

CABINET MEMBER FOR ECONOMIC AND DEVELOPMENT SERVICES

**Venue: Town Hall,
Moorgate Street,
Rotherham.**

**Date: Wednesday,
1 September 2004**

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. Opening of Tenders. (report attached) (Page 1)
 - to note the action of the Cabinet Member, Finance and Resources.
4. Rotherham to Sheffield Quality Bus Corridor - A6178 Sheffield Road, Templeborough - Proposed Highway Works. (report not available electronically) (Pages 2 - 4)
Schemes and Partnerships Manager to report.
 - to report a proposal aimed at improving access to and from the bus on Sheffield Road.
5. Rotherham to Thrybergh Quality Bus Corridor - A630 Doncaster Road, Thrybergh - Proposed Highway Works (report not available electronically) (Pages 5 - 8)
Schemes and Partnerships Manager to report.
 - to report a proposal aimed at improving access to and from the bus on Doncaster Road, Thrybergh.
6. South Yorkshire Local Transport Plan - Annual Progress Report 2003/2004: Summary and Analysis. (report attached) (Pages 9 - 20)
Local Transport Plan Delivery Manager to report.
 - to receive the report.
7. Funding for the Council's Travel Plan. (report attached) (Pages 21 - 25)
Head of Planning and Transportation to report.
 - to consider funding the initiatives from the Planning Delivery Grant.
8. Streetpride Performance Response Times. (report attached) (Pages 26 - 29)
Head of Streetpride to report.
 - to consider Streetpride's performance response times for the second quarter 2004.

9. Revenue, Fee Billing and Trading Budget Monitoring Report for 2004/2005. (report attached) (Pages 30 - 39)
Executive Director to report.
- to consider the performance against budget.

10. Consultation Drafts of DfT Local Transport Notes. (report attached) (Pages 40 - 49)
1/04 – Policy, Planning and Design for Walking and Cycling

and

2/04 – Adjacent and Shared Use Facilities for Pedestrians and Cyclists.

Transportation Unit Manager to report.
- to approve the consultation responses.

11. Department of Transport White Paper: The Future of Transport. (report attached)(appendix not available electronically) (Pages 50 - 62)
Transport Unit Manager to report.
- to note the report

12. Design Code for the Rotherham Town Centre River Corridor. (report attached) (Pages 63 - 64)
Head of Planning and Transportation to report.
- to note the report.

13. Performance Indicators 1st Quarter Results 2004/2005. (report attached) (Pages 65 - 101)
Best Value Officer to report.
- to consider the position of the results with comparison to targets.

Appendix A is supplied separately.

14. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under the paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972:-

15. Community Economic Regeneration Budget - 8.44 Economic Development for the BME Community. (report attached) (Pages 102 - 104)
Economic Strategy Officer to report.
- to seek approval for CERB funding to contribute towards the above study.
(Exempt under Paragraph 5 of the Act – financial assistance)

16. Investor Support Aftercare Programme (Objective 1 Measure 30) - Feasibility and Trade Exhibition Grants. (report attached) (Pages 105 - 109)
Development Negotiator to report.
- to consider the introduction of two new grant schemes.
(Exempt under Paragraph 5 of the Act – financial assistance)

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

**1. MEETING:- ECONOMIC AND DEVELOPMENT SERVICES ISSUES
(DELEGATED POWERS)**

2. DATE: 1st SEPTEMBER, 2004

3. OPENING OF TENDERS

I wish to report the opening of tenders by the Cabinet Member, Finance and Resources (as substitute for the Cabinet Member, Economic and Development Services), as follows:-

on 16th August, 2004, for the following :-

- Feasibility Study and Implementation Plan for the Westgate Housing Market Renewal Demonstrator Project

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	1 September 2004
3.	Title:	<i>South Yorkshire Local Transport Plan – Annual Progress Report 2003/04: Summary and Analysis.</i>
4.	Programme Area:	Planning & Transportation Service and Streetpride Service

5. Summary

The recent publication of the South Yorkshire Local Transport Plan Annual Progress Report (APR) 2003/04 outlines the progress being made towards the objectives of the Local Transport Plan (LTP). Rotherham's performance is also considered.

A copy of the Executive Summary of the APR is attached as Appendix A. A full copy of the APR will be available at the meeting

6. Recommendations

Cabinet Member is asked to:

- a) Receive and note the South Yorkshire Local Transport Plan Annual Progress Report 2003/04.**
- b) Refer a copy of this report to Cabinet and Regeneration Scrutiny Panel for information.**

7. Proposals and Details

Rotherham is working in partnership with the other authorities in South Yorkshire to deliver the aims and objectives set out in the Local Transport Plan (2001-2006). The Annual Progress Report is published to take stock of the year's progress towards the targets in the LTP. The Local Transport Plan has seven key objectives:

- To improve and protect the environment
- To improve safety and security for all travellers
- To improve transport to areas of poor accessibility and job creation as an integral part of regeneration
- To meet the needs of the socially and physically disadvantaged
- To provide genuine choice of travel mode
- To reduce the need to travel while improving the efficiency of the transport system and sustaining a vibrant economy
- To ensure the safe and efficient movement of goods and people

Work towards these objectives is organised into a number of themes and the progress made in 2003/04 is detailed in Chapter 2 of the APR. A brief summary of Rotherham's contribution to these themes is outlined below: -

Public Transport

The Rotherham-Worksop QBC was completed in 2003, as was the latest phase of the Rotherham-Maltby QBC, progress continues on the Rotherham-Thrybergh, Rotherham-Sheffield and Rotherham-Dearne QBCs. A programme of improvements to Rotherham Interchange was completed during the year, this included fitting of doors on all stands.

Road Safety

Rotherham has delivered a number of schemes that contribute to the reduction in the number of killed and seriously injured casualties and Rotherham's casualty reduction indicators remain on target. Although Rotherham's performance in achieving road safety targets is good, the County performance is not so good. A significant amount of work has been undertaken in 2004 to address this issue, which has been included in the work South Yorkshire has done on the Governments' Shared Priorities agenda. An improvement plan for road safety has been developed and agreed with the DfT and this will form the basis of future work to address the failing targets in road safety. Rotherham plays its full part in the South Yorkshire Safety Camera Partnership which aims to reduce casualties by seeking greater compliance with speed limits.

Rotherham concentrated on delivering cycling improvements associated with the Trans Pennine Trail in 2003/04, and introduced a number of cycle lockers at various locations around the Borough. Rotherham's Cycling Strategy was highly commended by the English Regions Cycling Development Team during an audit of cycling carried out in 2003 and Cabinet Member may recall the report to 26/07/04 meeting which informed of the generally very good results of the cycling benchmarking exercise. The results of this audit will shape the

future delivery of cycle schemes in Rotherham. The "Virtual Bike" continues to encourage cycling and raise its profile in the Borough and beyond.

Businesses are beginning to implement travel plans, largely as a result of planning conditions being imposed. The Borough is still on target to make the requisite contribution to the number of travel plans targeted in the LTP. To date some 19% of the borough's workforce is covered by a travel plan. September 2003 saw the launch of the South Yorkshire TravelWise web site. Some of this work is in the Air Quality Management Area and has been carried out in conjunction with Sheffield CC.

Traffic management and traffic calming schemes have been implemented throughout the Borough as part of our commitment to managing the flow of traffic and improving road safety. This includes implementing schemes that reduced the speed limit in an area outside Rawmarsh Comprehensive School. Development work has started, in conjunction with Sheffield CC on an Intelligent Transport System for Sheffield/Rotherham in the Lower Don Valley which will incorporate an Urban Traffic Control scheme. Progress has also been made in Decriminalisation of Parking Enforcement and it is likely that this will be introduced in Rotherham in 2005.

Cross Cutting Theme

Environmental measures focus on the action plan for the Air Quality Management Area in the area affected by the M1 Motorway. This has been published after extensive consultation with the public and stakeholders. As a result of the action plan Rotherham is now a partner in the South Yorkshire Care4Air campaign and actions on other aspects of the plan are under way. An example is the stakeholder consultation work that has been undertaken in the Tinsley/Brinsworth area looking for potential solutions to local air quality problems.

The area of *Sustainable Distribution* has seen considerable progress but it was decided during the year that a more regional approach was needed. This will probably be led by the Regional Assembly. The South Yorkshire Freight sub-group will however continue to work on an understanding of freight and distribution issues in the County and there will be a need to translate and modify the recently completed Regional Freight Strategy into a strategy for South Yorkshire.

Highways and Infrastructure Maintenance

Progress continues to be made on the maintenance of principal and non-principal roads. This is illustrated by the fact that all 3 BVPIs measuring carriageway condition exceeded their targets for 2003/04. Rotherham has developed a Micro-Asphalt surfacing technique, which provides excellent value for money and is being adopted by other SY authorities.

Major surfacing schemes completed in 2003/04 included A629 Upper Wortley Road, Thorpe Hesley, and A630 Rotherham Gateway between J33 and Catcliffe. Schemes for Non-Principal road reconstruction were undertaken at

Braithwell Road, Ravenfield and Dale Hill Road, Maltby – the latter scheme being partially funded by a significant contribution from the Coal Authority.

The specific issue of damage occurring to highways [due to the earlier use of slag materials] has been referred to in the APR as a pressure on the efficient use of the Capital allocation for maintenance.

The refurbishment of Tinsley Marshalling Yards Bridge supporting the A630 Rotherham Gateway was the major bridge scheme completed in 2003/04. The programme of small schemes, design, assessments and principal inspections continued.

Major Schemes

A631 West Bawtry Road.

Compulsory purchase powers are being sought. Construction is due to commence in 2005. Specific funds have been allocated by the DfT for this scheme and these will be released upon satisfactory completion of the statutory procedures.

A57 Improvement Scheme (M1 J31 to Todwick Crossroads)

Planning permission and compulsory purchase powers are being sought. Construction is due to commence in mid to late 2005 depending on the progression of the statutory procedures. No funds have been made available for 2004/05, but we have been promised by DfT that should the scheme remain substantially the same as originally submitted, funding will forthcoming via Transport Supplementary Grant.

Waverley Link Road

A study is underway with a view to making an "Annex E" submission later in the year. This scheme is supported by SWYMMS, is a Regional Transport Priority and provides improved access to potential Objective 1 led developments.

The style of this year's APR continues to reflect a more corporate countywide approach with better linkage between the written sections and the finance forms in response to observations by Government Office (GOYH). Indeed, advice has been sought from the GOYH on the draft APR and their comments incorporated into the final version of the document.

A number of good schemes have been implemented in South Yorkshire and progress towards many LTP targets continues. Progress against targets in the 2003/04 APR shows 61% on track compared with only 33% in the previous year. The 8% of indicators showing "no clear evidence" are a result of their inclusion as core indicators for the first time. The 31% of indicators that are not on track shows a slight decline from last year.

Where indicators show that we are not on target, proposals have been put in place to improve performance. In the case of car occupancies actions will be taken to promote multiple occupancy through Travel Plans and TravelWise initiatives. A Road Safety Improvement Plan is being developed in discussion

with the DfT and the Safety Camera Partnership to address the number of deaths and serious injuries (all ages) in road accidents.

It is anticipated that performance against the Public Transport targets relating to number of bus passenger journeys/bus passenger satisfaction/reliability of bus services/ punctuality of bus services will be improved through reinvigorating the delivery of quality bus corridors and other infrastructure improvements, securing additional resources for programmes of schemes, helping operators to manage their fleets better through the Real Time Information Project and monitoring activities including work with the Traffic Commissioner.

The performance against the targets for non-car use to primary schools/non-car use to secondary schools will largely be addressed by the development of school travel plans, using increased resources provided by DfT/DfES (which began earlier this year).

On the whole the APR paints a much improved picture over last year's, though in the current environment, the suite of targets around bus usage and satisfaction will continue to be difficult to achieve.

8. Finance

Full financial information is available in the APR 2003/04.

9. Risks and Uncertainties

The Local Transport Plan and its Annual Progress Report is an agreed mechanism through which Government measures and compares our progress towards national targets. As a number of indicators remain not on track, some uncertainty remains as to how DfT and the Government Office will receive this year's APR. It should be noted that the LTP APR score will affect the Council's CPA and RPA score and assessments.

10. Policy and Performance Agenda Implications

All aspects of transport policy as embodied in the LTP are geared towards producing a sustainable transport system across the county.

Continuous improvements brought about by the LTP contribute to the regeneration agenda and to social inclusion.

It should be noted that the APR score will affect the Council's CPA score.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2001-2006

SYLTP Annual Progress Report 2003/04

There has been regular information presented to the South Yorkshire Planning and Transportation Steering Group, regarding the preparation of the APR.

