possibilities to satisfy housing demand that minimise stress on the green field edges of settlements and is consistent with environmental sustainability.

A key conclusion that arises from this analysis is that the sustainability of South Yorkshire's outlying settlements is very much dependant on the growth of the four main urban areas. Thus, while some of South Yorkshire's outlying settlements have significant potential to satisfy housing demand, South Yorkshire will not support housing developments in outlying settlements where such developments might undermine the viability of the main urban areas.

Barnsley is a sub-regional market town with a need to regenerate its historical position, which has declined with the collapse of the local coal industry. To this end it is

concentrating on redefining and renewing its centre around the theme of a 21st © market town.

Barnsley may be seen to fall outside the immediate influence of the identified Sheffield-Rotherham-Doncaster corridor, but it has an important role to play both in South Yorkshire and as a significant part of the Leeds City Region.

Barnsley seeks to build on its central location between South and West Yorkshire, but it suffers from comparatively poor local public transport connectivity. Increasingly, Barnsley serves as a home for people who travel to work outside its borders. This means that the market town's amenities, nearby rural areas and heritage assets are particularly important to the attractiveness of Barnsley. Barnsley seeks to ensure that its settlement pattern provide an attractive and distinctive set of living options for people who want to work throughout West and South Yorkshire, developing well-connected, attractive settlements with a good range of local services, transport connections that provide good access to job opportunities in attractive countryside.

Barnsley will need to provide around 10,500 new houses to 2016. The distribution of these will be determined by the Local Development Framework spatial strategy (informed by the settlement assessment) and by the availability of sites. Site options will be assessed against sustainability criteria. Although not yet finalised this is likely to lead to a concentration of new housing in the town centre and in urban settlements with good public transport accessibility and service infrastructure and less housing in locations which lead to additional car use.

This means concentration of new housing in Barnsley Town Centre, urban Barnsley, the Dearne Towns, Wombwell and Cudworth, some level of housing in settlements like Penistone and Royston and limited or no housing growth in smaller settlements.

Doncaster is transforming from a down developed through heavy manufacturing and coalmining to potentially the most important logistical interchange in Yorkshire and the Humber, and in the northern East Midlands

Its urban centre has potential to attract investment in high value urban living and this is already demonstrated in the value of housing at the new Lakeside mixed use development. However, the Urban Centre also contains Doncaster's highest proportion of unfit private sector housing and sees some of the lowest market valued in older terraced housing. In addition public sector housing in the Urban Centre is showing signs of a fall in demand and there is considerable scope for renewal.

The rural expanse of Doncaster provides some very high quality residential opportunities and there is persistent pressure to develop on greenfield sites. At the same time there are serious pockets of low demand in some of the former coalfield urban villages. There is significant potential to improve the sustainability of these communities by transforming the quality and choice of housing available

Rotherham's central location is one of its key strengths. The town has a vast potential and is attracting a significant amount of unused investment. Nearby Sheffield centre, Meadowhall and Retail World have put enormous pressure on the town centre, which now needs profound renewal. As an authority with Design Code pilot status, the Town will play a leading role in the quality of design of the Rotherham centre regeneration programme.

Rotherham is currently seeking to renew its town centre in a way that re-establishes the centre as a residential as well as a commercial centre, high quality iconic buildings, a

quality of environment mix of shops with a range of quality residential accommodation. A convenient and quality public transport system will link Parkgate to the town centre.

Rotherham is strengthening its housing market through the Pathfinder programme to ensure future housing meets current and future aspirations. This will link to current and future economic regeneration activity to provide an attractive range of housing that gives choice to suit all income levels to lifetime home standards and with sufficient space standards to allow for home working. Significant investment is ongoing through the Pathfinder to provide a range and quality of housing to meet not just local but regional need, set in a high quality environment, with access to a range of cultural shopping and leisure facilities.

Closer ties with its South Yorkshire neighbours are inevitable for this centrally-placed district, so Rotherham is challenged to ensure that its centre is complementary to Sheffield's offer in particular. In addition, Rotherham has considerable development potential in redundant brown field sites. Town Centre regeneration is underway.

Sheffield, as a core English city and a large net job creator has many thousands of people commuting into the city every day for work. Sheffield is building on its strength as a producer and the home of two major universities. It is combining renewal of the commercial centre of the city with massive regeneration of its historical eastern manufacturing quarter. Sheffield has made particular use of the Supertram light rail line to define the corridors along which it has focused much of its primary spatial strategy attention.

Sheffield faces increasing demand for new and varied housing development both to satisfy existing demand and meet projected demand. To this end, it is addressing the decline in demand for housing in some of its neighbourhoods whilst seeking to extend the areas where demand is buoyant.

Priority is given to providing new housing in the main urban area but settlements close to the city, within and outside its boundaries, may contribute to meeting the needs of the Sheffield housing market. This includes the rest of South Yorkshire and parts of the north East Midlands.

Outlying settlements are important spatial resources to South Yorkshire, which was historically a place with numerous small isolated settlements that have lost their historical industrial focus with the decline of coal and steel. At present, the largest concentration of such settlements is in the Dearne Valley, but there are other such settlements across South Yorkshire.

In the past the outlying settlements were self-contained social and economic units, but, despite substantial growth of replacement jobs, the collapse of the collapse of their main industries has forced them to find new ways to justify their existence. They have found such justification mainly through their capacity to serve as suburban settlements housing people who travel into the main urban areas (or beyond) for work, and their families. This has meant that they must be convenient for travel and endowed with the mixture of amenities necessary to make them attractive to families^v.

In order to achieve the spatial vision for South Yorkshire's outlying settlements, it will be necessary to develop a sustainable pattern of travel between the most viable smaller settlements in South Yorkshire and the major urban areas. It is projected that most new employment will increasingly become concentrated in the major settlements and in locations with good access to the motorway network and public transport routes. In

judging the viability of the dispersed settlements, it will be necessary to assess social and economic prosperity for such settlements balanced against the needs for sustainable patterns of development for all of South Yorkshire.

As was explained earlier, the Dearne Valley contains the largest concentration of such settlements. In its widest sense the valley includes the settlements east of Barnsley, north of Rotherham and east of Doncaster. Considerable investment has been made in the Dearne over the last fifteen years including road infrastructure, colliery reclamation, job creation, new retail development and new housing.

South Yorkshire's spatial vision for the Dearne is based on the viability framework described above. Work to achieve sustainable buoyant settlements will be prioritised to focus on those settlements with the greatest potential for viability. It will include improved public transport connections, the renewal of localised area where the housing market has failed and work to ensure more people have access to jobs.

With appropriate investment in these areas many of the outlying settlements will continue to develop as attractive places to live, providing good local services, attractive rural settings, good transport connections and local job opportunities. The 2004 Yorkshire Forward study into the Dearne economy recommended that schemes such as those envisioned at Manvers Lakeside in Rotherham should be supported to provide much needed facilities and improve community sustainability.

Settlement Vision

To integrate its housing markets, allowing them to transcend district boundaries, so as to ensure the dual objectives of 1) making South Yorkshire a realistically attractive location for all the types of housing demand arising from an increasingly prosperous region; and 2) removing the patchwork of disconnected areas of over-heated demand and neighbouring areas of housing market failure.

To adapt isolated and declining coal field settlements with the potential to be more viable, where this would meet the demand of people and families who need to live in convenient socially and economically-linked locations and providing residential opportunities for people employed locally, sub-regionally and regionally

To adopt a strategy with respect to housing location that provides for better access to employment centres than in the past, whilst locating housing in places where people want to live and from where their journeys to work can be made as sustainable as possible.

To ensure new housing development is linked to good access to rapid public transport where it is already in place or where the mass of the development is enough to make improvements in the public transport offer viable.

To create a series of vibrant mixed neighbourhoods in the urban areas, which become locations of choice for both existing and future residents of South Yorkshire.

To ensure that the spatial distribution of new housing is informed by the settlement criteria described above.

To maintain environmental and land use policies that radically improve town and city centre quality and encourage walking and cycling.

Rural Areas

The planned rapid growth of South Yorkshire presents challenges and opportunities for the sub-region's rural space. South Yorkshire seeks to emphasise the important role of green space as a distinct part of the South Yorkshire environmental mix.

New visitors to South Yorkshire are astonished at the quantity and diversity of rural settings in South Yorkshire. It has long been Sheffield's proud boast that wherever you are in the city, you are never far from the countryside, and this is equally true of all the South Yorkshire districts. This rich rural endowment is a central element in the South Yorkshire offer that no other major urban area can match. As such it will be cherished and protected by the spatial strategy

The rural diversity of South Yorkshire includes stretches of the Pennines in the west, designated as a National Park through to lowland Moors in the east which are nationally and Internationally recognised for their Nature Conservation value as Sites of Special Scientific Interest. The wide range of habitat and landscape across South Yorkshire gives tremendous potential for the rural economy through tourism as well as more traditional agricultural activity. Apart from the direct economic benefits, the rural environment provides the setting for the principal urban areas and the large number of free standing settlements, which enhances the potential of the area to attract investment into its wider urban based economy.

This Spatial Vision seeks to protect the rich and varied rural environment through the recognition of the importance of the Greenbelt in South Yorkshire, and seeks to focus development outside the Greenbelt making use of brownfield sites wherever possible to support sustainable settlements based on the existing settlement pattern.

As most of rural South Yorkshire is Green Belt, economic development will be limited as much as possible to activities that take advantage of existing resources and rural attractions without damaging or otherwise encroaching on open countryside and quality of life. However, it is acknowledged that formerly developed sites will have to find an economically viable use which does not detract from the quality of the environment and is consistent with the overall spatial vision for south Yorkshire.

In parts of South Yorkshire minor changes to the detailed greenbelt boundary may be desirable in the interests of creating sustainable settlements, however substantial revisions to either the detailed boundary or general extent of the greenbelt are not envisaged in this strategy.

Projects which add to the diversity of the rural economy, at an appropriate scale to their location would be supported providing they are compatible with the pattern of sustainable settlements and are not at a scale which unduly increases the need to travel by private car.

Rural Area Vision

To maintain the Green Belt and to protect and enhance the countryside and natural environment for the benefit of those who live and work in South Yorkshire, and for visitors from outside the sub-region.

To provide opportunities for rural diversification that are consistent with the protection and enhancement of the countryside and sustainability objectives.

To maintain and enhance the character of rural villages while avoiding development that will lead to unsustainable patterns of development and additional car use.

To provide opportunities for sustainable rural tourism, leisure and recreation close to where people live reducing travel to environmentally sensitive locations, most notably, the Peak Park.

To achieve a locally diverse rural economy which emphasises the unique nature and assets of rural South Yorkshire.

South Yorkshire will approach rural renaissance based upon the market town approach to ensure reasonable access to basic services.

ⁱ Urban area is used throughout this paper to describe the contiguous built up areas of Sheffield city, and Rotherham, Barnsley and Doncaster towns. This excludes outlying settlements and rural areas.

ⁱⁱ More detailed statistical analysis is being developed and will be included as an appendix to this document. It will detail baseline statistics and project future trends

ⁱⁱⁱ Source: UK Sustainable Development Strategy and also adopted in PPG1, draft PPS1 (2004) and Yorkshire and Humber RPG

^{iv} Vey, Jennifer S. and Benjamin Forman, "Demographic Change in Medium-Sized Cities: Evidence from the 2000 Census," Brookings Institution Center on Urban and Metropolitan Policy, 2002.

^v See "The Economy of The Dearne Valley," Report to Yorkshire forward from Glyn Owen Associates Ltd, April 2004.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors Meeting
2.	Date:	21 February 2005
3.	Title:	Petition requesting closure of footpath off Eilam Close. Ward Nos. 8 (Keppel) and 21 (Wingfield)
4.	Programme Area:	Economic & Development Services

5. Summary

To inform Cabinet Member of the receipt of a petition requesting the closure of an adopted footpath extending from Eilam Close to Kimberworth Public Footpath No. 3 on crime prevention grounds.

6. Recommendations

- a Members note the contents of the petition.**
 - b That matters of public nuisance will continue to be reported to the local police.**
 - c That the closure request be considered in the future on completion of the current trial of public path closures.**
-

7. Proposals and Details

The adopted footpath is a short tarmaced route, which runs from Eilam Close to Kimberworth Public Footpath No. 3. The route is used to access Wortley Road.

Local residents claim to have been subjected to a number of incidents of youth nuisance, and vandalism during recent years. These incidents have prompted the circulation of a petition requesting the formal closure of the footpath. The petition has been signed by 41 residents from Eilam Close and the neighbouring streets.

A total of 4 incidents have been reported to South Yorkshire Police during the course of the last 12 months. However it is not clear if any of the reported incidents occurred as a direct result of the footpath. Local residents have commented that targeted policing of the area surrounding the path has enjoyed limited success.

Residents believe that the extinguishment of the footpath from Eilam Close would reduce crime and anti social behaviour and improve the quality of their lives. The closure of the link footpath to Eilam Close would cause path users to undertake additional walking of approximately 450m predominantly on roadside pavements.

The section of adopted footpath in question connects to Kimberworth public footpath No. 3. It is unlikely that crime levels would be notably improved unless both footpaths are extinguished. The closure of both routes would further increase the length of the alternative route available to pedestrians.

Provision has been made within the Countryside & Rights of Way Act 2000 to allow for the closure and diversion of certain paths for crime prevention reasons.

Under the new provisions, the Highway Authority must make a submission to the Secretary of State requesting that the area surrounding the footpath be designated as a 'High Crime Area'.

The inclusion of a path within a designated high crime area then enables the highway authority to make a public path extinguishment order. It will only be possible to close a route on the grounds of crime prevention if it lies within a designated area.

The legislation stresses that attempts should initially be made to resolve crime and disorder issues through other methods if possible and that these powers will only be used as a last resort.

The rights of way team are currently undertaking a trial of the newly introduced legislation which may enable some paths to be closed for crime prevention reasons. It is in the interests of path users and residents to ensure that the legislation can be successfully implemented before considering additional closure requests. In the meantime other methods of improving the path environment will be examined.

8. Finance

The costs associated with making a special extinguishment order would be funded by the highway authority. The subsequent cost of physically blocking off the route and recovering path furniture would also be met by the highway authority.

9. Risks and Uncertainties

The residents who live immediately adjacent to the path suffer from a degree of disruption as a result of crime and disorder. Whilst the police are aware of the situation, retaining the route does not address the concerns of the adjacent residents.

The closure of the path would cause path users to undertake a longer alternative route on roadside pavements. This may be seen as a negative move at a time when walking is being promoted as an alternative mode of transport.

10. Policy and Performance Agenda Implications

a) Sustainability -

Whilst the footpath has a negative impact on the lives of adjacent residents it also provides pedestrians with convenient access to local amenities and encourages walking as an alternative mode of transport.

b) Equalities and Diversity –

Failing to address the nuisance behaviour issues which occur on the path could have a negative impact on the lives of adjacent residents.

c) Regeneration –

Whilst there are a number of anti social behaviour issues associated with the link path, the route offers pedestrian access to nearby facilities and amenities.

d) Health –

Encouraging walking as a mode of transport can bring about considerable health benefits and its potential in reducing the incidence of conditions such as coronary heart disease and obesity are well recognised.

e) Crime and Disorder Implications –

Despite the concerns of local residents the recorded crime figures for the properties adjacent to the footpath are not notably high. However further investigations will be undertaken to establish the feasibility of carrying out improvements to the path environment which may make the route less appealing to congregating youths and reduce the incidence of nuisance behaviour.

f) The Council's political priorities
7(b) Regeneration

i) Ensuring a safe and well managed efficient highway network is maintained will improve the situation for local residents and promote walking as an alternative mode of transport.

11. Background Papers and Consultation

Appendix 1- Copy of the Petition

Appendix 2 - Plan showing the Location of the Footpath

The petition has been circulated around a number of properties in the area surrounding the footpath. In all 41 people have requested that the route be closed and have signed the petition accordingly.

Contact Name: Andy Savage, Countryside & Rights of Way Act Officer
Streetpride Service, andrew.savage@rotherham.gov.uk, ext.2932

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors Meeting
2.	Date:	21 February 2005
3.	Title:	Petition requesting closure of footpath off Holly Crescent. Ward No. 20 (Wickerlsey)
4.	Programme Area:	Economic & Development Services

5. Summary

To inform Cabinet Member of the receipt of a petition requesting the closure of an adopted footpath extending from Holly Crescent to Dalton Public Footpath No. 7 on crime prevention grounds.

6. Recommendations

- a Members note the contents of the petition.**
 - b That matters of public nuisance will continue to be reported to the local police.**
 - c That the closure request be considered in the future on completion of the current trial of public path closures.**
-

7. Proposals and Details

The adopted footpath is a short tarmaced route, which runs from Holly Crescent to Dalton Public Footpath No. 7. The route is used by residents to access Flanderwell Lane.

Local residents claim to have been subjected to a number of incidents of anti-social behaviour, drug use and vandalism during recent years. These incidents have prompted the circulation of a petition requesting the formal closure of the footpath. The petition has been signed by 28 residents from Holly Crescent and the neighbouring streets.

At least 9 incidents have been reported to South Yorkshire Police during the course of the last 12 months. However it is not clear if all of the reported incidents occurred as a direct result of the footpath. Local residents have commented that targeted policing of the area surrounding the path has enjoyed limited success.

Residents believe that the extinguishment of the footpath from Holly Crescent would reduce crime and anti social behaviour and improve the quality of their lives. The closure of the route would cause path users to undertake additional walking of approximately 240m predominantly on roadside pavements.

The section of adopted footpath in question connects to Dalton public footpath No. 7. It is unlikely that crime levels would be notably reduced unless both footpaths are extinguished. The closure of both routes would further increase the length of the alternative route available to pedestrians.

Provision has been made within the Countryside & Rights of Way Act 2000 to allow for the closure and diversion of certain paths for crime prevention reasons.

Under the new provisions, the Highway Authority must make a submission to the Secretary of State requesting that the area surrounding the footpath be designated as a 'High Crime Area'.

The inclusion of a path within a designated area then enables the highway authority to make a public path extinguishment order. It will only be possible to close a route on the grounds of crime prevention if it lies within a designated area.

The legislation stresses that attempts should initially be made to resolve crime and disorder issues through other methods if possible and that these powers will only be used as a last resort.

The rights of way team are currently undertaking a trial of the newly introduced legislation which may enable some paths to be closed for crime prevention reasons. It is in the interests of path users and residents to ensure that the legislation can be successfully implemented before considering additional closure requests. In the meantime other methods of improving the path environment will be examined.

8. Finance

The costs associated with making a special extinguishment order would be funded by the highway authority. The subsequent cost of physically blocking off the route and recovering path furniture would also be met by the highway authority.

9. Risks and Uncertainties

The residents who live immediately adjacent to the path suffer from a degree of disruption as a result of crime and disorder. Whilst the police are aware of the situation, retaining the route does not address the current concerns of the adjacent residents.

The closure of the path would cause path users to undertake a longer alternative route on roadside pavements. This may be seen as a negative move at a time when walking is being promoted as an alternative mode of transport.

10. Policy and Performance Agenda Implications

a) Sustainability -

Whilst the footpath has a negative impact on the lives of adjacent residents it also provides pedestrians with convenient access to local amenities and encourages walking as an alternative mode of transport.

b) Equalities and Diversity –

Failing to address the nuisance behaviour issues which occur on the path could have a negative impact on the lives of adjacent residents.

c) Regeneration –

Whilst there are a number of anti social behaviour issues associated with the footpath, the route offers pedestrian access to nearby facilities and amenities.

d) Health –

Encouraging walking as a mode of transport can bring about considerable health benefits and its potential in reducing the incidence of conditions such as coronary heart disease and obesity are well recognised.

e) Crime and Disorder Implications –

Despite the concerns of local residents the recorded crime figures for Holly Crescent are not notably high. However further investigations will be undertaken in due course to establish the feasibility of carrying out improvements to the path environment which

may make the route less appealing to congregating youths and reduce the incidence of nuisance behaviour.

f) The Council's political priorities

7(b) Regeneration

i) Ensuring a safe and well managed efficient highway network is maintained will improve the situation for local residents and promote walking as an alternative mode of transport.

11. Background Papers and Consultation

Appendix 1- Copy of the Petition

Appendix 2 - Plan showing the Location of the Footpath

The petition has been circulated around a number of properties in the area surrounding the footpath. In all 28 people have requested that the route be closed and have signed the petition accordingly.

Contact Name: Andy Savage, Countryside & Rights of Way Act Officer
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APPENDIX 2 plan HOLLY CRESCENT

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services
2.	Date:	21 February 2005
3.	Title:	Cherry Tree Road Estate, Wales – Traffic Calming
4.	Programme Area:	Economic and Development Services Matters

5. Summary

To report the results of consultations carried out regarding the proposed traffic calming scheme on Cherry Tree Estate, Wales. 2 formal letters of objection have been received from residents of the Cherry Tree Estate.

6. Recommendations

It be resolved that

- i) The objections to the use of road humps on Cherry Tree Estate not be acceded to and the residents be informed of the intention to proceed with the scheme.**
 - ii) Support for the scheme to be reiterated and the scheme be implemented.**
-

7. Proposals and Details

Local residents and community groups have requested that the Council introduce measures to counter vehicles rat running through the Cherry Tree Estate as a means of bypassing the junction of the A618 Mansfield Road and the B6059 School Road.

A scheme has been proposed to try and address these concerns. The scheme will involve the construction of ten road humps within the area, alterations to the junction mouth of Cherry Tree Road with School Road and the introduction of a 20 miles per hour speed limit. The proposed scheme is shown on Drawing Number 129/U96/2, attached as Appendix 2.

After consultation with residents and advertising the scheme on site, 2 formal objections were received from the residents of the Cherry Tree Road Estate.

The first objector based their objection on the grounds of:

- Concerns over noise created by cars travelling over the road humps – the proposed humps are similar to those used in other areas of Wales which have not experienced any problems of this kind. The residents house is a number of houses away from the nearest road hump.
- Concerns over the gradient of the roads – from past experience at similar locations throughout the borough we are not aware of any problems regarding the gradient of roads. We do not anticipate any problems arising on the Cherry Tree Estate.
- Concerns over road humps when the roads become icy – from past experience at similar locations throughout the borough we are not aware of any problems regarding icy roads in conjunction with road humps. We do not anticipate any problems arising on the Cherry Tree Estate.

The second objector based their objections on the grounds of:

- Concerns over road humps when the road becomes icy – from past experience at similar locations throughout the borough we are not aware of any problems regarding icy roads in conjunction with road humps. We do not anticipate any problems arising on the Cherry Tree Estate.
- Concerns over cyclists negotiating the road humps – In our experience no complaints have been received by cyclists with regards to manoeuvring over the type of road hump proposed.