Contact Name : Originating Officers:- Dave James, Local Transport Plan Delivery Manager, Streetpride Service, (extension 2954); Steve Brown, Policy Officer, Planning & Transportation Service, (extension 2186)

EXECUTIVE SUMMARY

This is the fourth Annual Progress Report (APR) on the South Yorkshire Local Transport Plan (LTP).

The 2003/04 APR was assessed as being 'Weak' and a number of actions have been taken to address weaknesses. Consultants appointed by the DfT have researched issues in South Yorkshire. They made a number of detailed suggestions for further improvement that will be considered in taking the partnership forward and concluded that:

“The new working arrangements and the more corporate management information processes that have been put in place across South Yorkshire should deliver a much improved APR”

Delivery on the Ground – Major Schemes

Good progress is being made with major schemes fully accepted by DfT against their anticipated programmes and budgets. Of the £4.25m allocated for 2004/05 it is anticipated that £4.02m will be spent in year with the remainder carried forward to 2005/06. A notable achievement was bringing the complex Doncaster Interchange PFI project to a point where construction has started.

Substantial progress has also been made with provisionally accepted schemes. In particular we now expect to spend the 2004/05 allocation of £22.900m for Sheffield A61 Inner Relief Road (North Section). However, in some cases we have made slower than anticipated progress. As a result, it is now expected that, of the £38.390m allocated for 2004/05, £31.478m will be spent in year, with the remainder carried forward to 2005/06.

A number of other schemes have been progressed for which Annex E submissions are being made this year or which are currently being developed for future submission, notably proposals to extend the current Sheffield Supertram system into Rotherham and to serve hospital sites and Sheffield University.

Delivery on the Ground – Minor Schemes

A strong programme of schemes has been implemented.

Public Transport Schemes

- The delivery of the Quality Bus Corridor programme has been revitalised and substantial progress is now being made.
- The bus Real Time Passenger Information project is on schedule for a public launch in January 2005.
- A substantial bus infrastructure programme is being delivered, including successful interchanges.
- The improvements we are making in delivery are important to help address the continuing decline in bus patronage and relatively low bus reliability.
- An extension to the tram system is being planned and rail station improvements have been funded using penalty payments from the franchise quality regime

Road Safety

- A strong programme of road safety related schemes has been delivered, with increasing emphasis on addressing sites with poor casualty records and on areas of deprivation. This has led to some refocusing of the programme.
- In order to improve performance and in particular, reduce accidents in areas of deprivation, a Road Safety Improvement Plan has been developed.

Facilities for Cyclists

- The number of cycling trips is increasing, despite fewer cycle tracks and paths than planned being implemented.
- There has been a significant increase in small scale schemes
- Schemes under other programmes, such as speed reduction and safe routes, have brought benefits to cyclists.
- A number of 'soft' measures have been implemented to encourage more cycle use.
- We are developing Cycling Improvement Plans to improve the focus of our programmes of cycling schemes.

Facilities for Pedestrians

- A substantial package of walking schemes has been implemented, including 99 new or improved crossings, with expenditure being 58% above what was originally planned.
- A significant number of 'soft' measures have been implemented to encourage more walking.

Travel Plans

- The number of organisations adopting travel plans has increased.
- A range of initiatives have been coordinated by the County TravelWise Group, including the national demonstration Hillsborough TravelSmart project, work with hospital trusts, publication of guidelines for developers and development of a website.
- Joint DfT/DfES funding will improve the implementation of school travel plans, building on the work of SYPTE's nationally recognised SafeMark scheme.

Traffic Management and Traffic Calming Schemes

- A more extensive programme of traffic management schemes than originally planned has been delivered,
- The emphasis has been on intelligent transport systems to reduce congestion by improving the efficiency of the network and speed reduction in residential areas and outside schools.
- Work to introduce decriminalised enforcement from spring 2005 progressed.

Cross Cutting Projects

- A variety of 'cross-cutting' schemes in support of a number of themes have been implemented.

Objective 1-related schemes, using Supplementary and 'Reward' Funding

- Excellent progress has been made in implementing measures in support of the Sheffield city centre Integrated Development Plan and in Rotherham, where the

emphasis has been on Quality Bus Corridors improving accessibility to Objective 1 sites.

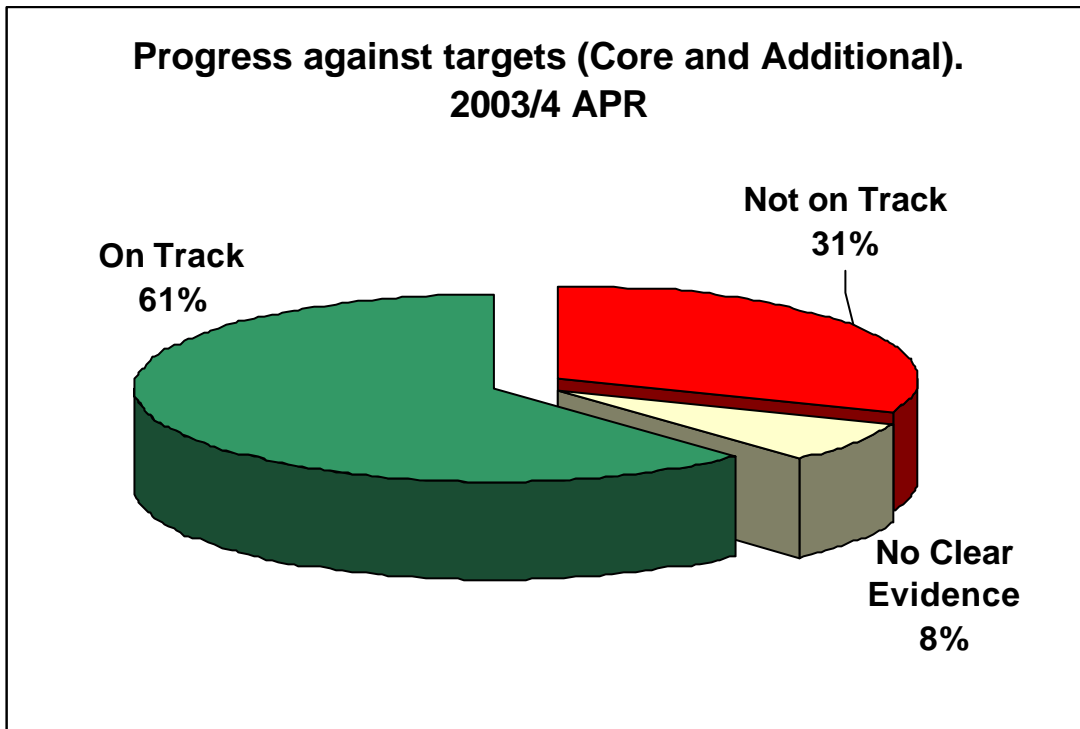
- The more limited programmes for Barnsley and Doncaster have encountered delays associated with the statutory process involved in the preparation of local highway schemes.

Highways and Infrastructure Maintenance

- A programme of highway and structural maintenance has been successfully delivered, with some funding being transferred from other sources to help meet needs in excess of our allocation
- Over the life of the LTP, maintenance programmes have been delivered in full and significant progress has been made towards linking maintenance with the delivery of Integrated Transport programmes.
- Some resource was transferred from street lighting column replacement but this will be returned in future years, at least in part
- The condition of the lighting stock is of great concern to us and we are investigating alternative means of funding improvements, including the potential use of PFI funding

Progress against Targets and Indicators

Table i - Percentage progress against targets and indicators



As can be seen from the chart above, we are making positive progress against over half of our Core and Additional indicators, with two being classified as ‘no clear evidence’ because they have been included as core indicators for the first time this year.

The indicators on track are:

Table ii – On Track Indicators

Car traffic levels	Number of Rail journeys
% of rural households within 13 minutes walk of an hourly or better bus service	Passenger satisfaction with Rail services
Number of children killed and seriously injured	Reliability of Rail services
Recorded incidents of personal or vehicle crime in urban centre local authority controlled car parks per 1000 population	Punctuality of Rail services
Light rail passenger journeys	Council Owned Commuter Parking Space (Long Stay = 4+ hours)
Passenger satisfaction with Light Rail services	Number of cycling trips
Reliability of Light Rail services	Walking levels (proportion of all journeys)
Punctuality of Light Rail services	Standard of principal road maintenance

- Proposals are in place to improve performance against all indicators where we are not meeting targets.
 - *Car occupancies* – through our travel planning and TravelWise activities
 - *Number of deaths and serious injuries (all ages)* – through an Improvement Plan developed in discussion with DfT’s Local Road Safety Division and the Safety Camera Partnership
 - *Number of bus passenger journeys/Bus passenger satisfaction/Reliability of bus services/Punctuality of bus services* – through reinvigorating the delivery of quality bus corridors and other infrastructure improvements, securing additional resources for programmes of schemes, helping operators to manage their fleets better through the Real Time Information Project and monitoring activities including work with the Traffic Commissioner
 - *Non-car use to Primary Schools/Non-car use to Secondary Schools* – by the development of school travel plans, using increased resources provided by DfT/DfES

Spending Programme

The Settlement letter from GOYH in December 2002 allocated **£35.907m** for minor schemes in 2003/04. After adjustments including carry forward from the previous year, the overall sum available was **£42.297m**.

Overall, a programme spend generally similar to last year’s APR document has been delivered. By the end of the financial year, all the available resources had been used, with the exception of the following:

- Some of the Supplementary funding - mostly due to a specific and significant problem on the Dodworth Bypass.
- An element of the IT funding relating to Quality Bus Corridor work.
- Some IT funding originally earmarked for Cycling schemes, due largely to a mid-term review of theme priorities in Sheffield and an overhaul of the Borough Cycling Strategy in Barnsley

Table iii - 2003/04 LTP expenditure summary (excluding majors)

LTP THEME HEADING	Planned Programme (APR3) (000's)	2003/04 Actual Spend (000's)	Variance	% Difference
Highways and Street Lighting Maintenance	9573	9964	+391	+4%
Bridge Assessment & Strengthening	2977	2275	-702	-24%
Maintenance Sub-total)	12550	12240	-311	-2%
Road Safety Schemes	3232	2823	-409	-13%
Quality Bus Corridors	3132	2633	-499	-16%
Other Public Transport Schemes	2376	2603	+227	+10%
Travel Plans	75	58	-17	-23%
Pedestrian Facilities	1627	2249	+622	+38%
Cycling Facilities	595	285	-310	-52%
Traffic Management	2921	3239	+318	+11%
Cross-Cutting projects (<i>Includes Local Road Preparatory Work</i>)	3106	3946	+840	+27%
(Integrated Transport sub-total)	17074	17836	+762	+4%
("Reward Funding")	1000			
Supplementary O1 – related funds	9344			
Supplementary Funds Total	10344	8002	-2342	-23%
2003/04 LTP Total Expenditure (excluding major schemes)	39968	38078	-1890	-5%

- The total funding made available in the Settlement letter of December 2002 for approved major schemes was **£7.732m** (of which £6.293m was for provisionally approved projects). Total expenditure was as follows:

Table iv - 2003/04 major scheme expenditure

Major Scheme:	Actual Spend 2003/04 (£m)
Dearne Towns Link Road	0.065
Cudworth Bypass	0
Coalfields Relief Road	2.353
Barnsley Interchange	0
Sheffield Station Gateway Project	0.75
A6023 Denaby Main Diversion	0.485
A19 North Bridge	3.798
A638 QBC	0.367
Total	7.818

- The Settlement letter from GOYH in December 2002 allocated **£40.520m** for minor schemes in 2003/04. After adjustments including carry forward from the previous year, the overall sum available was **£44.421m**. Planned expenditure has been substantially revised since last year's document to make sure spending is better targeted on meeting our objectives.

Table v - 2004/05 LTP planned expenditure

LTP THEME HEADING	"APR3" Programme (000's)	Post Settlement Programme (000's)	Variance	% Difference
Initial Maintenance allocation	12085			
Highways & Maintenance	10983	10176	-807	-7%
Bridge Assessment /Strengthening	2413	2311	-102	-4%
Street Lighting		200		
(Maintenance sub-total)	13396	12487	-909	-6%
Initial IT Allocation	19800			
Carryover from 2003/04	2590			
Road Safety Schemes	2830	3939	+1109	+39%
Quality Bus Corridors	4768	5932	+1164	+24%
Other Public Transport Schemes	4792	4749	-43	<1%
Travel Plans	160	125	-35	-21%
Pedestrian Facilities	1665	1410	-255	-15%
Cycling Facilities	705	440	-265	-37%
Traffic Management	3120	2705	-415	-13%
Local Road Schemes	200	200	0	none
Other / Miscellaneous	1560	3044	1484	+95%
(Integrated Transport sub-total)	22390	22544	154	<1%
Carry over from 2003/04		2076		
Supplementary Award 2004/05	8635	8635		
Supplementary Funds Total	8635	10711	2076	+24%
2004/05 LTP Total Expenditure (excluding major schemes)	44421	45742	1321	+3%

Table vi - 2004/05 major scheme expenditure

Major Scheme:	Programmed Spend 2004/05 (£m)
YORCARD	1.200
Barnsley Interchange	4.800
A61 Inner Relief Road, Sheffield	22.878
Sheffield Station Gateway Project	3.500
A638 Quality Bus Corridor	2.500
North bridge	3.402
A6023 Denaby Main	1.064
Dearne Town Link Road	0.135
Coalfields Link Road	0.520
Cudworth By-Pass	0.300
A631 West Bawtry Road	1.000
Total	41.299

- It is anticipated that most of the £41.299m made available for major schemes will be spent, with the remainder carried forward into 2005/06.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	01 September 2004
3.	Title:	Funding for the Council's Travel Plan
4.	Programme Area:	Planning & Transportation Service

5. Summary

The report outlines the measures that will be funded as part of the delivery of the Council's Travel Plan. The Travel Plan was approved as Council Policy in 2003, but due to problems in finding appropriate funding sources some initiatives have been slow to be implemented. Members approval for the funding of elements of the Council's Travel Plan is sought

6. Recommendations

That authority be given for the initiatives to be funded from the Planning Delivery Grant and officers authorised to implement these initiatives on a Council-wide basis to enhance the effectiveness of the Travel Plan.

7. Proposals and Details

The Council recognises the strong links between land use planning and transport and has noted this in the Unitary Development Plan (UDP), SYLTP and the Corporate Plan. The Council will use its own Travel Plan to establish best practice within the Borough and act as an exemplar to other organisations that are required to produce a travel plan as a planning condition. In order to achieve this objective a substantial amount of funding will be required.

The Travel Plan addresses the Council's need to fulfil its requirement to have a travel plan, as set out in the LTP. The Government's expectation that local authorities would take the lead in promoting the benefits of travel plans was expressed by John Prescott in his foreword to the DETR's publication: *The benefits of Green Travel Plans* (1999). In order to pursue this aim a total of some £25,000 has been identified to provide a range of facilities, equipment and publicity materials, including: pool bikes, secure storage, safety equipment, cycle training, Electric Bikes for environment wardens, changing facilities and publicity. A full breakdown of the proposed spend and a rationale is given in Appendix A. It is possible to support this funding across the Council using elements of the Planning Delivery Grant, awarded to the Council in support of the delivery of sustainable development practices in the Borough.

8. Finance

It is recommended that the initiatives described in Appendix A be funded from the Planning Delivery Grant. Many aspects of these initiatives will lead to net savings from other Council budget heads.

9. Risks and Uncertainties

Failure to fund initiatives in the council's Travel Plan will send a negative message about the Council's commitment to sustainability and changing travel behaviour. Planning Delivery Grant will not necessarily be available for this purpose in the future.

10. Policy and Performance Agenda Implications

The initiatives described support the Council's Travel Plan, its environment policy and will contribute to increased sustainability in the council's operations.

11. Background Papers and Consultation

Consultation on the actions outlined in the Travel Plan took place in a staff travel survey in 1999 followed by consultation with unions after Cabinet approval. Cabinet approved the Travel Plan which includes a section on future initiatives.

The Council's Travel Plan is available on the internet at:

<http://www.rotherham.gov.uk/graphics/Environment/Transport/>

Appendix A is attached

Contact Name : Steve Brown, Policy Officer, Planning & Transportation Service, (extension 2186); stephen.brown@rotherham.gov.uk

Appendix A

Further to the indication that there will be some funding available to implement further aspects of the Council's Travel plan, We have considered a number of projects which could be quickly implemented and represent a visible affirmation of the Council's commitment to sustainable transport.

Pool Bikes

The transportation unit has had a number of pool bikes as a demonstration trial over the last 2 years. Even with relatively little promotion they have been well used by staff from a number of areas of EDS. Most of the staff using the bikes are using them instead of their private cars to carry out work related journeys. This has an obvious cost saving to the authority, and the bikes soon pay for themselves with only a nominal weekly mileage.

Secure Storage

In order to reduce the risk of theft, the bikes need secure lockable storage. On the basis of their durability, the type of lockers currently used in front of Bailey House are proposed. Some work will have to be done to ascertain the optimum locations for the lockers.

Safety Equipment

Lights, helmets, pumps etc are essential items and must be provided. Compulsory wearing of helmets is not required by law, but the Council could be open to claims if it did not provide employees with the option of wearing one.

Cycle Training

Often overlooked is the fact that people may lose confidence in their cycling ability if they haven't cycled regularly on the roads. From interest received for a bike week promotion it is obvious that there are a number of people working for the Council who would like to take up the training on offer. The Training is provided through local trainers under the auspices of a national scheme run by CTC.

Electric Bikes

The council has had a demonstration Electric bike for almost 2 years, during that time it has more than justified its cost in the amount of publicity it has generated. It is proposed to provide three electric bikes to be used by the environment wardens. This would have considerable publicity value and contribute to many of the Council's sustainability targets.

Public Transport

It is proposed to buy 500 First day saver tickets to be used by officers and Members for travel to places easily accessed by public transport e.g Sheffield, Doncaster, Hellaby etc. The initial outlay for the tickets would be recouped from individual programme areas and used to pay for more tickets. There would be a net saving to the authority as for instance a round trip to Sheffield

by car with parking charges would amount to close to £10, whereas the bus ticket would cost less than £3. Arguments regarding time savings of using a car have been shown to be spurious as car parking in Sheffield is so far away from council buildings that walk times are very often not included in people's arguments.

Publicity

In order to bring the travel plan to the notice of all council staff and Members, it is proposed to put up some high quality display cases to carry only Travel Plan information. To keep the Travel Plan message current, various promotional items will be purchased for distribution around the authority. In addition a budget is set aside for leaflets and an occasional newsletter. To take advantage of multi-media opportunities it is proposed to have a professionally produced sustainable travel video, that can be shown on the plasma screens and looped at opportunities such as the Rotherham Show.

Changing Facilities

Although not essential for walkers or cyclists, changing facilities/showers can be multifunctional and allow people to wear suitable clothing for their ride/walk/run to work then change for meetings or the working day. There is also an additional benefit for people who like to run or jog, as they can take advantage of daylight at lunchtimes in the winter. A number of people might be inclined to cycle to work and many of those who already cycle would appreciate being able to clean up and get changed.

For Detailed costs see table below:

Proposed project	Location	Number	Cost
<i>Cycling</i>			
Pool Bikes	Town Hall	1	550
	Crinoline House	1	550
	Eric Manns	1	550
	Civic Building	2	1100
	Bailey House	0	
Secure storage			
	Town Hall	1	750
	Crinoline House	1	750
	Eric Manns	1	750
	Civic Building	2	750
	Bailey House	2	750
Safety Equipment etc.			
	Town Hall	x	150
	Crinoline House	x	150
	Eric Manns	x	150
	Civic Building	x	150
	Bailey House	x	150
Cycle Training			
	all	50x£20	1000
Electric Bikes			
	EDS Env Wardens	3x£750	2250
<i>Public Transport</i>			
Information racks for timetables	all	5@no cost	0
Pre-paid day saver tickets	all	500	1450
<i>Publicity</i>			
Display Cases	all	5@540	2700
Promotional Materials			3000
Leaflets and newsletter			1000
Sustainable Travel Video			2500
<i>Changing Facilities</i>			
Shower/changing Room	Bailey	2@2000	4000
Shower/changing Room	Town Hall/E Manns	2@2000	4000
TOTAL COSTS			25150

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member - Delegated Powers Meeting
2.	Date:	1 September 2004
3.	Title:	Streetpride Performance Response Times
4.	Programme Area:	Economic and Development Services

5. Summary

The results for the second quarter of 2004 are presented in tabular form in Appendix 1. They show a continuing improvement in response times compared to the previous quarter.

6. Recommendations

(a) That the report be noted, and

(b) That Streetpride continue to monitor performance response times and report to the Cabinet Member quarterly.

7. Proposals and Details

The Streetpride Service has a set of targets covering 'response times' for 26 key services. Our actual performance achieved in respect of each of these targets is recorded and monitored monthly.

The results for the last quarter (see Appendix 1) show that 80% of these key services are now consistently being delivered within the target response times 100% of the time. In general, performance has improved significantly compared to the previous quarter.

In June 2004, those services which did *not* meet the specified targets 100% of the time were as follows:

Streetlight out	(82%)
Removal of fly tipping	(87%)
Removal of burnt out car	(75%)
Request for a Warden visit	(98%)
Report of a stray dog	(79%)

Action is continuing to further improve performance in all of these 5 areas.

8. Finance

All costs incurred in meeting these response times are contained within existing budgets.

9. Risks and Uncertainties

Streetpride is now a high profile Council Service. There is a risk that if the demand for services rises, there may be some reduction in performance response times compared to current levels.

10. Policy and Performance Agenda Implications

Improving Streetpride's response times in respect of all 26 services makes a significant contribution to the delivery of the Council's Sustainability and Safer Rotherham agendas - particularly in respect of the removal of abandoned cars, fly tipping and graffiti, as well as the repair of street lighting faults and highway defects.

11. Background Papers and Consultation

Appendix 1 - Streetpride response times (produced jointly with Housing and Environmental Services)

Contact Name : *Jon SurrIDGE, Specialist Support Manager, Streetpride Service*
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APPENDIX 1 - STREETPRIDE RESPONSE TIMES

STREETPRIDE RESPONSE TIMES		STREETPRIDE RESPONSE TIMES			STREETPRIDE RESPONSE TIMES			Comments			
Resp	Request for Action	Target Response 2003/04	Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	
			Jan-04	Feb-04	Mar-04						
Steve Wibberley	1(a) Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs.	0	100%	0	100%	0	100%	0	100%	Target fully met throughout the quarter
	1(b)	Cutting back will be carried out within 5 days.	5	100%	0	100%	0	100%	1	100%	Target fully met throughout the quarter
Steve Wibberley	2(a) Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will be signed and guarded within 4 hrs.	0	100%	1	100%	0	100%	0	100%	Target fully met throughout the quarter
	2(b)	After 14 days a 14 Day notice will be served on the owner and then cutting back will take place.	2	100%	2	100%	2	100%	2	100%	Target fully met throughout the quarter
Graham Weaver	3	Estimate/license for vehicular dropped crossing.	13	92%	34	100%	37	97%	37	78%	Performance has improved during the quarter despite the rising demand
Bob Stevenson	4	Street light out.	497	75%	367	76%	314	78%	314	78%	Performance has continued to improve during the quarter
Mick Powell	5(a) Faulty traffic lights.	All lights out - 4 hrs	7	100%	3	100%	3	100%	3	100%	Target fully met throughout the quarter
	5(b)	Single bulb failure - 24 hrs	6	100%	14	93%	12	100%	12	100%	Target fully met in January and March
Steve Wibberley	6	Dangerous defect in carriageway.	7	86%	13	100%	5	100%	5	100%	Target fully met in February and March
Steve Wibberley	7	Dangerous defect on footpath.	7	100%	9	100%	6	83%	6	83%	Target fully met apart from one occasion (in March) when a late Friday call was not passed to the standby team.
Nigel Deffley	8	Removal of fly tipping	329	77%	324	77%	385	80%	385	80%	Performance improved slightly in March, despite the continuing rise in demand for this service
Janet walklate	9	Removal of dog mess	23	100%	8	100%	19	100%	19	100%	Target fully met throughout the quarter

APPENDIX 1 - STREETPRIDE RESPONSE TIMES

Resp	Request for Action	Target Response 2003/04	Jan-04		Feb-04		Mar-04		
Steve Finley	10(a)	Burnt out - within 24 hrs	15	80%	4	100%	13	100%	Target fully met in February and March
	10(b)	Removal of abandoned car.	12	100%	7	100%	4	100%	Target fully met throughout the quarter
	10(c)	Runner - 15 working days	5	100%	4	100%	2	100%	Target fully met throughout the quarter
Steve Wibberley	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	2	100%	6	100%	7	100%	Target fully met throughout the quarter
Janet Walklate	12	Clear up spillage on carriageway.	19	95%	42	100%	36	100%	Target fully met apart from one occasion (in January) when the dangerous location of the spillage necessitated special traffic management arrangements
Janet Walklate	13	Empty overflowing litter bin/dog bin	5	100%	4	100%	4	75%	Target fully met apart from one occasion (in March) when the response time was exceeded by 40 minutes due to heavy workload
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4	100%	1	100%	3	100%	Target fully met throughout the quarter
	14(b)	blockage relieved within 1 working day.	4	100%	1	100%	3	100%	Target fully met throughout the quarter
Adrian Gabriel	15	Empty missed wheelie bin (if reported within 24 hrs of being missed).	73	100%	56	100%	70	100%	Target fully met throughout the quarter
Adrian Gabriel	16	Remove bulky item (after receipt of payment).	379	100%	488	100%	520	100%	Target fully met throughout the quarter, despite the continuing rise in demand for this service
Nigel Deffley	17	Remove racist or offensive graffiti	6	100%	15	100%	17	94%	Target fully met apart from one occasion (in March) when the target was missed was due to a 2 day delay by Rotherham Connect in forwarding the report.
Mark Ford	18	Request for a Warden visit	115	99%	128	97%	161	100%	During March, 12 litter and 12 dog fouling fixed penalty lines were issued. The total number of fixed penalty notices for the year from 1st April 2003 is 293 and 106 respectively.
Mark Ford	19	Clear up drug litter	27	100%	38	100%	21	100%	The collection of drug litter from public places is a cross council initiative and overall for the year all 299 notifications have been removed to safety within the 4 hour target. The Neighbourhood Warden team dominate the number of needle clean ups (184 for the year).
Mark Ford	20	Report of a stray dog	85	86%	90	83%	105	86%	Response to stray dogs etc. has previously been, at times, restricted due to the Council having only 1 Dog Warden. Performance has been enhanced by cover and support being provided by the Environmental Wardens.