A consultation letter and pre-paid reply card was sent out to all residents of the Cherry Tree Estate asking if they supported the provision of road humps. Out of the 145 reply cards returned, 105 of these said yes to the proposed scheme (72%). The main concern of the residents who returned the other 30 reply cards was that by providing road humps on the Cherry Tree Estate it would take funding away from carrying out improvements at the junction of School Road and Mansfield Road. However, the funding being used is allocated for small scale improvements in the Wales and Kiveton area and as such is not intended to be used for larger projects such as improvements to this junction. Consequently, the traffic calming will not take funding away from any future junction improvements. There were further concerns over the impact of road humps when the road is icy and the noise that may be generated by vehicles travelling over the road humps.

8. Finance

The scheme is estimated to cost approximately £14,000. Funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2005/2006.

9. Risks and Uncertainties

The estimated cost is dependent upon the need to divert Statutory Undertakers' apparatus: this is expected to be minimal

10. Policy and Performance Agenda Implications

The proposals are in line with the Council's policy of improving road safety.

11. Background Papers and Consultation

Consultations with the Emergency Services, South Yorkshire Passenger Transport Executive, Chamber of Trade, Local Ward Members and Parish Council and local residents affected by the proposals have now been undertaken.

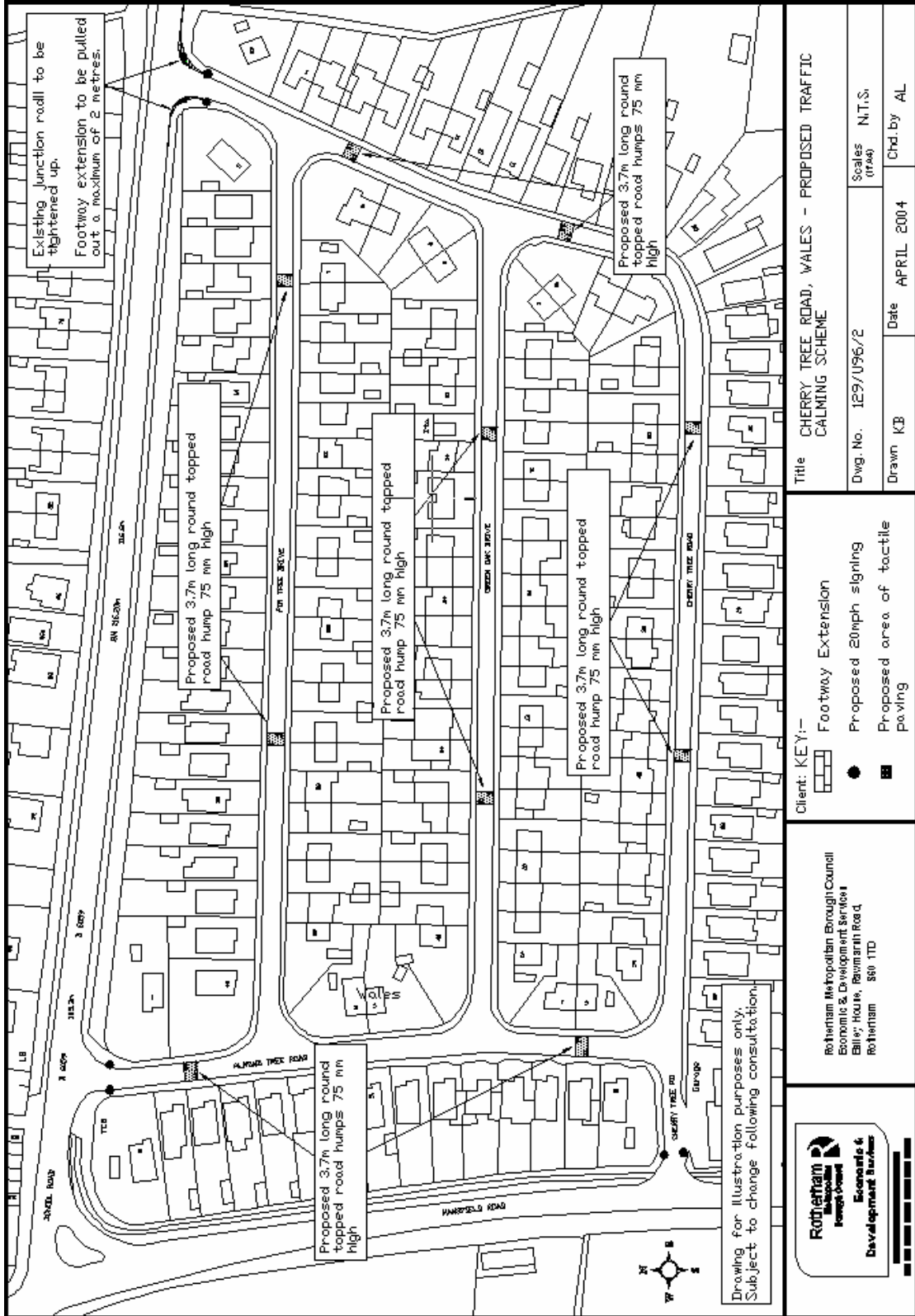
A consultation letter and pre-paid reply card was sent out to all residents of the Cherry Tree Estate asking if they supported the provision of road humps.

A copy of the written objections is attached as Appendix 1
Drawing Number 129/U96/2

Contact Name : *Katie Quigley, Streetpride Technician, ext 2959,
katie.quigley@rotherham.gov.uk*

APPENDIX 1 CHERRY TREE ROAD

Page 1 blank



<p>Rothenham Borough Council Economic & Development Services Bilby House, Rothenham Road Rothenham S60 1TD</p>	<p>Client: KEY:-- [Symbol] Footway Extension [Symbol] Proposed 20mph signing [Symbol] Proposed area of tactile paving</p>	<p>Title CHERRY TREE ROAD, VALES - PROPOSED TRAFFIC CALMING SCHEME</p> <p>Dwg. No. 129/U96/2</p> <p>Scale N.T.S.</p> <p>Drawn KB</p> <p>Date APRIL 2004</p> <p>Chd. by AL</p>
<p>Rothenham Borough Council Economic & Development Services Bilby House, Rothenham Road Rothenham S60 1TD</p>	<p>Rothenham Borough Council Economic & Development Services Bilby House, Rothenham Road Rothenham S60 1TD</p>	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	ECONOMIC AND DEVELOPMENT SERVICES MATTERS
2.	Date:	21 February 2005
3.	Title:	DEVELOPMENT OF A HIGHWAYS ASSET MANAGEMENT PLAN FOR ROTHERHAM
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

The Department for Transport is strongly encouraging the preparation of Transport Asset Management Plans by local authorities. The report outlines proposals to develop asset management planning for highways in Rotherham.

6. Recommendations

That it be resolved:

- a) to support the development of a Highways Asset Management Plan for Rotherham as described in the report, and
 - b) to refer the report to Regeneration Scrutiny Panel for their information and to request the Panel to nominate 3 – 5 Members to assist the Cabinet Member for Economic and Development Services in contributing to the development of the plan.
-

7. Proposals and Details

Background

The Highway Asset is generally the most valuable community asset that is managed by unitary authorities.

The Department for Transport (DfT) is encouraging all local authorities to extend the preparation of asset management plans to their transport assets, with the plans informed by their Local Transport Plan (LTP) and other service and corporate plans. The Highway Asset Management Plan (HAMP) is intended to provide a tool to:

- enable the definition of long term needs to meet the authorities corporate objectives
- establish a clear relationship between the programme set out in the plan and the LTP's targets and objectives
- ensure that adequate information is available to value the highways asset
- enable the value for money of local road maintenance to be considered more effectively against other spending.

The Second edition LTP (LTP2) guidance states that effective AMPs will provide the means for authorities to understand the value and liability of their existing asset base and make the right strategic decisions to ensure this base is exploited to its full potential and its value safeguarded for future generations. Specifically AMPs provide a transparent process for decision making and will predict the consequences of funding decisions through modelling of condition deterioration.

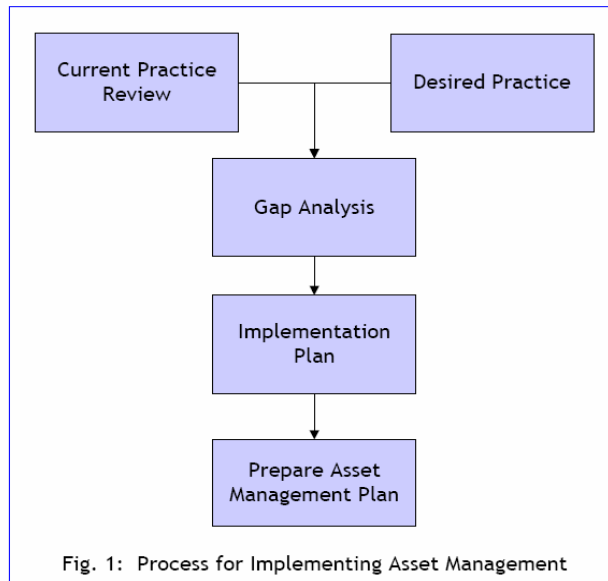
Although AMPs are not required to be submitted with the LTP2, evidence should be provided to show how the plans have informed the development of the LTP. A summary of the evidence should be given setting out the authorities progress in developing its AMP, what has been achieved, the remaining challenges and any progress made towards the introduction of whole-life maintenance.

The government is working towards the production of "Whole Government Accounts" from 2006. in essence this will bring all accounting undertaken in the public sector into a common and consistent basis. It will also entail the introduction of "Resource Accounting and Budgeting" for highway maintenance. This will report any depreciation (or using up) of an asset as a part of the budget. As a part of this process local authorities will be required to value their highway asset.

Development of a Highway Asset Management Plan

Initial guidance to highway authorities on the preparation of a HAMP is contained within the document "Framework for Highway Asset Management" prepared on behalf of the County Surveyors' Society.

An outline process given in the framework document is shown below.



This outline recognises that the process is not entirely new and involves authorities analysing what their current policies, procedures, data and service levels are and comparing these with the desired state for each to identify the gaps. An Implementation Plan can then be prepared to fill the gaps identified to enable the preparation of the AMP.

The generic asset management system within the framework identifies six stages.

	Key activities	
Starting Point	Goals, Objectives and Policies	Inventory
Levels of Service	Condition Assessment	Demand Aspirations
Option Identification	Performance Gaps	Lifecycle Planning
Decision Making	Optimisation & Budget Consideration	Risk Assessment
Service Delivery	Forward Work Programme	Physical Works & Services (procurement / supply chain)
Reporting & Monitoring	Performance Measurement	Improvement Actions

Most authorities are viewing the development of AMPs as a medium term project (2-3 years). Due to the level of network data currently held in Rotherham it is envisaged that the development of a HAMP for Rotherham could be completed within 12 – 18 months.

Proposals

Streetpride Officers are working on a daily basis with the systems, procedures and data that are needed to manage the highway network. Therefore, it is considered important to obtain an external and independent view of what we are currently doing. To this end it is proposed to engage a firm of Consultants to provide an initial “Health Check” of the Council’s data, systems and processes. Three consultants have been approached and the merits of the service each can provide are currently being assessed.

The report will also provide advice on the scope of assets to be included within the plan and what its core components should be as well as identifying any gaps within the Council’s procedures, data, systems or resources together with an indication of the priority for the necessary action to address the gaps.