1. Economic and Development Services Matters**2. Date of Meeting**

1st September 2004

3. Title

Revenue, Fee Billing and Trading budget monitoring report for 2004/2005

4. Originating Officer (s)

Andrew Kidder, Finance and Accountancy Manager ext. 2922.

Diane Douglas, Business Manager ext. 3803.

5. Issue

To report on the performance against budget for the Economic and Development Services Programme Area Revenue, Fee Billing and Trading budgets for the period – **April to July 2004/05.**

6. Summary

At this stage in the financial year (as at the end of July 2004) 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 budget of £15,804,006. There are however a number of emerging cost pressures, potential savings and additional income sources which as yet cannot be quantified with accuracy.

7. Clearance/Consultation

This report has been discussed with the Executive Director, Heads of Service of Economic and Development Services and Corporate Finance.

8. Timing

This is the second such monitoring report for the financial year 2004/05.

9. Background

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 July 2004. 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 A6 – Service Level Summary Report.

10. Argument

The Appendices referred to above provide details of the projected spend on the Economic and Development Services Programme Area. Action is being taken to address the identified budget pressures and consequent estimated overspends as follows;

Rotherham Investment and Development Office

- At this point in the financial year the Service is reporting a nil variance against it's budget. However there are emerging 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. This is represented by;
 - Under-spends of £11,000 in Building Control (various supplies and services accounts) and £5,000 on the Transportation account due to additional income from transport and air quality issues being off-set by;
 - Over-spends of £12,000 on the Management account and £4,000 on Planning Support arising from savings not being realised on efficiency measures currently.

Asset Management

- At this point in the financial year the Service has a nil variance against it's revenue budget. There are emerging cost pressures around Office accommodation (specifically known rising costs for cleaning office buildings to prevent a reduction in standards), which are currently being offset by unbudgeted income from design consultancy fee work. However there is also potential additional income from the Caretakers and Bailey Suite accounts. This position will be closely monitored in subsequent month's and reported upon if it is found that this cannot be contained within existing resources.

Streetpride

- There are no significant cost pressures or savings to emerge as this point in the year.

Business Unit

- There are no significant cost pressures or savings to emerge as this point in the year.

Corporate Accounts

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

11. Risks and Uncertainties

The projected outturn position is based on very early indications of rising cost pressures and identifiable savings. However as more robust data becomes available it is entirely possible that further costs and savings will emerge which will increase the accuracy of subsequent month's projections.

Nevertheless the current position is dependent on the delivery of key actions on the part of service leaders and budget holders, and on the continuing prudence of all members of staff. Very careful scrutiny of expenditure and income, and close monitoring of budgets remains essential.

12. Finance

Please refer to attached appendices for detailed financial analysis.

13. Sustainability

The Programme Area spend is aligned only to Programme area and corporate priorities. A tight control continues to be maintained on all areas of expenditure.

14. Wards Affected

All.

15. References

This is the second budget monitoring report for the Programme area for 2004/05 and reflects the position from April 2004 to July 2004.

16. Presentation

Whilst at this early stage in the financial year the Programme Area budget is under pressure, service leaders and budget holders are taking all appropriate action to ensure that spending is kept in line with budget expectations. The overall position shows a projected balanced budget on the figures available for the period ending July 2004.

17. Recommendations

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

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

REVENUE BUDGET MONITORING REPORT 2004/05
 REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 04)

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 possible cost pressures on commercial properties	A	Any confirmed shortfall can be managed via savings on the repairs and maintenance budget.	Potential adverse effect on the state of commercial property could lead to breach of Council's legal responsibilities as landlord.	G
Planning & Transportation	0	Underspend on transportation (transport and air quality) and Building control off-set by current shortfall on efficiency savings targets.	G	No action proposed at this stage until position becomes clearer.		
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 started 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	Nil variance at this stage in the financial year	G	No action required.		
Business Unit	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2004/05

Appendix A - 1

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 03)

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.		
SYIIP (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.	A	If cost pressures are confirmed can be managed via savings on the repairs and maintenance budget.	Potential adverse effect on the state of commercial property could lead to breach of Council's legal responsibilities as landlord.	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 Bridegate	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 03)

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	4	Income target currently not being achieved.	G	Action to address shortfall will be taken in year	To bring savings target figure into line.	G
Management	12	Shortfall on efficiency savings target.	G	Action to address shortfall will be taken in year	To bring savings target figure into line.	G
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	G	No action required.		
Building Control (72% Trading)	-11	Underspend on a various supplies and services accounts.	G	This underspend will be used to off-set over-spends elsewhere within the P&T accounts and wider Programme area.	To achieve a balanced budget for the P&T Service	G
Building Control (28% Revenue)	0	Nil variance at this stage in the financial year	G	No action required.		
Transportation	-5	Income from transport and air quality charges higher than anticipated	G	This underspend will be used to off-set over-spends elsewhere within the P&T accounts and wider Programme area.	To achieve a balanced budget for the P&T Service	G
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2004/2005

Appendix A - 3

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 03)

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	75	Rising costs for cleaning office buildings to prevent a reduction in standards.	A	To identify underspends within the Asset Management Service which will contribute to 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	-75	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 03)

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	Nil variance at this stage in the financial year	G	No action required.		
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 03)

Business Unit	Under (-) / Over (+) Spending 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.		
Staffing	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.		
Corporate Account	0	Nil variance at this stage in the financial year	G	No action required.		
Typing	0	Nil variance at this stage in the financial year	G	No action required.		
IS support	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					

REVENUE BUDGET MONITORING REPORT 2004/05

Appendix A - 6

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at period 04)

Corporate Issues	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Vacancy Factor	0	Nil variance at this stage in the financial year	G			
TOTAL	0					

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services
2.	Date:	01/09/04
3.	Title:	Consultation Drafts of DfT Local Transport Notes 1/04 Policy, Planning and Design for Walking and Cycling and 2/04 Adjacent & Shared Use Facilities for Pedestrians & Cyclists.
4.	Programme Area:	Economic and Development Services, Planning and Transportation Services.

5. Summary

LTN's 1/04 and 2/04 are being developed to make the planning and provision of cycling and walking infrastructure more consistent at a national and local level. The DfT is consulting stakeholders on draft versions of the LTN's and have asked for responses to a number of questions about walking and cycling policy / planning issues and specifically, the implementation of shared use cycling and walking routes.

As drafted, the LTN's complement the current Rotherham Cycling Strategy and are supported. However, during consultations, disabled people suggested that the Council should adopt different standards to those contained in the LTN's and have recommended a supplementary "Rotherham Standard for Cycling and Walking Facilities". This report outlines a full response to the DfT's consultation and resolves the issues surrounding requests for supplementary standards.

6. Recommendations

That Cabinet Member:

1. Approves the LTN consultation response at Appendix A and recommends that the comments made by the Council's Access Officer and others (at Appendix B and in documents available at the meeting) are forwarded to the DfT for consideration.

7. Proposals and Details

LTN's 1/04 and 2/04 set out the national policy supporting the promotion and implementation of pedestrian and cycling facilities on local roads. The advice within the notes is intended to supplement current rigorous design standards in the Design Manual for Roads and Bridges (DMRB) which the DfT now advises is "often not appropriate for local roads". Copies of LTN 1/04 and 2/04 will be available at the meeting.

LTN 1/04 Policy, Planning and Design for Walking and Cycling

LTN 1/04 sets out the national policy context for walking and cycling and identifies the following key themes:

- An overarching principle that any new measures for cyclists and pedestrians should represent a real improvement over the existing situation.
- Cycle and pedestrian friendly land use planning.
- An hierarchy of users to prioritise the needs of different transport modes.
- An hierarchy of provision to determine the best engineering solution for pedestrians and cyclists.
- Adopting minimum requirements to ensure infrastructure is convenient, accessible, safe, comfortable and attractive.
- Adopting guidelines to meet the needs of different types of cyclists and pedestrians in preference to a 'one size fits all' approach.

LTN 1/04 accords fully with the key policies already set out in the Rotherham Cycling Strategy and South Yorkshire Local Transport Plan 2001-2006 (LTP) and also offers useful policy advice to assist the development of the emerging Rotherham Walking Strategy. It is recommended that the objectives of LTN 1/04 are therefore supported and are used to inform and prepare the next LTP and new Local Development Framework (LDF).

LTN 2/04 Adjacent and Shared Use Facilities for Pedestrians and Cyclists

LTN 2/04 introduces a more robust system for practitioners to evaluate and justify the need for shared use walking and cycling facilities. It provides guidance on assessment, planning and design of off- carriageway cycling routes. It too broadly accords with the Rotherham Cycling Strategy.

The Council's Access Officer has raised a number of issues relating to LTN 2/04 and these are discussed below in section 9 of this report: however it is also recommended that in the main, LTN2/04 is also supported. A suggested response to the LTN consultations is attached at Appendix A.

8. Finance

There are no direct financial implications associated with this report.

9. Risks and Uncertainties

The Access Officer is concerned that the advice in the LTNs falls short of what is required to ensure that shared use cycling and walking facilities are safe for disabled people. After consulting with disabled people via the Council supported Access Liaison Group (ALG), the Access Officer has put forward a draft "Rotherham Standard for Cycling and Walking Facilities" to supplement the advice given in LTN 2/04 and the Rotherham Cycling Strategy. The draft standard is attached, as Appendix B. Other background information will be available at the meeting.

LTN's are intended to provide advice and guidance and introduce consistency at a national level in terms of planning and policy. They also aim to rationalise the application of current advice - especially that relating to provision for disabled people - much of which provides conflicting information. Whilst the draft LTN's may not satisfy all stakeholders, the adoption of local supplementary standards would undermine the DfT's core aim of introducing consistency in cycling and walking infrastructure provision.

National organisations representing disabled people are involved in the development of the LTN's and the formation of a national consensus view, reflected within the advice notes, is preferable to variable local standards. It is therefore recommended that the comments at Appendix B should be forwarded to the DfT as part of the Council's overall response to the current consultation.

10. Policy and Performance Agenda Implications

Cycling and walking contributes to sustainable, accessible neighbourhoods by providing a healthy alternative to car travel for shorter local journeys.

The DfT appointed English Regions Cycling Development Team (ERCDDT) assessed cycling policy and infrastructure provision in Rotherham in 2003 and a further self assessment is underway for 2004. Rotherham scored 20 'bells' out of 50 in 2003 (an ERCDDT devised scoring framework) and whilst early indications in 2004 show that Rotherham has made improvements, the need to introduce more consistent infrastructure across the Borough has been highlighted by ERCDDT. Application of the the LTN advice will go some way towards achieving better consistency, especially in delivery of schemes.

The ERCDDT assessment is being fed in to the Local Transport Plan Annual Performance Review Process (APR) and any improvements in the APR should, in turn, be reflected in the Council's CPA rating. As stated earlier, the LTNs will be used to inform and prepare the next South Yorkshire LTP (2006-2011) and the new LDF.

11. Background Papers and Consultation

- Rotherham Cycling Strategy
- ERCDT Local Authority Cycling Assessment Programme
- South Yorkshire Local Transport Plan (2001-2006)
- Annual Performance Review 2003-4

Contact Name : Paul Gibson, ext. 2904, ken.wheat@rotherham.gov.uk

Local Transport Notes - Questionnaire - APPENDIX A

LTN 1/04 - Policy, Planning and Design for Walking and Cycling

Q1. The document states that the minimum requirements (3.2) for pedestrian and cyclist infrastructure are that they should be Convenient, Accessible, Safe, Comfortable and Attractive. Do you agree that these adequately encapsulate the infrastructure requirements?

Similar requirements have formed part of the Rotherham Cycling Strategy since 2001. The requirements in the Transport Note are fully supported.

The text accompanying the requirement that cycling routes should be "safe" complements the hierarchies of provision (3.6) and this approach is supported. However the LTN is unclear where it refers to traffic speeds and volumes being reduced "wherever possible". The term "wherever possible" needs to be qualified (or removed) to avoid inconsistent local standards being applied.

Q2. The document refers to "design pedestrians" and "design cyclists" (3.4). They are sub-divided into four and five design types respectively. While there is no desire to increase the number of categories, are you content with the way they have been defined?

Similar categories have been included in the Rotherham Cycling Strategy and will be included in our Draft Walking Strategy. The categories are supported.

3.4.4. Provides a statement that is not correct. Some cyclists / pedestrians would not necessarily use a direct high quality traffic free route free from personal safety issues. Other issues need to be considered such as pedestrian conflicts and overall journey time.

Q3. The hierarchies of provision (3.6) have been included to encourage designers to consider proposals for infrastructure improvements in the round. This is felt necessary because traffic volume and speed reduction measures are sometimes neglected in favour of solutions that are easier to install. Do you think the hierarchies have been given adequate prominence?

Yes. No further comment.

Q4. The speed flow diagram (3.7) has been adapted from a previous one and is meant to demonstrate the suitability of various types of provision in principle only. Values along each axis have been deliberately omitted because they were considered inappropriate without getting into more detail such as carriageway widths etc. Is it useful in its present form?

No. Arbitrary values are likely to be applied to the axis by individual highway authorities leading to inconsistent standards - something that the LTNs strive to avoid. Since its inclusion in the CROW Dutch Cycling

publications, the graph has appeared in various forms in the UK with numerous values attached to the chart axis. Bearing in mind it does not make allowance for road widths, different types of design cyclists, topography, number of junctions along a route etc., the chart has limited value in the current form.

Q5. Key planning issues have been tabulated in 3.8. Are you content with the table?

Yes. No further comment.

Q6. Audit and review of improvement schemes are dealt with in 3.9. Has the subject been given sufficient weight?

Yes, sufficient weight has been given to audit and review however, more thought needs to be given to developing a more streamlined audit and review procedure to replace the current processes which are lengthy and time-consuming

Q7. The advice on cycling along contraflow bus lanes (4.10) is that cyclists may be safer using a minimum width bus lane rather than having to use an alternative route. Do you find this to be generally true?

Yes. Observations show that cyclists in Rotherham currently use a narrow bus only contra flow bus lane in relative safety, rather than a tortuous, more heavily trafficked alternative.

Q8. The flowcharts at the back of the document have been prepared to assist designers in the decision- making process during scheme planning. Are they sufficiently clear? Can they be improved?

Yes. No further comment

Q9. Any other comments on LTN1/04

The LTN should give advice on how current design standards contained in TA and TD notes can be relaxed to allow more cycling facilities to be introduced. At the moment, the stringent requirements of these notes (vehicle lane widths, junction design etc.) may hinder the introduction of cycling and walking infrastructure for those authorities who are unwilling to 'bend the rules'. It may be appropriate to consider such matters in the eagerly awaited 'Urban Streets' design guide.

LTN 2/04 - Adjacent Shared Use Facilities for Pedestrians and Cyclists

Q10 Site assessment (Ch4) has been given greater prominence in this LTN. Do you agree that the issue has been given the right amount of attention?

Yes. The principle of provision based on flow and proportions of user groups is supported. Similar methodology is being successfully applied in the Rotherham Cycling Strategy.

Q11 This LTN builds on earlier advice to consult potential users and other interest groups properly (Ch5). This is to ensure that the views of all relevant parties are heard before deciding on a shared facility. Is the balance right?

Yes. No further comment.

Q12. Width requirements are dealt with in 6.2. Do you feel the guidance is satisfactory in this respect?

No. Similar width requirements for cyclists are already included in the Rotherham Cycling Strategy however we have also made some attempt to tabulate and link width with flows of cyclists and pedestrians. Where flows of either or both modes are low, we accept lower design widths. It is suggested that the LTN should better emphasise the relationship between flow and width.

Width requirements for pedestrian only facilities are on balance satisfactory.

Q13. Segregation between pedestrians and cyclists (6.1) is not recommended if the combined width is generally less than 3m. Is this figure large enough or should segregation only be contemplated at a higher minimum width?

See response above - we would suggest that anticipated flows of pedestrians and cyclists should also inform the decision.

Because it adopts a presumption that segregation is desirable, the guidance is sometimes perverse. For example, segregation is recommended where sufficient width is available but it is arguably needed least. However, segregation is not recommended where there is limited width where, in theory, it is needed most. (See Q14 response.)

Q14. Segregation by level is sometimes achieved using a 45 degree chamfered kerb. This detail can be useful for, for example, people with pushchairs wishing to cross a cycle track. Do you think a chamfered kerb is generally preferable to a vertical kerb, and if so, why?

A 45 degree chamfer could dismount bicycle riders were they to be forced to ride along it, especially in wet or icy conditions. Similarly, pedestrians may also slip. Riders may also be dismounted were they to hit a vertical segregation kerb.

The whole issue of segregation perhaps creates more problems than it solves. Cyclists and pedestrians mix in relative safety on 1000's of miles of non-highway cycle paths (NCN, TPT etc.) However, on public highways there seems to be an assumption that physical segregation is necessary. Less emphasis on segregation and greater emphasis on improving driver / rider / pedestrian behaviour would be more beneficial in the longer term.

Q15. Any other comments on LTN 2/04?

A group representing disabled people in Rotherham has suggested that the advice contained in the draft LTNs falls short of what is required to ensure the safety of disabled people using shared 'adjacent routes'. Their comments are included with this consultation response and it is suggested that the LTNs should be modified wherever possible to take account of their concerns. It is however understood that full consultation has taken place with representatives of disabled people at a national level.

+Your details (Optional - leave blank if you wish)

Name: **Paul Gibson**

Organisation: **Rotherham MBC, Economic and Development Services**

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Planning and Transportation Service

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Please send your comments;

- a) by post to Dominic Corby, CLT4 - Local Travel Environment Branch, zone 3/19, Great Minster House, 76 Marsham Street, London SW1P 4DR.
- b) by email to LTN.consultation@dft.gsi.gov.uk, or
- c) on line by going to <http://www.dft.gov.uk/local-transport> then selecting "Consultation Papers" followed by "Local Transport Notes on walking and cycling"

APPENDIX B

Proposed 'Rotherham Standard' for Pedestrian/Cycling Facilities

Consultation

- Disabled people and the Access Officer are to be consulted about all proposals to partially convert existing footways/footpaths, construct new pedestrian/cycle facilities or allow cyclists access to pedestrianised areas – at assessment stage, during the design of the scheme and once the scheme is in use.
- Disabled people and the Access Officer are to be consulted about existing schemes which do not meet the standards set out below on a prioritised basis, and effective remedial action agreed and implemented.

Adjacent Use Facilities

- Shared use facilities with no form of segregation and adjacent use facilities segregated only by a form of white line are not acceptable as they do not provide sufficient protection for pedestrians.
- The minimum acceptable segregation is a 100mm standard kerb upstand with pedestrians on the higher level. Where a barrier railing is used, it should be at least 1000mm high, distinguishable by colour and contrast from the backgrounds it is viewed against, and incorporate a cane rail.
- The width and surface of footways/footpaths adjacent to cycle tracks are to be in accordance with the Department for Transport's 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'/section 02 'Pedestrian routes' of the Council's Inclusive Design Standards [shortly to be issued for evaluation in use].

If there is a kerb along both edges of a footway/footpath, the width should be increased if practicable to guard against accidents to wheelchair users and scooter users.

- The effective width of cycle tracks adjacent to footways/footpaths is to be sufficient that there is no reason for cyclists to encroach onto the footways/footpaths in normal use.
- The width of footways/footpaths and effective width of cycle tracks are to be maintained by the trimming of any adjacent planting.
- Segregated shared cycle track/footway surface tactile paving is to be provided in accordance with the Department for Transport's 'Guidance on the use of Tactile Paving Surfaces' at the beginning and end of adjacent cycle tracks and footways/footpaths and at intermediate locations.
- Flush dropped kerbs and areas of blister surface tactile paving in accordance with the Department for Transport's 'Guidance on the use of Tactile Paving Surfaces' are to be provided wherever a pedestrian route or access to an amenity crosses a cycle track.

Pedestrianised Areas

- Cyclists should not normally be allowed access to pedestrianised areas except as pedestrians. Where cycling is allowed, it should be restricted to the times and part(s) of each area where delivery vehicles are allowed access, it should be made clear by way of signage that pedestrians retain the right of way, and cyclists should be restricted to a reduced speed limit of 15 mph (as should delivery vehicles).
- In new pedestrianised areas, any part(s) accessible to cyclists and delivery vehicles are to be segregated from the remainder of the area by a minimum 100mm standard kerb upstand with pedestrians on the higher level. Flush dropped kerbs and areas of blister surface tactile paving as described above are to be provided so as not to create unreasonably long travel distances for wheelchair users and scooter users.
- A similarly effective means of segregation which does not restrict the access currently available to wheelchair users, scooter users and ambulant disabled people is to be sought in existing pedestrianised areas.
- Cycle parking is to be located at the perimeter of pedestrianised areas so as not to encourage cycling within the areas outside of the permitted times.

Advisory Leaflet

- An advisory leaflet for cyclists is to be developed from the code of conduct notice for cyclists included in annex D to draft LTN 2/04 'Adjacent and Shared Use Facilities for Pedestrians and Cyclists' to highlight the conduct required to safeguard all pedestrians, in consultation with disabled people and with cyclists.
- The leaflet is to be widely distributed amongst cyclists and form the basis of an awareness raising campaign. The advice is also to be posted on information boards along adjacent routes.

Review

- Operation of this standard is to be reviewed after an agreed period of time.
-

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors for E & DS Meeting
2.	Date:	1 September 2004
3.	Title:	Department for Transport White Paper: The Future of Transport
4.	Programme Area:	Transportation Unit, Planning and Transportation Service

5. Summary

The White Paper looks at the factors that will shape travel and transport networks over the next 30 years and the Governments strategies to manage these factors whilst safeguarding economic and social well being and the environment. It also outlines expenditure plans to 2015.

6. Recommendations

That Cabinet Member

- (a) note the contents of this report
 - (b) ask for further reports when government guidelines and changes in legislation are introduced
 - (c) refer a copy of this report to Regeneration Scrutiny and Cabinet for information
-

7. Proposals and Details

The White Paper "The Future of Transport, a Network for 2030" builds upon the Government's 10 Year Plan for Transport and outlines expenditure plans to 2015. The strategy contained within the White Paper is based around three themes:

Sustained investment over the long term: Raising spending over the next three years from £10.4 billion this year to over £12.8 billion by 2007-08 with continued increases of 2.25 per cent each year through to 2015. This will be linked to reforms to ensure better value for money.

Improvements in transport management: Reorganising the rail industry and legislation to allow the Government to set strategy and control expenditure. Traffic congestion will be eased by using tolling and High Occupancy Vehicle Lanes where appropriate.

Planning ahead: Government will lead the debate on road pricing and share decision making with regional and local stakeholders.

The strategy charts a course for the next 30 years, founded on the following:

Roads:

- New capacity where it is needed but it must be justified environmentally and socially.
- Locking in benefits of new capacity through measures including tolling and HOV lanes.
- Better management, using new technology to avoid problems and resolve more rapidly.
- Using new technology to keep the travelling public informed both before and during their journey.

Railways:

- Government will set the national strategy and determine levels of expenditure on the railways.
- The SRA will be wound up and responsibility passed to the Secretary of State. Network Rail will be given overall responsibility for operating the network and its performance.
- There will be a review of future funding for light rail schemes, as there are concerns about costs and procurement.

Buses:

- PTA's will be given the ability to choose whether to channel subsidy towards rail or other forms of public transport.
- The Transport Act 2000 will be amended with regard to Quality Contracts to reduce the time between making and implementing a scheme from 21 months to 6 months and new guidance issued.

- Guidance will be given on how metropolitan councils should work with PTA's to implement bus strategies, PTA's may be given a greater say over facilities for buses on specified core routes as they do not have highway authority powers.
- Demand Responsive Transport will continue to be encouraged and the regulatory framework will be reviewed to ensure that the community transport sector can contribute more in future.