Pending the Consultant’s report work is continuing on the development of our Pavement Management System to enable the use of highway condition data in the development of budgetary options based on economic modelling. Other work currently underway to enable improved asset management planning involves:

- The collection of inventory on highway retaining walls and the introduction of electronic data management for highway structures.
- Bridge inspections to enable the production of Bridge Condition Indicators.
- Work to complete the street lighting and signs inventory.
- Development of a GIS capability for the display and analysis of highway network data.

Information on public satisfaction and priorities for the highway service was obtained as part of a survey undertaken in Reachout 8. The satisfaction elements are to be repeated as part of the 11th Reachout Survey and a number of other questions will obtain the views of the panel on the way that we should prioritise maintenance schemes, on some current maintenance practices and options where we might change our maintenance practices. Advice is being taken on the best way to engage minority groups within this process, especially those representing black and minority ethnic groups.

The scope of the HAMP will mean that a number of Officers from across Streetpride will be actively engaged in work on the plan and form part of the development team to produce the Plan.

The Plan needs to take account of customer expectations of the services provided and in addition to the consultation referred to above it is also considered essential that Members contribute to the development of the HAMP both through a presence on the Development Team and through involvement in Stakeholder workshops to determine detailed service levels and performance targets. It is proposed to engage our Consultants in facilitating at these workshops.

It is intended that the initial “health check” be undertaken in good time to enable the presentation of evidence of the Council’s progress and plans on the introduction of asset management planning within the LTP2 submission this July. On receipt of the

Consultants report a detailed programme towards the implementation of the HAMP will be reported to Cabinet Member.

8. Finance

The preparation of the Plan will require significant staff resources to be employed in the development of the Plan and in undertaking surveys to fill the gaps identified in the highway network data. It is envisaged that this can be managed within the existing staffing of the Network Management Group through reallocation of duties and resources where necessary.

The proposals to engage external consultants to assist in the development of the plan through an initial "health check" of the Council's data management and processes and later provision of specialist services will incur fees, the cost of which will need to be borne by the Streetpride Revenue Budget supplemented by the Highways Maintenance allocation within the LTP settlement where appropriate.

9. Risks and Uncertainties

The indicative allocation from Government Office for Highway Maintenance funding in 2006/07 (£1.607m) represents a further 30% reduction from the low allocation to be received for 2005/06. Indications are that these low levels of Capital funding are proposed to continue through the five year period of the Second Local Transport Plan. This level of funding will present Streetpride with a real challenge in maintaining current highway conditions. This is the minimum acceptable target that can be set in LTP2. It will also restrict the options for future maintenance considered within the HAMP.

The development of a HAMP is strongly recommended for the delivery of LTP2 and it is clear that the failure to prepare and maintain such a plan will be viewed as a significant failing within any external inspection of the Council and would adversely impact on our CPA rating.

10. Policy and Performance Agenda Implications

The Council's Corporate Plan and Priorities form the starting point from which the HAMP must be developed. The goals and objectives related to the Council's asset management aspirations must reflect the corporate priorities.

11. Background Papers and Consultation

Full Guidance on Local Transport Plans Second Edition (Draft – July 2004),
Department for Transport
Framework for Highway Asset Management, County Surveyors' Society

Contact Name : *Robert Stock, Network Principal Engineer, Streetpride, Tel. ext. 2928, bob.stock@rotherham.gov.uk*

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Matters
2.	Date:	21 February 2005
3.	Title:	Implications of the Road Safety Bill. All Wards.
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the implications of the Road Safety Bill for the Council as introduced in the House of Commons on 30 November 2004.

6. Recommendations

The implications of the Road Safety Bill for the Council be noted.

7. Proposals and Details

The Bill makes provision for a range of road safety matters covering drink driving, speeding, penalties and enforcement, driver training, driver fatigue and driver and vehicle licensing. These issues are covered in more detail in the following paragraphs with comments at the end of this section in italics..

The Bill provides the police with the power to use roadside breath tests in evidence. The worst offenders will be required to retake their driving test. A loophole will be closed that currently allows those offenders at highest risk of re-offending to drive pending medical enquiries. The drink drive rehabilitation scheme is to be amended to improve take up and it is proposed to introduce an experimental scheme for alcohol ignition locks.

Variable fixed penalties for speeding are proposed along with an increase in the range of penalty points available for these offences. Carriage or use of speed camera detectors and jammers will be banned.

The Bill increases the maximum penalties for various road traffic offences and provides for a graduated fixed penalty scheme for various roadworthiness and other offences, such as mobile phone use, which will match the punishment to the severity of the offence. To improve enforcement of road traffic regulation, the Bill extends the use of retraining courses to offenders convicted of speeding and careless driving, gives the police the power to detect uninsured driving through the use of Automatic Number plate Reading technology and access to insurance data and confers new enforcement powers on vehicle examiners.

It is proposed to change the current 'one size fits all scheme for regulating car driving instructors. This will have the effect of introducing new schemes targeting individual sectors such as HGVs, buses, off-road and fleet driving. The changes will contain mechanisms to make sure the public has access to information about the performance of individual instructors, their qualifications and their services.

To help prevent fatigue related accidents the Bill introduces improvements to the enforcement of EU driver's hours rules and allows for a pilot of motorway rest areas.

A number of provisions in the Bill contribute to enforcement of road traffic laws through changes to the driver and vehicle licensing systems. These include an enabling power for the international exchange of driver and vehicle data to combat driving licence and vehicle crime and the mandatory recording of various particulars (mileage, date of birth) on the vehicle register to help prevent 'clocking' fraud.

The legislative proposals on drink-driving and mobile phone use are welcome but more road policing is necessary to ensure that their enforcement is effective. It is disappointing that nothing is proposed to tackle driving while under the influence of drugs.

Over the last few years there has been a substantial reduction in the number of dedicated traffic officers. It is generally overlooked that more people are killed and injured in road accidents than as a result of other crimes. The Planning and Transportation Steering Group has written to the chief constable expressing its

disappointment at the reduction in the number of traffic officers available locally. To make significant improvements in road safety, road policing would have to become a 'key priority' in the National Policing Plan.

During consultation regarding the proposed graduated penalties for speeding, the South Yorkshire Safety Camera Partnership, of which the Council is a member, expressed its disagreement with the proposal to reduce the penalties for speeding for speeds up to 13mph above the speed limit. However, it seems that the government is intent on pressing ahead with this proposal to lower the number of penalty points issued, for some speeding offences, from three to two.'

8. Finance

The majority of the proposals in the Bill cover enforcement, driver training and licensing issues and as such there are not expected to be any significant financial implications for the council.

9. Risks and Uncertainties

There is a risk that the Bill will not become law and so the proposals contained in it will not be introduced.

10. Policy and Performance Agenda Implications

The measures contained in the Bill complement the objectives set out in the South Yorkshire Local Transport Plan, in conjunction with Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

The explanatory notes to the Road Safety Bill in addition to the Bill itself have been used in the preparation of this report.

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	21 February 2005
3.	Title:	Northfield Lane, Wickersley – Improved crossing facilities. Ward 20 (Wickersley)
4.	Programme Area:	Economic and Development Services

5. Summary

To report a proposal to construct a zebra crossing outside Wickersley Northfield Junior and Infants school and to improve pedestrian crossing facilities at the junction of Northfield Lane and the A631 Bawtry Road .

6. Recommendations

The necessary consultations be undertaken regarding the proposed works.

Authority be given for the detailed design to be progressed and subject to a satisfactory design being produced and no objections being received the measures be implemented.

The scheme be funded from the LTP Integrated Transport Programme for 2005/2006.

7. Proposals and Details

A feasibility study was done to investigate possible improvements to pedestrian crossing facilities on Northfield Lane. The recommendations of the study are to construct a zebra crossing outside Wickersley Northfield Junior and Infants School, introduce a gateway feature at the change of speed limit to the north end of Northfield Lane and to make changes to the island at the junction of Northfield Lane and the A631 Bawtry Road.

A pedestrian survey outside Wickersley Northfield Junior and Infants School shows that a zebra crossing is justified and this will improve safety for children crossing the road to get to school.

Extending the splitter island at the junction of Northfield Lane and the A631 Bawtry Road will shorten the distance pedestrians have to walk to cross the road make the crossing easier.

The gateway feature will help draw driver's attention to the change in speed limit at the north end of Northfield Lane.

8. Finance

The scheme is expected to cost £10,000. Funding is available from the South Yorkshire Local Transport Plan for 2005/06.

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

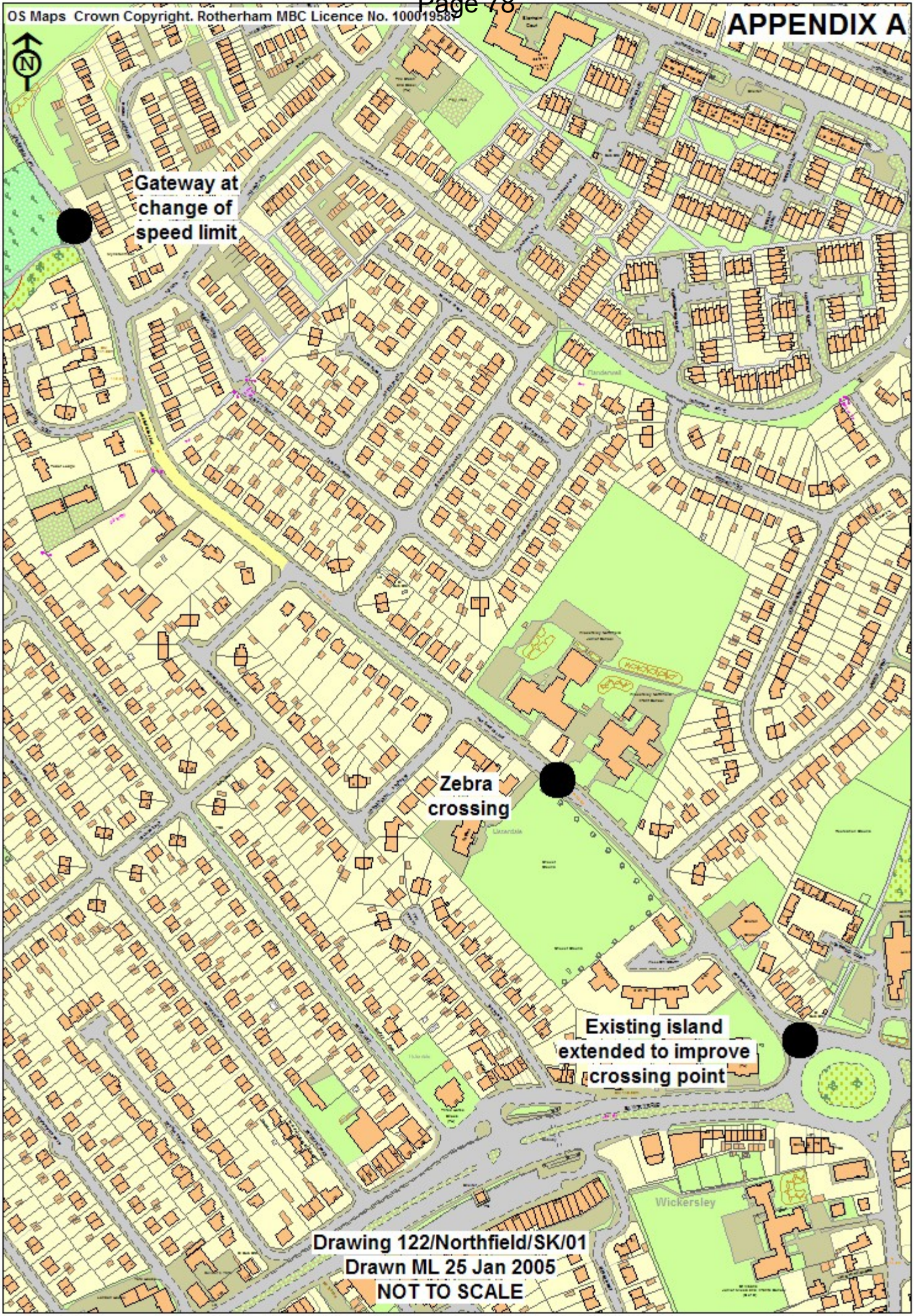
The proposed scheme would be in line with objectives set out in the South Yorkshire Local Transport Plan, in conjunction with Council's Road Safety and Speed Management strategies, for improving road safety.