Walking and Cycling:

- National targets will be replaced with locally focused targets for walking and cycling.
- Funds will be available for demonstration projects for targeted marketing of cycling, walking and public transport.
- Promotion of road space reallocation to benefit pedestrians and Home Zones.
- Encouraging walking and cycling to school through the school travel plan process.

Aviation and Shipping:

- Implementing the Air Transport White Paper.
- Review of policy frameworks for ports by 2005 and working with the EU and global bodies to maintain a high quality shipping industry.

Freight

- Continue to encourage more freight onto rail and water and improve efficiency of road freight.
- Introduce distance based lorry road user charging by 2007-08

Local and Regional Choice

Guidelines will be issued giving indicative financial allocations beyond the spending review period of three years for regional development, and possibly covering large schemes promoted by local authorities and schemes on the strategic road network of regional and sub-regional significance. Consideration will also be given to budgets covering public transport. The consultation draft guidance on the processes and timetables for the next round of Local Transport Plans has been issued in parallel with the White Paper.

Protecting the Environment

Along with the measures outlined to reduce congestion and improve public transport, research into low carbon vehicles and tax incentives to reduce emissions will continue. Local Authorities will be required to better integrate Air Quality Action Plans into Local Transport Plans and set more local targets on air quality.

Safety and Security

There will be more research into the causes of fatal road accidents. Measures to improve motorcycle safety will be included when developing a national strategy for motorcycling. There are plans to introduce new legislation regarding drink driving and consultation on proposals to update the law for other serious driving offences.

Responsibility for rail safety will move to the Office of Rail Regulation, train operators and Network Rail need to continue work to develop a safety system based on risk analysis.

Transport Innovations Fund

This will be introduced to support and encourage local authorities and regional strategies to tackle congestion in towns and cities. Details will be announced with next year's budget.

Road Pricing

A report to the Secretary of State for Transport on the Feasibility Study of Road Pricing in the UK has been published alongside the White Paper. Its findings include:

- A national Road pricing scheme would probably be technologically feasible in ten years' time.
- Trust and confidence in the viability and delivery of any national road pricing scheme would be central to public acceptability.
- The availability of viable alternatives such as public transport or car sharing, and the use made of revenues would also be key to public acceptability.
- Local government will be encouraged to test and pilot proposals contained within the report.

The Executive Summary of the White Paper is attached as Appendix A. A copy of the White Paper and the Governments review of the railways "The Future of Rail" will be available at the meeting.

8. Finance

The white paper contains many proposals and promises of changes in legislation. There will be subsequent changes in the way local authorities receive integrated transport funding, more details will be available when the draft guidance on the preparation of the next LTP's is approved and details of the transport innovation funding are released.

9. Risks and Uncertainties

None directly, although it remains to be seen how the issues in the White Paper will be affected by its passage through Parliament. It is likely that much of the increased funding will be targeted on heavy rail. Rail cost increases and a focus on the south east and needs of London could result in less being available for local transport elsewhere.

10. Policy and Performance Agenda Implications

The Council's and South Yorkshire's transport policies will need to be reviewed and updated to incorporate the changes, however this process has been anticipated as the current LTP expires in 2006.

Controversial and potentially unpopular decisions continue to be devolved to local government, particularly regarding road pricing, however new incentives to do so are introduced with the proposed changes to Quality Contracts and the transport innovation fund. The ability to determine fares, frequency, routes and quality of bus services through streamlining of quality contracts in integrated transport plans may be included in the guidance on quality contracts that is due to be issued.

The policy implications across the integrated transport spectrum will become clearer when guidelines are produced and changes in legislation introduced.

11. Background Papers and Consultation

The White Paper
The Rail Review
Draft LTP Guidance

There has been no direct consultation; the White Paper is prepared as a strategy document rather than a consultation paper. The LTP guidance has been prepared in draft form and issued for consultation. It is intended to prepare a South Yorkshire response via the South Yorkshire Planning and Transportation Steering Group.

Contact Name: Darren Hardwick, Transport Planning Officer, extension 2951, darren.hardwick@rotherham.gov.uk

Page 1 blank – Exec Summary – White Paper: The future of Transport

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ROTHERHAM METROPOLITAN BOROUGH COUNCIL

1.	Meeting:	Economic and Development Services matters
2.	Date:	1 September 2004
3.	Title:	Design Code for the Rotherham Town Centre River Corridor
4.	Programme Area:	Forward Planning, Economic & Development Services

5. Summary

Consultants have been invited to tender for production of the design code. The appointed consultants will begin work in September 2004 with a view to the production of a final design code in February 2005.

6. Recommendations

That Cabinet Member notes the content of this report.

7. Proposals and Details

Cabinet Member will recall that Rotherham has been selected to participate in the national ODPM Design Coding Pilot Programme to test the effectiveness of design coding as a tool for delivering high quality places whilst speeding up the planning system.

Rotherham's design coding exercise will focus on the Town Centre River Corridor and will provide a key tool for driving forward the town's renaissance agenda. It will provide a means of securing high quality development and will be a key influence in respect of the Housing Market Renewal Pathfinder Westgate Demonstrator Project.

Given the specialist nature of this exercise production of the design code will be undertaken by suitably qualified consultants. The procurement of consultants is being undertaken in accordance with RMBC standing orders and procedures.

As part of the design code pilot programme Matrix Partnership are providing support with the production and adoption of the design code. With their assistance a consultant's brief has now been agreed and a number of consultants considered suitable for undertaking this task have been invited to tender for the work. The deadline for tenders is 27 August and it is envisaged that the successful consultants will be appointed by 10 September. The indicative programme envisages community/stakeholder consultation taking place during October leading to a draft design code by Christmas 2004. Public consultation on this draft is programmed for January 2005 prior to production

of the final design code in February. It is intended that the design code will be adopted by the Council as an Interim Planning Statement. Once the Council's Local Development Framework has been prepared it is then envisaged that the design code will be formalised as a Supplementary Planning Document.

The Office of the Deputy Prime Minister (ODPM) requires feedback from design code pilots to inform a report to the Urban Summit in January 2005.

8. Finance

Production of the design code is to be funded through Housing Market Renewal Pathfinder funding, subject to the satisfactory outcome of a Housing Aspiration study due for completion in September 2004. There is therefore no financial implication for the Council.

However, in order to meet the project timescale and because the work is a vital component of the Housing Market Renewal Pathfinder Westgate Demonstrator Project, there is a need for work to commence prior to completion of the Housing Aspiration study. Therefore the design code will initially be funded by the Council from CERB funding, which has already been secured for preliminary works on Housing Pathfinder projects in the town centre. Should the bid to Pathfinder be approved in October, this preliminary expenditure can be reclaimed.

9. Risks and Uncertainties

Expertise and support provided by Matrix Partnership will help minimise any risks arising from the procurement and production of the design code.

10. Policy and Performance Agenda Implications

The design code will positively contribute towards the Council's regeneration priorities by improving the quality of development and subsequently Rotherham's image. It will contribute towards the Renaissance Charter vision and plans for bringing people back to live in Rotherham town centre.

The design code will promote sustainable development by taking forward the town centre Masterplan's proposals for the River Corridor. It will contribute towards the goal of bringing people back in to the urban centre to live by establishing the detailed requirements for achieving the high quality standards envisaged.

11. Background Papers and Consultation

Consultation on the consultants brief has been undertaken with the Head of Planning and Transportation, Matrix Partnership and Transform South Yorkshire.

Contact Name: Ryan Shepherd, Assistant Planner, Ext 3888

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

5. Summary

To ensure continuous improvement of 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) That the performance indicators first quarter results for 2004/2005 are noted.**
- c) That the EDS response to the Governments Best Value Performance Indicators 2005/2006 Consultation Document is 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.

- 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 165; BV 187; AC-E2; LPI 4; LPI 15.**
- Red means that the performance results have missed the target and we are in a high-risk situation. An explanation 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 a)**

ksi c) si d); Stats 19; P2b; New BV 99, BV 106; BV 109 major applications; F6b NLIS; LPI 3; LPI 7 Stage II; LPI 14.

New crosscutting performance indicators have been established and will be reported quarter two. They include: -

- Emergency Planning LPI 24; LPI 25 and LPI 26.
- Asset Management LPI 27 and LPI 28.
- Health and Safety LPI 29 and LPI 30.

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

In 2005/2006 the Government are recommending changes, deletions and the introduction of new performance indicators and this may impact on EDS. We have made a response to their Consultation Document, see background papers.

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 match funding. A small percentage of indicators attract incoming subscriptions.

9. Risks and Uncertainties

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.

10. Policy and Performance Agenda Implications

Links to the Political Priorities are: -

- Investing in the Economy BV 96, BV 97, BV 100, BV 103, BV 104, BV 106, BV 109, BV 180, BV 186, BV 187, BV 200, BV 204, LPI 19, LPI 21, LPI 22.
- A Place Which Cares BV 165
- A Place to Live BV 89, BV 199, AV-E2.
- A Place for Everyone BV 156
- A Safe Place BV 99, Stats 19, P2b, LPI 4, BV 98 (LPI), LPI 24, 25, 26, 29 and 30.
- To be a progressive, responsive, accessible and quality service provider. BV 179, BV 188, BV 205, LPI F6b,F6c, J3, 1, 8, 9, 14, 27 and 28 BV 105 (LPI)

CPA performance indicators are included in this years BVPP.

11. Background Papers and Consultation

Report Includes:-

Appendix A, EDS Quarterly Performance Report April to June 2004/05

EDS Response to the Governments Consultation Document entitled Best Value Performance Indicators 2005/2006.

Contact Name :

**Alan Platt
Best Value Officer
Telephone 2901
Alan.platt@rotherham.gov.uk**

Quarters: 1
 Period: April 2004 to June 2004

**ECONOMIC AND DEVELOPMENT SERVICES
 PERFORMANCE MANAGEMENT
 QUARTERLY PERFORMANCE REPORT**




APPENDIX A

Code	DESCRIPTION	Lead Officer	2003/4 Actual	2004/5 Target	QUARTERLY CUMULATIVE TOTAL				Year End Projection.	ODPM 2003/04 Top qtr	Comment
					1	2	3	4			
BVPI 89 D 12 CPA	Percentage 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.	C.E Office	58%	(Over 3 years 70%)						67%	The latest survey was conducted in 2003/4 and saw the satisfaction level increase to 58% from the 2000/2001 level of 46%. We are looking at methods of conducting annual surveys
BVPI 96 CPA LPSA	Condition of principal roads. (United Kingdom Pavement Management System) UKPMS. The percentage of the principal road network (A roads) in need of major strengthening. PSA	David Cooper Bob Stock	10.75% 17.25%	10.00%					10.00% 	CVI 2.4% Deflect 7.8%	AMENDED Continuing progress evident.

Quarters: 1
 Period: April 2004 to June 2004

**ECONOMIC AND DEVELOPMENT SERVICES
 PERFORMANCE MANAGEMENT
 QUARTERLY PERFORMANCE REPORT**










APPENDIX A

Code	DESCRIPTION	Lead Officer	2003/4 Actual	2004/5 Target	QUARTERLY CUMULATIVE TOTAL				Year End Projection.	ODPM 2003/04 Top qtr	Comment
					1	2	3	4			
BVPI 97 CPA	a) Condition of non-principal roads. The percentage of the classified network (B&C roads in need of major strengthening.	David Cooper Bob Stock	14.24%	13.9%	12.69% 				4	13.9% 	Quarterly variance can be anticipated due to condition of individual roads treated. Step down due to last years programme being zeroed back.
	b) Condition of unclassified roads		11.53%	11.2%	11.11% 					10.15%	Four year cycle Now includes 80% of network surveyed. Closing in on upper quartile performance.
BVPI 98 LPI	Percentage of street lamps not working as planned. (At anyone time throughout the year.)	Bob Stevenson David Cooper	1.07%	1.04%	1.06% 					N/A	Slight improvement on 2003/4 Actual

**ECONOMIC AND DEVELOPMENT SERVICES
PERFORMANCE MANAGEMENT
QUARTERLY PERFORMANCE REPORT**

Quarters: 1
Period: April 2004 to June 2004

APPENDIX A

Code	DESCRIPTION	Lead Officer	2003/4 Actual	2004/5 Target	QUARTERLY CUMULATIVE TOTAL				Year End Projection.	ODPM 2003/04 Top qtr	Comment
					1	2	3	4			
BVPI 99	Road safety. Number of casualties per 100,000 population:	David James	2003	Target 2004	2004 Jan -Feb				All green		
L PSA	(a) Killed/seriously injured (KSI).	Brent Sharp	51	50	 14				 50		
	(b) Slight injuries. Road user types:		477	436	110 Amber				436		
	(a) Pedestrians total. Killed/seriously injured.		61 9	16	 4.8				16	11	
	Slight injuries.		52	55	 11.25				55	38	
	(b) Pedal cyclists. Killed/seriously injured.		23 3	3	 0.4				3	3	
	Slight injuries.		20	23	 2.8				23	21	
	(c) Two wheeled motor vehicle users. Killed/seriously injured.		31 8	6	 3				6	8	
	Slight injuries.		23	17	 4				17	26	
	(d) Car users. Killed/seriously		382 30	22	 5.6				22	18	

Quarters: 1
 Period: April 2004 to June 2004

**ECONOMIC AND DEVELOPMENT SERVICES
 PERFORMANCE MANAGEMENT
 QUARTERLY PERFORMANCE REPORT**

APPENDIX A

Code	DESCRIPTION	Lead Officer	2003/4 Actual	2004/5 Target	QUARTERLY CUMULATIVE TOTAL				Year End Projection.	ODPM 2003/04 Top qtr	Comment
					1	2	3	4			
	injured. Slight injuries.		352	294	93.8 ☹️				294	260	
	(e) Other vehicle users. Killed/seriously injured. Slight injuries.		31 1 30	3 47	0 ☺️ 0 ☺️			3 47	2 28		
LPSA BV 99	No of people KSI, on the roads of Rotherham, as measured by STATS 19.	David James Brent Sharp	2003 127	Target 2004 125	35 ☹️			125 ☺️		Measured on a calendar year. Therefore figure are for period Jan 04 to Mar 04. All figures are provisional until year end.	
P2b LPI	The number of serious casualties per 1,000,000 kilometre travelled by a vehicle on principal roads.	David James Brent Sharp	Outturn 2003 0.185	Target 2004 0.195	0.054 ☹️			0.194 ☺️		As above for time period. Target 2004 amended to reflect variance in Principal Rds length and Million Vehicle KM denominator All figures are provisional until year end.	

Quarters: 1
 Period: April 2004 to June 2004

**ECONOMIC AND DEVELOPMENT SERVICES
 PERFORMANCE MANAGEMENT
 QUARTERLY PERFORMANCE REPORT**

APPENDIX A

Code	DESCRIPTION	Lead Officer	2003/4 Actual	2004/5 Target	QUARTERLY CUMULATIVE TOTAL				Year End Projection.	ODPM 2003/04 Top qtr	Comment
					1	2	3	4			
BVPI 105 LPI	Damage to roads and pavements. The percentage of reported dangerous defects (e.g. potholes) in roads and footways that have been repaired within 24 hours.	Andy Shaw	99.7%	99.5%						N/A	Performance to be monitored over next quarter to ensure no further slippage and to improve performance. Under performance equates to 19 defects for the quarter.
BVPI 106 D 11	Percentage of new homes built on previously developed land.	Alan Mitchell Noel Bell	53%	60%						91.68%	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.

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					1	2	3	4			
BVPI 107	Planning cost per head of population.	Karl Battersby Andrew Kidder To be an LPI	£5.62	£5.79	No figure until qtr 2					£7.74	This indicator appears in the ODPM's Consultation paper for 04/05 and recommends deletion of this PI because they see it has a negative effect on planning, although they say it could be a LPI
BVPI 109 PSA CPA RPI	% of planning applications determined in line with the Government's new control targets to determine: 60% of major apps in 13 weeks. 65% of minor apps in 8 weeks 80% of other apps in 8 weeks.	Karl Battersby	55.26% 54.50% 79.77%	60% 60% 80%	56.25% 70.45% 89.86%			60% 60% 80%	55% 63.66% 80.51%	AMENDED 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.	

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					1	2	3	4		
BVPI 111 CPA	Percentage of applicant and those commenting on planning applications satisfied with the service received.	CE Office Corporate	79.2%	80%>				4	80% 	This is a survey PI and is measured every three years, however corporately we are considering annual measurement.
BVPI 156 AC-A1b C 5 CPA	The percentage of authority buildings open to the public in which all public areas are suitable for and accessible to disabled people.	Arnold Murray Brian Messider	0%	10%	0				10% 	Proposed access improvements to meet the target have been approved by CSART. £200K will be used to finance this years programme of building alterations, and we will achieve the 10% target in the time scale. Funding will need to be made available to achieve future targets and further improvements this year

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					1	2	3	4			
BVPI 157	The number of types of interactions that are enabled for electronic delivery as a % of the types of interactions that are legally permissible for electronic delivery	Communications Change Group									
BVPI 165 CPA	The percentage of pedestrian crossings with facilities for disabled people.	Dave James Mick Powell	97%	100%	97% 			100% 	95%	We have a total of 62 sites and two do not have tactile paving installed or audible/tactile signals they are: Tickhill Road/Grange Lane/ Muglet Lane. Bawtry Rd/Cross Street/ Flash Lane	
BVPI 178	The percentage of total lengths of footpaths and other rights of way which were easy to use by members of the public.	David Cooper	93.4%	93.6%	98.8% 			93.6% 	77.60%	Well towards the top end of upper quartile demonstrating continued good performance. Q1 performance is a seasonal reflection.	

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					1	2	3	4			
BV 179 AC- G1	The percentage of searches carried out in 10 working days.	Karl Battersby Phil Reynders	100%	100%	99.95% 				100% 	99.94%	2 nd Q performance affected by office reorganisation & new starter 'bedding in' period

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					1	2	3	4			
BV 180	<p>a) The energy consumption/m² of local authority operational property, compared with comparable buildings in the UK as a whole.</p> <p>b) Average lamp circuit wattage compared with average consumption/wattage by local authorities in the UK.</p>	<p>Arnold Murray. David Rhodes.</p> <p>David Cooper Bob Stevenson</p>	<p>103%</p> <p>378 kwh/unit/yr</p>	<p>98%</p> <p>153%</p>	<p>63% Electricity </p> <p>40% Fossil </p>				<p>98% </p> <p>153% </p>	<p>85%</p> <p>78%</p>	<p>In the Audit Commissions 2005/06 Consultation Document recommendations are for the deletion of this indicator. If this proposal is carried we may remove this PI from the EDS suite, on the grounds of delayed definition revision.</p> <p>A revision of the method of reporting now means that the figure provided is a positional figure at the end of Q1 as opposed to a projected year end figure. Quarterly consumption figures for spring and summer are an unreliable guide to total annual consumption figures.</p>

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					1	2	3	4			
BV 186	Roads not needing major repair. Principal Non Principal	David Cooper Bob Stock	68.78 319.32	69.1 325	Annual Calc.					112.095 % 397.35	Improvement in PRN figure due to detrunking of A57 increasing network length Reduction due to increased capital allocations since 2001/02
BV 187	Condition of footway.	David Cooper Bob Stock	42.96%	40%	43.54% 					14.56%	No major improvement schemes undertaken yet this year. Network applicable to this indicator under review as presently inappropriate sites are included.
BV 188	The number of decisions delegated to officers as a percentage of all decisions To be an LPI	Karl Battersby To be an LPI	85%	85%	92.13% 					N/A	To be retained as an LPI.
BV	Combined deposits of	Andy Shaw	81%	82%	86% 					N/A	

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					1	2	3	4		
199	litter and detritus.	Steve Wiberly	(19% sites below category B)	(18% sites below category B)	(14% sites below category B) 😊				😊	Results at this stage are above the Target and are based on 244 surveys out of the annual total of over 900
BV	Plan-making	Alan								NEW

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					1	2	3	4		
200	a) UDP adopted and not expired b) Will a new plan be on deposit in 3 years	Mitchell Karl Battersby	NO YES	NO YES	Annual Annual					Rotherham's UDP was adopted on 14 June 1999, with a plan period to Mar 01 A new style development document will be on deposit by April 2005 and adopted by April 2007. Caveat: this is dependant on legislation being enacted
BV(x1) New BV 204	Percentage of appeals allowed against the Authority's decision to refuse.	Karl Battersby	30&	28%	27.27% 3 out of 11 allowed 8 dismissed 			28% 		
BV(x2) New BV 205	Quality for service checklist (Planning).	Karl Battersby	1	2						

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					1	2	3	4		
J3 LPI	Net spend per head of population on street cleaning.	Andy Shaw Steve Wibberly	£5.23	£5.83	£1.46 				£5.83 	Additional Funding has been provided in 2004/05 to meet this priority.
AC-E1 LPI	The percentage of highways that are either of a high or acceptable standard of cleanliness.	Andy Shaw Steve Wibberly	97%	96.0%	94.6% 				96.0% 	Results to be monitored over the next quarter and the failed sites analysed to better understand the problem.
AC-E2 D 13 LPI	The average time taken to remove fly-tips (days).	Andy Shaw Steve Wibberly	0.87	1	1.1 				1.0 	Slight slippage on the 1 st quarter due to access problems on soft ground with the wet weather. Future performance to be monitored to ensure a turn around.

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					1	2	3	4		
LPI	carried out in less than 10 days) NLIS Non-NLIS LLC1 Only	Battersby Phil Reynders	97%	100%	98.7% 				100% 	(NLIS) National Land Information Service.
			96.3%	100%	97.9% 				100% 	
			95.3%	100%	97% 				100% 	
P2c LPI	Percentage of principal roads which need major repairs.	David Cooper Bob Stock	17.25%		Annual report					Now takes account of network changes at Manvers.
Local LPI 1	Percentage of highway inspections achieved.	Andy Shaw	99.4%	99.5%	99.2% 				99.5% 	Slight under performance on a challenging target. It is anticipated this will be turned around during the next quarter

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					1	2	3	4		
Local LPI 2	Percentage of chargeable inspections of undertaker's work achieved.	David Cooper	100%	100%	100%				100%	On Target.
Local LPI 3	The number of reports received of blocked gullies per 1000 gullies. $41,543/1,000 = 41.534$ $106/41.543 = 2.55 * 4 = 10.2$	David Cooper	3.95	6	2.55				6	Sub total of 106 number reported blocked gullies out of a total of 41,543 gullies. NB - Localised flooding 26/04/04 and highest rainfall figures for June in a number of years. Graham Kaye is convinced we can recover the target position.
Local LPI 4	Average time taken to repair a street lighting fault (days).	David Cooper	3.29	3.0	3.23				3.0	Slight improvement to 2003/4 actual New systems of work should assist in achieving the target.

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					1	2	3	4			
Local LPI 5	Total number of actionable defects on roads and pavements per 100 kilometre of network inspected.	Andy Shaw	118	120	110.5			4	120		Performance above annual target for 1 st quarter.
Local LPI 6	Average reception waiting time, sample one day per week. With Appointments Total number No attended in 10 mins % of total visitors seen in 10 mins	Anthony Patterson	229 226 99.25%	99.50%	8 8 100%				99.5%		Better than target.
	Without Appointments Total number No attended in 10 mins % of total visitors seen in 10 mins		364 356 96.38%	97%	7 7 100%				97%		
Local LPI	Customer complaints No	Anthony Patterson			12 – 2 cancelled						

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					1	2	3	4		
7	Acknowledged in 5 days % of total achieved Responded in 10 days % of total achieved <u>Stage II</u> Full response 30 days % of total achieved		28 26 92.86% 0	92%	= 10 4 5 90% 1 10%					Response to 1 of the 10 complaints went over 10 days. Slightly under the response target.
Local 8 LPI	Percentage of winter maintenance routes gritted within allocated time	David Cooper	98.5%	98%	No action					Slight improvement to 2003/4 actual
Local	Cost per square		£	£	£				£	

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					1	2	3	4		
9 LPI	kilometre of keeping highways for which the local authority is responsible, clear of litter.	Andy Shaw	126,081	144,370	36,094 			4	144,370 	Additional Funding has been provided in 2004/05 to meet this priority.
Local DTLR 4B 10 LPI	(i) Energy costs per sq m GIA (gas, electricity, oil solid fuel) (ii) Consumption, in kWh/sq m Operational prop + markets and public toilets.	Arnold Murray	£6.02/m ² 176.45 kWh/m ²	167.63 kWh/m ²	20.31 kWh/m ² 				165 kWh/m ² 	Costs no longer to be monitored due to the fact that the costs are controlled by External parties.
Local DTLR 4c 11 LPI	(i) Water costs per sq m GIA (ii) Consumption in litres/sq m Operational prop + markets and public toilets.	Arnold Murray/ Darren Merriman	£1.59/m ² 862.5 ltrs/m ²	819.4 lts/m ²	179.3 ltrs/m ² 				800 ltrs/m ² 	Costs no longer to be monitored due to the fact that the costs are controlled by External parties.