11. Background Papers and Consultation

Consultation will take place with South Yorkshire Police, South Yorkshire Fire and Rescue Service, South Yorkshire Metropolitan Ambulance and Paramedic Service, South Yorkshire Passenger Transport Executive, Residents, Ward Members and the Parish Council.

A copy of drawing number 122/Northfield/SK/01 is attached as Appendix A.

Contact Name : *Matthew Lowe, Assistant Engineer, Ext. 2380,*
matthew.lowe@rotherham.gov.uk



Gateway at change of speed limit

Zebra crossing

Existing island extended to improve crossing point

Drawing 122/Northfield/SK/01
Drawn ML 25 Jan 2005
NOT TO SCALE

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Delegated Powers Meeting
2.	Date:	21 February 2005
3.	Title:	Performance Indicators 3rd quarter results April to December 2004/2005 All Wards are affected.
4.	Programme Area:	Economic and Development Services

5. Summary

To ensure continuous improvement of their services the Council has introduced a system of quarterly reporting of performance indicators set against agreed targets and priorities of the Community, Members and senior managers.

6. Recommendations

It is resolved that: -

- a) **The Cabinet Member considers the position of the results with comparison to targets.**
- b) **The performance indicator third quarter results for 2004/2005 are noted.**
- c) **That the Councils position in comparison with the Audit Commission 2003/2004 All England Upper Quartile Results are noted**

7. Proposals and Details

Performance indicators have been colour coded in order that reporting issues can be more focused and, where necessary, are addressed with explanations and improvement plans by the PI owners.

Explanation of the performance indicator table layout.

Please read the tables as follows: -

- **Links** indicate if the performance indicator is involved in CPA or LPSA.
 - Audit Commission **All England Top Quartile** results for 2003/2004 are included.
 - In the **fixed** column, data for the quarter only is included.
 - In the **cumulative** column, data for the year, up to the end of the quarter.
 - In the **year-end target and projected outturn** column, changes to the set target are shown in brackets.
 - In the “**on target ✓ or X**” column, considers performance so far, and will the year-end target be met?
 - In the **rating** column, entries are in “red”, “amber”, or “green”.
-
- **Green means the result is on target and unless there are future issues no further comments are necessary.**
 - **Amber indicates the result is within +/- 5% of the target and issues need to be explained also how the target can be achieved. Indicators are:- BV 99; LPI 8, LPI 14b+c), LPI 15c) LPI 16, LPI 20.**
 - **Red means that the performance results have missed the target and we are in a high-risk situation. An explanation of what has caused the result and what the improvement plans are to remedy the situation is provided in the text. Indicators are:- BV 99 ksi c, Stats 19, New BV 99, BV 106, BV 109a), BV 156; LPI 7; LPI 12, LPI 14a) and LPI 31.**

New crosscutting performance indicators have been established and quarter two results are contained in the report.

They include: -

- Emergency Planning LPI 9; LPI 10 and LPI 11.
- Health and Safety LPI 29 and LPI 30.
- Asset Management LPI 35 and LPI 37.

Please note that Comprehensive Performance Assessment (CPA) and Local Public Service Agreement (LPSA) performance indicators have been identified.

They are: -

CPA BV 96; BV 97; BV 99; BV 100; BV 106; BV 109; BV 156; BV 165; BV 178;
BV 180; BV 186; BV 187; LPI 13 and LPI 32.

LPSA BV96; BV 109; STATS 19 (BV 99) and LPI 1.

The third quarter results show the following performance indicators in the red position :-

CPA: - BV 99; BV 106 and BV 156

LPSA: - STATS 19 (BV 99).

	Green	Amber	Red	Total
CPA No	23	3	3	29
CPA %	80%	10%	10%	100%
LPSA No	15	3	3	21
LPSA %	72%	14%	14%	100%
All PI's No	50	9	10	69
All PI's %	72%	13%	15%	100%

8. Finance

Financial support for the indicators comes from set budgets, Local Transport Plan (LTP), Single Regeneration Budget (SRB), Objective 1 and in the case of LPSA performance indicators through Government funding. A small percentage of indicators attract incoming subscriptions.

9. Risks and Uncertainties

Performance Management is key to the effective delivery and provision of services. It is also a specific area within the CPA framework and will be a significant feature for 2005 onwards.

Financial support plays a major part in ensuring that indicators achieve their targets, including: -

- Budget, for operational support and schemes.
- Grants, SRB, LTP, and Objective 1.
- LPSA funding BV 96, BV 99 (stats 19), BV 109
- Planning Support Grant.

10. Policy and Performance Agenda Implications

Links to:-

- Political Priorities.
- Community Plan
- Corporate Plan
- Service Plans, the Services will also enhance this concept through Team Action Plans and Performance Development Reviews.

The performance information contained within this report has been presented to the Programme Area Management Team and analysed in accordance with the Council's Corporate Priorities. The information features CPA, LPSA and Corporate Plan PI's




11. Background Papers and Consultation



Report Includes: -

Appendix A, EDS Quarterly (2) Performance Report April to December 2004/05
Table – Audit Commission 2003/2004 Results and 2004/2005 comparisons to the third quarter results.



Contact Name: Alan Platt, Best Value Officer. Telephone 2901
EEmail:- alan.platt@rotherham.gov.uk

Economic and Development Services


No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
Corporate Priority – Investing In The Economy																	
BV 96	Condition of principal roads New Definition 04/05 Condition of principal roads by the TRACS (mechanised survey technique) The % of the principal road network (A roads) in need of major strengthening. Method – deflectographs	CPA LPSA (CE)		10.75%	10.35%			10.33%		9.95%			10.0% (10.0%)	✓	Green		Continuing progress evident. On Target. Now takes account of network changes at Manvers. TTS has been reordered from Babbie who have indicated that the SY survey originally programmed for mid-Feb 2005 may not be completed in time. DFT have indicated that they will accept CVI data.
BV 97	Condition of non-principal roads (a) Non-principal classified roads (b) Based on proportion of the unclassified road network	CPA	TQ 12.28 %	14.24%	12.69%			11.24%		9.48%			13.9% (10%)	✓	Green		The "Step down" evidenced is due to last years programme being zeroed back and current year works being entered on completion. Ahead of target. Four year cycle now includes 92% of network surveyed. Closing in on upper quartile performance. Improvement in Q3 performance due to zeroing back for work completed as described above. Ahead of target
		CPA	TQ 11.52 %	11.53%	11.11%			11.05%		9.46%			11.2% (10.0%)	✓	Green		

No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
BV 100	Number of days of temporary traffic controls or road closures on traffic sensitive roads caused by road works per km of traffic sensitive road	CPA		0	0	0	0	0	0	0	0	0	0.02 (0.02)	✓	Green		So far no road closures during traffic sensitive times. The projection has been set at 0.02 to cope with emergencies.
BV 106	% of new homes built on previously developed land	CPA	TQ 93.50 %	53%	47% Amended	47%	36%	54%	42%	46%			60% not provided	✗	Red		Critical Areas: Outstanding planning permissions on Greenfield sites still to be complete will continue to influence the target Improvement Plans; Completion of the Urban Potential study and review of housing policies in the UDP/LDP review will allow a reassessment of allocations
BV 109	% of planning applications determined in line with the Government's new development control targets to determine:	LPSA (CE)															Measures are being put in place to address performance in the major category, such as monthly progress meetings on major applications, the introduction of a house builder's focus group to encourage pre-application discussion, and introduction of standard templates for Section 106 agreements.

No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
	(a) 60% of major applications in 13 weeks;	CPA	TQ 63.64	55.26%		56.25%	63.64%	60.53%	35.29%	52.73%			60% (60%)	✗	Red	☹️	On target
	(b) 65% of minor applications in 8 weeks; and	CPA	TQ 70.28	54.50%		70.45%	73.15%	71.94%	62.18%	67.71%			60% (60%)	✓	Green	😊️	On target
	(c) 80% of other applications in 8 weeks	CPA	TQ 85%	79.77%		89.86%	89.14%	89.62%	82.51%	87.31%			80% (80%)	✓	Green	😊️	On target
BV 180	The energy consumption/m2 of local authority operational property, compared with comparable buildings in the UK as a whole (a)		TQ 89%	103%		63%	14%	77%		47%			98% (94% ³)	✓	Green	😊️	
	(i) Electricity	CPA	TQ 85%	161%		40%	21%	61%		64%			153% (135% ⁶)	✓	Green	😊️	
	(ii) Fossil Fuels	CPA		378 kWh/unit /yr											N/A		Annual
	(b) Average lamp circuit energy consumption for street lights, compared with the UK National Average	CPA															
BV 186	Roads not needing major repair																
	Principal		TQ 103.84	68.78									69.1				Annual
	Non Principal		TQ 365.02	319.32									325				Annual


No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
BV 187	Condition of surface footway	CPA	TQ 18%	42.96%	43.54%	43.54%	34.01%	39.93%					40% (40%)	✓	Green		Network applicable to this indicator has been reviewed to ensure only appropriate sites are included. The surveying of these changed routes is underway. Network applicable to this indicator has been reviewed to ensure only appropriate sites are included. The surveying of these changed routes is underway.
BV 204	% of appeals allowed against the authority's decision to refuse planning applications			30%	27.27% (3/11 allowed 8 dismissed)	0% (0/2 allowed 2 dismissed)	23.07% (3/13 allowed 10 dismissed)	33% (1/3 allowed 2 dismissed)	25% (4/16 allowed 12 dismissed)				28% (28%)	✓	Green		On Target.