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					1	2	3	4			
Local DTLR 4d 12 LPI D 8	(i) CO2 emissions in tonnes of carbon dioxide per sq m Operational prop + markets and public toilets.	Arnold Murray	0.1678 tonnes/m ²	0.1774 tonnes/m ²					0.1678 		Emissions are subject to seasonal fluctuation but we are confident that the target will be met
Local 13 LPI was BV 85	The cost per square kilometre of keeping relevant land and relevant highways for which the local authority is responsible, clear of litter and refuse.	Andy Shaw	£50,054	£57,270					£14,340  £57,270 0 	£84,743	Additional Funding has been provided in 2004/05 to meet this priority

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					1	2	3	4		
Local 14 LPI	Rotherham's record of informing Health and Safety Executive of reportable injuries and dangerous occurrence's within 10 working days measured as a percentage of the total. (RIDDOR) Reporting of Industrial Diseases and Dangerous Occurrence's Regulations.	John Stapleton.	85.9%	100%	76.76% 				100% 	Of 33 reports received 8 came in late. The number of days lost during this period was 591. In future Executive Directors will be asked to give a reason for late submissions. All Heads of Service must ensure compliance and this will be monitored directly by the Head of Asset Management., who will report to CMT in summary form.
Local 15 F5 LPI	% of gross internal floor-space classified as good satisfactory categories A-B	Arnold Murray Darren Merriman	65%	68%	65% 				68% 	Due to the span in surveying this PI suits annual monitoring. Results indicate the target will be achieved.

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					1	2	3	4			
Local 16 F6 LPI	Revenue running costs per square metre	Arnold Murray Darren Merriman	£19.97/m ²	£20/m ²	£2.26/m ² 				4	£16.50 	
NEW - Replacing Local 17	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	Richard Poundford Jaroslava Riley	a) 86.8% b) 92.7%	87.5% 92.9%	Annual measure (November release) 						RMBC is striving to increase the average earnings through the activities of RIDO, EC&L, Resources etc. There's been a significant increase of the average pay relative to the national pay during the last year. New Earnings Survey (the source of this PI) is being changed by Government to Annual Survey of Hours and Earnings (ASHE), hence both baseline and targets will have to be reviewed as the previous submissions won't be comparable with ASHE.

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					1	2	3	4			
Local 18 ***** LPSA - Target 4	A) Reduce the gap between Rotherham and the national ave in terms of working age population in employment. (8 quarter average) ***** B) The same indicator – measured by slightly different method. Baseline – Spring 02: 3.1% gap	Richard Poundford Jaroslava Riley *****	2.4% (Aug) ***** 1.5%	2.3%	0.9% (Mar-May 2004) 😊 ***** 0.2% (Mar-May 2004) 😊	***** *****	***** *****	***** *****	2.3% 😊 2.6% 😊	***** *****	Source: ONS/NOMIS database. A) measured as a rolling average of previous 8 quarters (internal measure); B) Rolling average of 4 quarters (as prescribed by DWP) The LPSA target achieved. The Council has set up an Employability Group (meeting 6-weekly) with its local partners (ACE, Pheonix Enterprise, CCC, Social Inclusion Unit etc.) and other Council departments (Education). The aim of this group is to get more co-ordinated approach for tackling this important area of regeneration activity.

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					1	2	3	4			
NEW (taken over from Corporate Core)	Economic Inactivity rate	Richard Poundford Jaroslava Riley	23.4%	23.2%	22.5% (Mar-May 2004) 😊				23.2% 😊		Economic Inactivity rate is calculated as a % of working age 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%. Council's Employability Group actions (see Comment in 'Local 18') are aimed also at the Economic Inactivity issue.
Local 19 B3 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	Richard Poundford Jaroslava Riley	4445 (2002) 19	4475 (2003) 20	Annual measure				😊		ANNUAL PERFORMANCE MEASURE

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					1	2	3	4			
Local 21 B1 LPI	Vacancy rate for industrial and commercial property Annual Floorspace.	Richard Poundford Jaroslava Riley	10.5%	8.5%	Annual measure						ANNUAL PERFORMANCE MEASURE
Local 22 B2 LPI	a) Vacancy rate of all boroughs' town centre premises (number of vacant units) b) Vacancy rate of Rotherham town centre premises (number of vacant units).	Richard Poundford Jaroslava Riley	7.5% 9.7%	7.0% 9%	Annual measure						ANNUAL PERFORMANCE MEASURE
Local 23 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	Richard Poundford Jaroslava Riley	See above								

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					1	2	3	4			
Local 24 LPI	Staff training for the Borough Emergency Plan.	Alan Matthews Nicola Kelsall									
Local 25 LPI	Preparedness – Ensure that the Programme Areas are prepared to respond to a major incident in accordance with the Borough Emergency Plan.	Alan Matthews Nicola Kelsall									
Local 26 LPI	Assessment and preparations of the risks which would give rise to an emergency response. (BEP)	Alan Matthews Nicola Kelsall									
Local 27 LPI	Number of property assets reviewed.	Arnold Murray			121						New PI. This is the number of completed reports forwarded to the Property Board each quarter.

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					1	2	3	4		
Local 28 LPI	No of properties entering into the property bank a) No of properties exiting the property bank b) Arnold Murray									
Local 29 LPI	Working days lost from work related injuries and ill health (Including Stress).	John Stapleton								This new indicator needs to be properly defined by the service area responsible for the data to ensure all parties can agree on a methodology of collection and reporting that will provide a useful measurement. A meeting of all parties will be arranged and it is hoped this indicator can be reported on from quarter 2.
Local 30 LPI	Incidents rate fatal and major injury accidents National Performance target reduced by 10% by 2010.	John Stapleton								

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Alan Platt Quarterlyred.doc

Economic and Development Services

Response to

Best Value Performance Indicators 2005/2006 Consultation Document

BV (X19) – The average time for rectification of a street light failure.

Response: - The stated purpose of this indicator is "To measure the time taken by the highway authority to rectify defective street lights".

However, electricity supply failures / faults are included within the definition. As the time taken to rectify supply problems are completely outside of the control of the authority their inclusion within the indicator definition means that the stated purpose for the indicator will not be met.

Perhaps the indicator should be split into two; one part including supply faults and the other excluding them. This would also serve to show the significance of the supply fault issue and might illustrate some interesting regional variation.

BV (X21) - Percentage of abandoned vehicles removed within 24 hours of relevant expiry notice period.

As the indicator proposes only to report on the period between expiry of notice and removal it does not measure the performance of the authority in managing the abandoned vehicle issue but only the response time of the authorities contractor in attending to the removal of the vehicle. To be meaningful the measure should be related to the period between the vehicle being reported to the Council and any subsequent removal. accepting that this will require the reporting of three separate indicators based on the different notice periods but would more meaningfully measure the Council's overall performance.

BV 180 –Energy Consumption

Measurement of BV 180 a (I) electricity and BV 180 a (ii) fossil fuel consumption within Councils. This authority went to great lengths in establishing systems to produce information on energy consumption and we intend to develop local and appropriate measures if this Pi is deleted. We would welcome the abandonment of this indicator because of complications in the property guidance.

BV 180b - Energy consumption

The abandonment of this indicator is welcomed. We never did receive proper guidance on the indicator definition and now we know why. Can it be assumed that the production of the indicator will be optional again for 2004/05 as it was for 2003/04? Can we now not bother to calculate it?

BV 97a - Introduction of TTS for measurement in 2005/06

This Council has found difficulty in finding a survey contractor able to deliver the surveys required on the Principal Road Network to produce BV 96 for 2004/05. This indicator doubles

the extent of TTS required in 2005/06 compared to the current year yet there are still only 2 machines in the country capable of undertaking the surveys. The increase in surveys required will put extreme pressure on the survey companies who may not be able to deliver. There are still issues in getting survey vehicles accredited and sufficient capacity may not be available nationally for these expanded surveys.

We still have doubts over the appropriateness for this type of survey away from the Principal routes. The argument about their repeatability is known and is valid for motorways and trunk routes where few obstructions to the survey line are encountered. This is not the case on lower classes of the network particularly in urban areas like Rotherham.

We are continuing to undertake CVI surveys on all classes of the network for our own management purposes and for the baselining of TTS data on our network.

BV (X32) Smokefree buildings

Rotherham Borough Council has had a non-smoking policy since April 1994, therefore all Council owned and controlled buildings are smoke free. The Council's non-smoking policy does not apply to our commercial properties. Therefore since the description says "owned and controlled buildings", we take the view that we are completely smoke free and see no point in reporting on this PI.

BV (X33) Quit smoking schemes

The Council does not run any stop smoking schemes for our employees or the general public. Anyone, who wants advice on how to stop smoking, we would refer them to the Primary Care Trust. Therefore if this indicator is adopted it will mean starting a promotional exercise and process monitoring. It seems as if the intention is to use LA's for a quit smoking campaign through the Best Value route and if other LA's are at the same stage as Rotherham, this could be a slow and protracted process, therefore is there another more effective route?

BV 199 The proposed extension to include three further local environmental issues that contribute to the quality of life – graffiti, fly posting and fly-tipping.

Rotherham Borough Council suggests that "Dog fouling" is also included in this indicator.

BV 200 Plan adoption

We would prefer to have the Government guidance (not yet published) to assist in any comments we may have.

A performance indicator relating to development plan preparation should be based on the new arrangements [following to the commencement of the Planning and Compulsory Purchase Act 2004 in September 2004, and issue of final PPSs and regulations] and initiated once all of the necessary guidance, regulation etc have been received from Government. BVPI 200 has been applied in the period of transition when considerable uncertainty has prevailed. This has not been satisfactory.

Furthermore we have been concerned that the Audit Commission staff charged with the task of overseeing this indicator appear to have little knowledge of planning legislation and the

current changes. Lengthy explanations by local authority officers to inform Audit staff of Government policy should not in our view be necessary (reference experience 2033/2004 BVPP audit). It is time consuming and detracts from the essential work that the professional planners should be progressing.

Message from Government Office received 11 August 2004:

"In view of the evident uncertainties in being able to consider schemes- and, more importantly, the fact that LPAs may very well have to revise their draft schemes in the light of greater knowledge when the final package of guidance is published shortly, ODPM have given us the attached advice, which I have been asked to pass on to you:

" The final regulations and PPS12 will be available in a few weeks in time for commencement. The draft Sustainability Appraisal guidance will also be published for consultation. Although these documents maintain the policy thrust which was set out in the consultation on draft regulations last October, there will be a good deal of new and revised material for LPAs to absorb. We therefore consider that draft Local Development Schemes need to be looked at in the light of this new information and in turn that authorities should be given the opportunity to review them before submitting them to the Government Office for comments or to PINS in requesting dates for examinations. ODPM will be providing training in the new system from September and LPAs may wish to discuss the implications of the guidance with the relevant Government Office before finalising schemes."

We do not think it is reasonable to initiate a PI relating to an LDS before "commencement" and when there is such obvious uncertainty [see above] and concern about the scope and timing of future LDFs.

BV (X35) Road Traffic Collisions Resulting in Death or Serious Personal Injury per 100 Million Vehicle Kilometres Travelled.

How confident is the Audit Commission about the accuracy of the figure 100 million vehicle kilometre travelled.

Whilst we can understand the view that a measure of road use is more relevant than one based on population, we currently have to report on the DfT Core Indicators for Road Safety in the Local Transport Plan Annual Progress Reports and this indicator uses only numbers of casualties. It is not a rate related to population or vehicle kms. It would simplify matters if we could report the same figures to the DfT and the Audit Commission. Furthermore this reporting of number is the method of measurement suggested by the DfT and LGA in their 'Shared Priorities' initiative which is being rolled out to local authorities in advance of preparing the next LTP i.e. LTP2 for 2006-2011. Having said that, if we are to have a rate rather than a number, we in Rotheham should support the 'vehicle-kilometres' one rather than

'population' as this better reflects the fact that we have heavily trafficked motorways running through the Borough

A better way would be to report on casualties based on a base and an annual 'rolling average'. The DfT targets are related to the 1994-1998 average and as casualties are by their definition unplanned and random events this would give a much better indication of performance over time rather than the "snapshot" view that is taken when looking at a single calendar years figures.

I agree that not reporting on the various categories of casualty (car, cycle, pedestrians - adult, child etc) is simpler but again is somewhat at odds with the DfT Core Indicators which require differentiation between child and adult casualties.

The definition does not differentiate between local roads and motorways and yet as a Local Authority we have little influence on what the Highways Agency are doing on the motorways in our area to contribute to casualty reduction.

Perhaps the most crucial point however is that the word 'collisions' has appeared. It is vital to emphasise that 'collisions' are not the same thing as 'casualties' and yet again we seem to be being asked to report on different things to different Government bodies. It is time there was more joined up central government. It must be appreciated that the DfT's emphasis [and the LGA's via the Shared Priorities] is on **casualty** reduction which is not necessarily the same as **collision** reduction.

Alan Platt Consultation-response-2005/6.doc
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