No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
LPI 1	<p>Improve Rotherham's overall employment rate</p> <p>A) Reduce the gap between Rotherham and the national ave in terms of working age population in employment. (8 quarter average)</p> <p>*****</p> <p>B) The same indicator – measured by slightly different method. Baseline – Spring 02: 3.1% gap</p>	LPSA CP		2.4% (Aug)	<p>0.9% (Mar -May 2004)</p> <p>*****</p> <p>0.2% (Mar -May 2004)</p>	<p>0.3% (Jun - Aug 2004)</p> <p>*****</p> <p>-0.9% (Jun - Aug 2004)</p>	<p>0.2% (Sept - Nov04)</p> <p>*****</p> <p>-1% (Sept - Nov04)</p>						<p>2.3%</p> <p>*****</p> <p>2.6%</p>	<p>✓</p> <p>✓</p>	<p>Green</p> <p>Green</p>	<p>The LPSA target has been achieved.</p> <p>3rd Quarter comment: Rotherham's has closed the gap and achieved the employment rate that is 0.1% higher than GB's. However this could be just a temporary variance due to a small sample size of the survey. Despite this the target A) will be reviewed at the year end for next year to reflect the success achieved; B) has been set for us by the government through the LPSA and therefore won't change.</p>	


No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr		2 nd Qtr		3 rd Qtr		4 th Qtr		Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
					FIXED	CULM.	FIXED	CULM.	FIXED	CULM.	FIXED	CULM.					
LPI 2	Economic Inactivity Rate			23.4%	22.5% (Mar – May 04)	21.6% (Jun – Aug 2004)	21.7% (Sept – Nov04)						23.2%	✓	Green		<p>Economic Inactivity rate is calculated as a % of working population. To reduce the variances rolling average over last 4 quarters is used. Rotherham's performance is improving, but is still behind the national level which stands long-term at around 21%.</p> <p>Council's Employability Group actions (see Comment in 'Local 18') are aimed also at the Economic Inactivity Issue</p> <p>2 + 3 Q Comment: There has been a great improvement (by almost 1%) in the inactivity rate. Such a fast decrease, however, could be just a temporary variance due to a small sample size of the survey. Despite that the target will be reviewed at the year end for next year to reflect the success achieved.</p>


No	Definition	Links	03/04 Top Quartile	03/04 Actual	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Year End Target (Proj. Outturn)	On Target ✓ or ✗	Rating	Action Plan	Comments
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Corporate Priority – A Place Which Cares

BV 165	The % of pedestrian crossings with facilities for disabled people	CPA	TQ 98%	97%	97%	97%	98.5%		100% (100%)	✓	Green		We have a total of 65 sites and one does not have tactile paving installed or audible/tactile signals: Bawtry Road/ Cross Street/ Flash Lane – completion by March 2005
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Corporate Priority – A Place To Live






BV 199	The proportion of relevant land and highways as defined under Environment Agency Act (EPA) 1990 Part IV Section 86 (expressed as a percentage) that is assessed as having combined deposits of litter and detritus (e.g. sand, silt and other debris) across four categories of cleanliness (clean, light, significant, heavy)		TQ 14%	81% (19% sites below category B)	86% (14% sites below category B)	89% (11% sites below category B)	89% (11% sites below category B)		82% 18 sites below category B (87%) 13%	✓	Green		Results at this stage are above the Target and are based on 680 surveys out of the annual total of over 900. As a result of the improved performance the year end target has a revised up to 13%.
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BV 178	The % of total length of footpaths and other rights of way which were easy to use by members of the public	CPA	TQ 85.3%	93.4%	98.8%	98.8%	88.8%	98.5%	97.1%	97.4%			93.6% (95%)	✓	Green		Well towards the top end of upper quartile demonstrating continued good performance. Q1 performance is a seasonal reflection. Q2 + Q3 only 1.7% of network surveyed of 43.5% total in first 6 months. Some seasonal falling off of performance during the winter can be expected. On target.
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Corporate Priority – A Place For Everyone															
BV 156	The % of authority buildings open to the public in which all public areas are suitable for and accessible to disabled people	CPA	TQ 64.83 %	0%	0%	0%	0%	0%	1%	1%	10% (>10%)	X	Red		Investigation requested after Q2 return <ul style="list-style-type: none"> Working party produced the attached report Resulted in 1% 3rd quarter increase due to criteria reinterpretation Working party identified further properties which could be made compliant this financial year. Original works to achieve 10% target not currently completed but are programmed for completion by March 31 st . Additional works to achieve 15% target not currently completed but programmed to be completed by March 31 st .

Corporate Priority – A Safe Place														
Ex BV 99	Road safety.	LPSA	(2003)											
	Number of casualties per 100,000 population:												Although components of this indicator are currently red and amber we are confident that by year end all elements will meet their year end targets and become green	
	(1) Killed/seriously injured (KS).		51	14	14	28	39					50 (52)	X Amber	☹️
	(2) Slight injuries.		477	110	106	216	332					436 (436)	X Amber	☹️
	Road user types:													
	(a) Pedestrians total.		61											
	Killed/seriously injured.	CPA	9	4.8	3.2	8	9					16 (16)	✓ Green	😊
	Slight injuries.	CPA	52	11.25	14.75	26	34					55 (55)	X Amber	☹️
	(b) Pedal cyclists.		23											
	Killed/seriously injured.	CPA	3	0.4	.6	1	2					3 (3)	✓ Green	😊
	Slight injuries.	CPA	20	2.8	4.2	7	11					23 (23)	✓ Green	😊
	(c) Two wheeled motor vehicle users.		31											
	Killed/seriously injured.	CPA	8	3	5	8	11					6 (15)	X Red	☹️
	Slight injuries.	CPA	23	4	6	10	15					17 (20)	✓ Green	😊
	(d) Car users.		382											

	Killed/seriously injured.	CPA	TQ 16.87	30			5.6	5.4	11	16			22 (22)	✓	Green	😊	
	Slight injuries.	CPA	TQ 242.32	352			93.8	57.2	151	243			294 (294)	✓	Green	😊	
	(e) Other vehicle users.			31													
	Killed/seriously injured.	CPA	TQ 1.58	1			0	0	0	1			3 (3)	✓	Green	😊	
	Slight injuries.	CPA	TQ 25.17	30			0	22	22	30			47 (47)	✓	Green	😊	
BV 99	New Definition – Number of road accident casualties broken down by nature of casualties.	LPSA		(2003)													Measured on a calendar year. Therefore figures are for period Jan 04 to Jun 04. All figures are provisional until year end.
	All (KSI)			127			35	35	70	98			125 (125)	✗	Red	😞	
	Children (KSI)			16			5	6	11	13			28 (28)	✓	Green	😊	
	All Slight Injuries			1191			276	264	540	829			1094 (1094)	✓	Green	😊	
LPI 6	People killed or seriously injured on the roads of Rotherham as measured by STATS 19	LPSA		<u>2003</u> 127			35	35	70	98			125 (125)	✗	Red	😞	Measured on a calendar year. Therefore figures are for period Jan 04 to Jun 04. All figures are provisional until year end.

LPI 7	Number of serious casualties per 1,000,000 kilometres travelled by a vehicle on principal roads		0.185		0.054	.052	0.111		0.151				0.195 (0.194)	X	Red		As above for time period. Target 2004 amended to reflect variance in Principal Roads length and million vehicle KM denominator. All figures are provisional until year end.
LPI 8	Average time taken to repair a street lighting fault (days)		3.29	3.23	3.23	2.95	3.08	3.23	3.14				3.0 (3.0)	X	Amber		New systems of work now delivering improved performance to assist in achieving the target. However November saw an exceptionally high number of faults (1637) and the trend continued into December when the reduced resources due to holidays also put pressure on the response times.
LPI 9	Staff training for the Borough Emergency Plan.					100%	100%						100%	✓	Green		The response from course attendees satisfaction came out as good or very good. Annual
LPI 10	Preparedness – Ensure that the Programme Areas are prepared to respond to a major incident in accordance with the Borough Emergency Plan					100%	100%						100%	✓	Green		Response from the programme area indicates compliance with the programme. Annual
LPI 11	Assessment and preparations of the risks which would give rise to an emergency response (BEP).					100%	100%						100%	✓	Green		Risk assessments and hazards identified – recorded and actioned. N.B – LPI 24, 25 and 26 are in compliance with the Civil Contingencies Bill Annual

LPI 12	Percentage of street lamps not working as planned. (At any one time throughout the year.)				1.07%	1.06%	1.06%	1.06%	1.18%	1.12%	1.25%	1.17%			1.04% (1.10%)	X	Red		Increase in number of faults reported as a result of Streetpride (30%) / Also improved scouting procedures has increased number of faults identified. Further increases in faults occurred during Q3 (4139 no.). The block change programme has fallen behind due to vacancies and long term sickness among the delivery teams.
Corporate Priority – A Quality Service Provider																			
BV 179	The % of standard searches carried out in 10 working days				100%	99.95%	99.95%	99.87%	99.69%	99.86%	99.6%			100% (100%)		Green		On target	
LPI 13	The number of decisions delegated to officers as a % of all decisions	CPA	TQ 91.2%		85%	92.13%	91.63%	91.87%	87.08%	89.99%			85% (85%)		Green		On target		
BV 205	Quality of Service Checklist (Planning)				1	Not provided								² Not provided	N/A				

LPI 21	Total number of actionable defects on roads and pavements per 100 kilometres of network inspected.		118	110.5				78.8	97.7	111.7	104.1			120 (115)	✓	Green	😊	Performance exceeds annual target.
LPI 22	Average reception waiting time, sample one day per week; With appointments Total Number No attended in 10 minutes % of total visitors seen in 10 minutes Without Appointments Total Number No attended in 10 minutes % of total visitors seen in 10 minutes		229 226 99.25% 364 356 96.38%	8 8 100% 7 7 100%				229 226 98.7% 364 356 97.8%	123 123 100% 48 48 100%	352 349 99.15% 412 404 98.06%			99.5% (99.5%) 97% (97%)	✓ ✓	Green	😊	Appointments are on target.	
LPI 23	Customer complaints No; % of total achieved Replied in 10 days		92.86%		90%				100%		98%			92% (92%)	✓	Green	😊	Now back on target
LPI 24	Revenue running costs of floor space per square metre.		£19.97/ m ²	£2.26/m ²				£5.38 /m ²	£7.64 /m ²	£10.35 m ²	£15.73 m ²			£20/m ² (£20.97/ m ²)	✓	Green	😊	Increase in recharges noted this quarter. Now projected to be above year end target.

LPI 25	Consumption, in kWh/sq m Operational prop + markets and public toilets	176.45 kWh/m ²	20.31 kWh/m ²	20.31 kWh/m ²	20.31 kWh/m ²	20.31 kWh/m ²	50.11 kWh/m ²	70.42 kWh/m ²	32.24k Wh/m ²	102.66k Wh/m ²			167.63 kWh/m ² (156kWh/m ²)	✓	Green	😊	Costs no longer to be monitored due to the fact that the costs are controlled by External parties.
LPI 26	Consumption in litres/sq m Operational prop + markets and public toilets.	862.5 ltrs/m ²	179.3 ltrs/m ²	179.3 ltrs/m ²	240 ltrs/m ²	419.38 ltrs/m ²	162.93 ltrs/m ²	582.31 ltrs/m ²					819.4 ltrs/m ² (776.41 ltrs/m ²)	✓	Green	😊	Costs no longer to be monitored due to the fact the costs are controlled by External parties.
LPI 27	Percentage of gross internal floor-space classified as good satisfactory categories A-B	65%	65%	65%		66%	66%	67%					68% (68%)	✓	Green	😊	Target will be met following completion of re-survey programme and data input
LPI 28	The number of reports received of blocked gullies per 1000 gullies. 41,543/1,000 = 41.543	3.95	2.55	2.55	1.06	3.61	0.65	4.26					6 (5.5)	✓	Green	😊	Sub total of 182 number reported blocked gullies out of a total of 42,700 gullies. NB – Localised flooding 26/4/04 and highest rainfall figures for June in a number of years. Followed by wettest August on record. Improvement helped by drier autumn weather. Still on course to meet target.
LPI 29	Working days lost from work related injuries and ill health (including stress) Injuries only		483	483	850.5	1313.5	351.5	1665									Stress policy is being introduced

The following Performance Indicators are reported annually.

Corporate Priority: A Place To Live	
BVPI 89 CPA	% of people satisfied that the authority has met their duty to keep their relevant land and relevant highways for which the authority is responsible clear of litter and refuse (tri-annual survey)
Corporate Priority: Investing In The Economy	
BVPI 103 CPA	The % of respondents satisfied with local provision of public transport information (tri-annual survey)
BVPI 104 CPA	The % of all respondents satisfied with the local bus service (tri-annual survey)
BV 186 CPA	Roads not needing major repair: (a) % of the principal road network where major structural treatment is not considered necessary divided by the authority's average structural expenditure per kilometre on the principal road network over the past three years. (b) % of the non-principal road network where major structural treatment is not considered necessary divided by the authority's average structural expenditure per kilometre on the non-principal road network over the past three years. Do you have a development plan (or alterations to it) that has been adopted in the last 5 years and the end date of which has not expired?
BV 200	If 'no', are there proposals on deposit for an alteration or replacement, with a published timetable for adopting those alterations or the replacement plan within three years?
LPI	a) Increase the stock of VAT registered businesses in the Borough b) Increase the number of new VAT registrations per 10,000 head of Rotherham population
LPI	Vacancy rate for industrial and commercial property
LPI	Vacancy rate of Rotherham town centre only premises (number of vacant units)
LPI	Vacancy rate of town centre premises (number of vacant units across all the Borough)
LPI	Rotherham's Annual Average Earnings as a % of the GB Annual Average Earnings (full time workers including overtime); a) Workplace based comparison, b) Residence based comparison
Corporate Priority: A Quality Service Provider	
BVPI 111 CPA	The % of applicants satisfied with the service received (tri-annual survey)

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	21 February 2005
3.	Title:	Petition – Traffic Congestion – Davian’s fish & Chip Shop, Middle Lane, Clifton, Rotherham
4.	Programme Area:	Economic and Development Services

5. Summary

To report receipt of a petition (copy attached) which has been submitted by Councillor Wootton on behalf of the Clifton Community Partnership and local residents, regarding air pollution and traffic congestion around Davian’s Fish Shop, Middle Lane, Clifton, Rotherham.

6. Recommendations

- (i) That the petition be received.
- (ii) That the traffic congestion issue be investigated and a report submitted to a future meeting of the Cabinet Member for Economic and Development Services.
- (iii) That it be noted that petition has been referred to the Cabinet Member for Housing and Environmental Services for consideration of the environmental issues.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	21st February 2005
3.	Title:	Revenue, Fee Billing, Trading and Capital resources monitoring report for 2004/2005
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the performance against budget for the Economic and Development Services Programme Area Revenue, Fee Billing Trading and Capital resources for the period – **April to January 2005.**

6. Recommendations

That Members note the anticipated outturn position for the Economic & Development Services Programme Area Budgets as at January 2005.

That this report be referred to the Regeneration Scrutiny Panel for information.

7. Proposals and Details

Members are asked to receive and comment upon budget monitoring reports on a monthly basis from June onwards. This report reflects the position on the budget for the period 1st April 2004 to 31st January 2005. The attached **appendices** give a summary of the projected 2004/05 revenue position for the Programme area;

Appendix A – E&DS Summary Report.
Appendix A1 to A5 – Service Level Summary Report.
Appendix B1 to B2 – Capital Programme summary

At this stage in the financial year and following the latest round of budget meetings the Programme Area has identified that currently it is likely to achieve a break-even position against its total net revenue budget of £16,150,321. There are however a number of cost pressures, potential savings and additional income sources which as yet cannot be quantified with accuracy.

The Programme area is currently projected to fully commit its capital programme resources of £18,686,076 in 2004/05. Current levels of actual expenditure charged to the programme represents 68% of this total. However historically this percentage of spend is not unduly low for this point in the year. The trend over the last 3 year's corporately and for EDS in 2003/04 is for expenditure of approximately 53% of the total programme by January.

Rotherham Investment and Development Office

- At this point in the financial year the Service is reporting a nil variance against its budget. However there are certain cost pressures around the Commercial properties portfolio which will be closely monitored.

Planning and Transportation

The overall position on this account is currently a projected balanced budget position.

Asset Management

- At this point in the financial year the Service has a nil variance against its revenue budget. There are certain cost pressures around Office accommodation and the Strategic Property team which are currently being offset by unbudgeted income from design consultancy fee work.

Streetpride

- There are still cost pressures in respect of the Authority's ability to contain Winter Maintenance service issues within existing resources. However through applying funding of £98,000 from the Winter Maintenance Reserve Fund there is an expectation that the spend can be met this financial year. This issue was highlighted in the report submitted to delegated powers on the 1st November 2004 and CMT on the 25th October 2004.

Business Unit

- There are significant cost pressures emerging as a result of recent indicative figures provided by RBT in respect of procurement savings which still have to be recovered from the Programme area's revenue budget for approximately £300,000 (we anticipated £80,000). As a consequence there are discussions taking place between RBT, EDS and Resources to clarify the position.

Corporate Accounts

- Vacancy Factor – A nil variance is projected at this stage in the financial year.

8. Finance

Please refer to the attached appendices for detailed financial analysis.

9. Risks and Uncertainties

The projected outturn position is based on firm indications of rising cost pressures and identifiable savings. However there is still a possibility that further costs and savings will emerge which will increase the accuracy of the reported outturn projection.

10. Policy and Performance Agenda Implications

The CPA Resources Action Plan sets out the requirement to improve the financial monitoring and reporting to Members and to maintain and improve budget monitoring and control. Programme Area spend is aligned only to Programme area and corporate priorities. A tight control continues to be maintained on all areas of expenditure.

11. Background Papers and Consultation

This is the eighth budget monitoring report for the Programme area for 2004/05 and reflects the position from April 2004 to January 2005. This report has been discussed with the Executive Director, Heads of Service of Economic and Development Services and Corporate Finance.

Contact Name : Andrew Kidder EDS Finance and Accountancy Manager, Ext: 2922 e-mail: andy.kidder@rotherham.gov.uk

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Rotherham Investment & Development Office	0	Nil variance at this stage in the financial year, although there are still possible cost pressures on commercial properties	A	Any confirmed shortfall can be managed via savings on the repairs and maintenance budget.	To achieve a nil variance against the RIDO budget allocation.	G
Planning & Transportation	0	Nil variance at this stage in the financial year	G	No action required.		
Asset Management	0	Nil variance at this stage in the financial year, although there are possible cost pressures on office accommodation and additional income on caretakers and Bailey Suite accounts starting to emerge.	A	Any confirmed shortfall or additional income will be balanced by the overall position on the Asset Management accounts.	The aim is to achieve a nil variance against the Asset Management budget allocation.	G
Streetpride	0	There are significant cost pressures emerging in respect of the budget to resource Winter Maintenance service issues. Every effort will be made to contain spend within existing resources but an over-spend of at least £100,000 can therefore be anticipated which can only be covered by drawing-down the balance in full from the Winter Maintenance Reserve Fund.	A	To draw-down in full the balance on the Winter Maintenance Reserve Fund to cover the cost pressure.	To restore budget to a balanced position.	A
Business Unit	0	There are significant cost pressures emerging around charges from RBT outside affordability up to £300,000. Although these have not been confirmed at this stage.	A	To attempt to cover any confirmed shortfall through cost savings and additional income across the whole Business Unit budget I position.	To restore budget to a balanced position.	A
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2004/05

Appendix A - 1

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Rotherham Investment & Development Office	Under (+) / Over (-) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Business Development	0	Nil variance at this stage in the financial year	G	No action required.		
SYIP (Priority 1) - S06032	0	Nil variance at this stage in the financial year	G	No action required.		
Commercial Properties	0	Nil variance at this stage in the financial year, although there are pressures around a reduction in achievable rental income through sales in the commercial property portfolio. As a result of the agreed disposal of equitable interest in Reresby House to the residual body of the TEC a possible payment of £38,500 have now been confirmed.	A	If cost pressures are confirmed can be managed via savings on the repairs and maintenance budget.	To achieve a nil variance against the RIDO budget allocation.	G
Development Promotion	0	Nil variance at this stage in the financial year	G	No action required.		
Strategy Development	0	Nil variance at this stage in the financial year	G	No action required.		
Programmes	0	Nil variance at this stage in the financial year	G	No action required.		
Work Implementation	0	Nil variance at this stage in the financial year	G	No action required.		
Objective 1 Delivery Team - S06068	0	Nil variance at this stage in the financial year		No action required.		
Brampton Centre	0	Nil variance at this stage in the financial year	G	No action required.		
Century Business Centre	0	Nil variance at this stage in the financial year	G	No action required.		
CERB	0	Nil variance at this stage in the financial year	G	No action required.		
Valuation Group (Revenue)	0	Nil variance at this stage in the financial year	G	No action required.		
Valuation Group (Fee Billing)	0	Nil variance at this stage in the financial year	G	No action required.		
40 Brigadegate	0	Nil variance at this stage in the financial year	G	No action required.		
Tourism	0	Nil variance at this stage in the financial year	G	No action required.		
Markets	0	Nil variance at this stage in the financial year	G	No action required.		
Town Centre Management	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2004/05

Appendix A - 2

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Planning & Transportation Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Forward Planning	0	Nil variance at this stage in the financial year	G	No action required.		
Planning Support	0	Nil variance at this stage in the financial year	G	No action required.		
Management	0	Nil variance at this stage in the financial year	G	No action required.		
Land Charges	0	Nil variance at this stage in the financial year	G	No action required.		
Development Control	0	Nil variance at this stage in the financial year. Although there is the possibility of an underspend.	G	No action required.		
Building Control (72% Trading)	0	Nil variance at this stage in the financial year, although there is potentially higher income from building regulation fees.	G	No action required.		
Building Control (28% Revenue)	0	Nil variance at this stage in the financial year	G	No action required.		
Transportation	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2004/2005

Appendix A - 3

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Asset Management	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status	Swing
Facilities Management	0	Nil variance at this stage in the financial year	G	No action required.			0
Facilities Management (Education Premises)	0	Nil variance at this stage in the financial year	G	No action required.			0
Community Buildings	0	Nil variance at this stage in the financial year	G	No action required.			0
Office Accommodation	0	There are some cost pressures emerging around cleaning services charges.	A	To identify underspends within the Asset Management Service which will achieve an overall balanced budget.		G	35
Environmental Management	0	Nil variance at this stage in the financial year	G	No action required.			0
Caretakers	0	Nil variance at this stage in the financial year, although there is the possibility of additional income being generated.	G	If additional income is confirmed this will be used to offset any cost pressures to emerge within Asset Management.	The aim is to achieve a nil variance against the Asset Management budget allocation.	G	-5
Public Conveniences	0	Nil variance at this stage in the financial year	G	No action required.			0
Bailey Suite	0	Nil variance at this stage in the financial year, although there is the possibility of additional income being generated.	G	If additional income is confirmed this will be used to offset any cost pressures to emerge within Asset Management.	The aim is to achieve a nil variance against the Asset Management budget allocation.	G	5
Emergency Planning	0	Nil variance at this stage in the financial year	G	No action required.			
Health and Safety	0	Nil variance at this stage in the financial year	G	No action required.			
Swinton District Heating	0	Nil variance at this stage in the financial year	G	No action required.			0
Misc. Fee Accounts	0	Nil variance at this stage in the financial year	G	No action required.			0
Strategic Support Team	0	Nil variance at this stage in the financial year	G	No action required.			50
Miscellaneous Properties	0	Nil variance at this stage in the financial year	G	No action required.			-10
Building Cleaning	0	Nil variance at this stage in the financial year	G	No action required.			
Fee Billing - Projects & Partnerships	0	Nil variance at this stage in the financial year	G	No action required.			
Fee Billing - Consultancy Management	0	Currently identified surplus on consultancy fees income.	G	No action required.			
TOTAL	0						75

REVENUE BUDGET MONITORING REPORT 2004/05

Appendix A - 4

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Streetpride	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Community Delivery Teams	0	Nil variance at this stage in the financial year	G	No action required.		
Schemes & Partnerships	0	Nil variance at this stage in the financial year	G	No action required.		
Network Management	0	There are significant cost pressures emerging in respect of the budget to resource Winter Maintenance service issues. Every effort will be made to contain spend within existing resources but an over-spend of at least £100,000 can therefore be anticipated which can only be covered by drawing-down the balance in full from the	A	To draw-down in full the balance on the Winter Maintenance Reserve Fund to cover the cost pressure.	To restore budget to a balance position.	A
Corporate Accounts - Streetpride	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 10)

Business Unit	Under (-) / Over (+) Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Administration Services	0	Nil variance at this stage in the financial year	G	No action required.		
Finance	0	Nil variance at this stage in the financial year	G	No action required.		
Payments to RBT	0	There are significant cost pressures emerging around charges from RBT outside affordability up to £300,000. Although these have not been confirmed at this stage.	A	To attempt to cover any confirmed shortfall through cost savings and additional income across the whole Business Unit budget position.	To restore budget to a balanced position.	A
Management	0	Nil variance at this stage in the financial year	G	No action required.		
Corporate Account	0	Nil variance at this stage in the financial year	G	No action required.		
Typing Services	0	Nil variance at this stage in the financial year	G	No action required.		
Performance & Quality	0	Nil variance at this stage in the financial year	G	No action required.		
Drawing Services	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

EDS AMENDMENTS TO PROGRAMME

	Expenditure £	Funding £	Funding key	Comments
Economic and Development Services				
TPT Meadowhall to Elsecar Site - DLG	200,000	200,000	SG	
Treeton Colliery Tip - WREN	3,000	3,000	SG	
Drainage Adoptions - DLG	30,000	30,000	SG	
CERB	472,915			
SRB	-6,534,051	-6,534,051	SG	
One Stop Shop	439,000			
	-5,389,136	-6,301,051		

Carry forward from 2003/2004
Balance of 7 year programme c/f into future years
Report to Property Board 15th September 2004
increased costs from £1,920,000 to £2,359,000

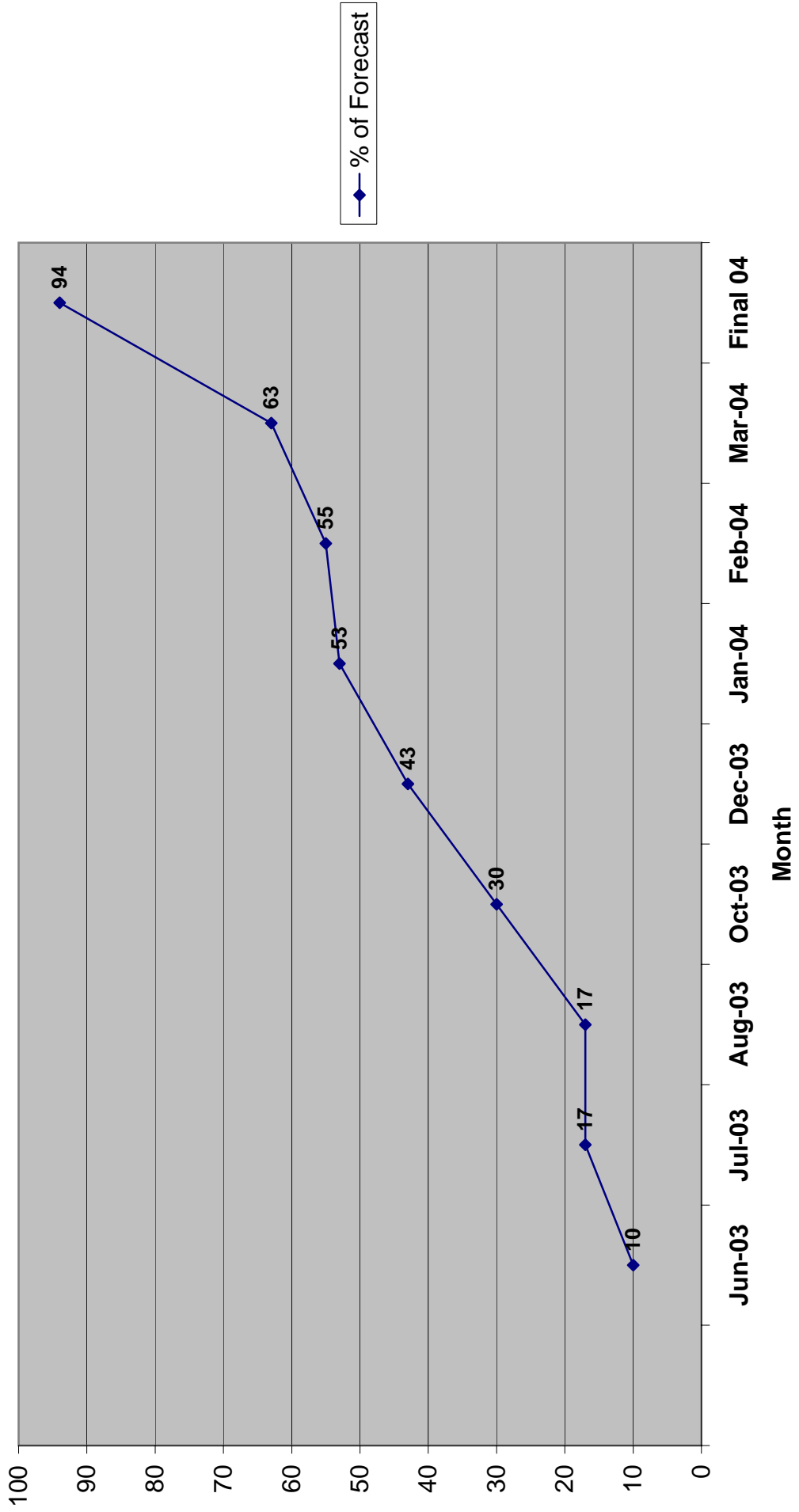
Key:

- SG Specific grant
- CR Capital receipts
- OC Other contributions

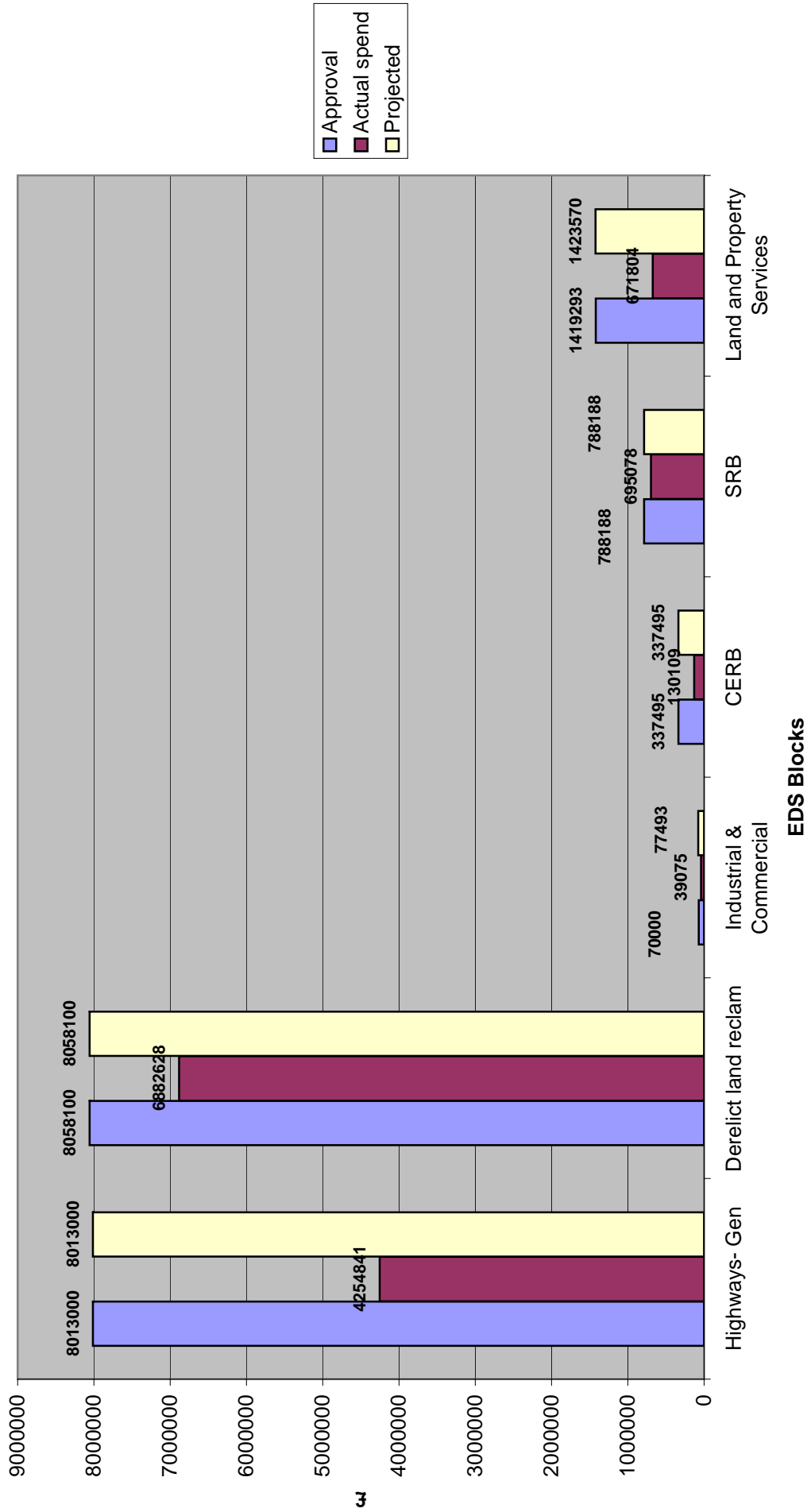
EDS CAPITAL PROGRAMME MONITORING REPORT TO 31st JANUARY 2004-2005

	Revised Programme 1 Apr 04 to 31 Mar 05 £	£	Actual Expenditure to 31/01/05 £	Spend to forecast %	Projected Expenditure 1 Apr 04 to 31 Mar 05 £	Projected spend to forecast %
EDS Capital Programme Block		8,013,000	4,254,841	53.10	8,013,000	100.00
Highways - General						
Economic Regeneration	8,058,100		6,882,628	85.41	8,058,100	100.00
- Derelict Land Reclamation grant	70000		39,075		77,493	110.70
- Industrial & Commercial Regen	337,495		130,109	38.55	337,495	100.00
- CERB	788,188		695,078	88.19	788,188	100.00
- SRB		9,253,783				
Land and Property Services		1,419,923	671,804	47.31	1,423,570	100.26
EDS Capital Programme Total		18,686,706	12,673,535	67.82	18,697,846	100.06

Appendix B2 EDS Capital Programme spend as % of Forecast in 2003/04



Appendix B2 : EDS Capital Programme 2004/05 as at end January 2005



Month	% of Forecast	
	Jun-03	10
	Jul-03	17
	Aug-03	17
	Oct-03	30
	Dec-03	43
	Jan-04	53
	Feb-04	55
	Mar-04	63
	Final 04	94

Cap Prog Block	Prog	Actual Spend	Projected Spend
Highways- Gen	8013000	4254841	8013000
Derelict land reclam	8058100	6882628	8058100
Industrial & Commercial	70000	39075	77493
CERB	337495	130109	337495
SRB	788188	695078	788188
Land and Property Services	1419293	671804	1423570

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of the Local Government Act 1972.

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