

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

**Venue: Bailey House,
Rawmarsh Road,
Rotherham.**

Date: Monday, 30th October, 2006

Time: 9.00 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Tourism Forum held on 3rd October, 2006. (copy attached) (Pages 1 - 6)
 - to receive the minutes.
4. Minutes of a meeting of the Transport Liaison Group held on 6th October, 2006. (copy attached) (Pages 7 - 14)
 - to receive the minutes.
5. Minutes of a meeting of the Town Centre Management Group held on 9th October, 2006. (copy attached) (Pages 15 - 18)
 - to receive the minutes.
6. Minutes of a meeting of the Health, Welfare and Safety Panel held on 13th October, 2006. (copy attached) (Pages 19 - 20)
 - to receive the minutes.
7. Petition - RB2006/1477 Planning Application - land at Droppingwell Road, Kimberworth. (report attached) (Pages 21 - 25)
A copy of the signatories to the petition will be available at the meeting.
8. Complaints Monitoring July to September, 2006. (report attached) (Pages 26 - 32)
Customer Liaison Manager to report.
 - to report statistics on complaints received.
9. Meadowbank Road Gateway Improvements. (report attached) (Pages 33 - 34)
Principal Engineer to report.
 - to consider a proposed scheme and implementation subject to funding.

10. Rotherham to Dearne Quality Bus Corridor (Rawmarsh Circle) - proposed highway works. (report attached) (Pages 35 - 37)
Transportation Unit Manager to report.
 - to seek approval for design and implementation of bus stop improvement works.
11. Traffic Management Act 2004 - Intervention Criteria. (report attached) (Pages 38 - 48)
Transportation Unit Manager to report.
 - to consider the responses to the DfT consultation.
12. Parking Issue - Estate Road, Rawmarsh. (report attached) (Pages 49 - 51)
Transportation Unit Manager to report.
 - to report the conclusions of the investigation into possible provision of off-street parking facilities for residents.
13. Rotherham Road, Laughton. (report attached) (Pages 52 - 54)
Transport Unit Manager to report.
 - to report the proposal to construct a mini roundabout and raised junction tables.
14. Revenue, Fee Billing and Trading resources monitoring report - April to end September, 2006. (report attached) (Pages 55 - 63)
Finance and Accountancy Manager to report.
 - to report on performance against budget.
15. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under those Paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006):-
16. Verge Parking and Associated Traffic Regulation Orders. (report attached) (Pages 64 - 68)
Principal Traffic Officer to report.
 - to propose a pilot scheme of sites for Traffic Regulation Orders to prohibit verge parking.
(Exempt under Paragraph 6 of the Act – information which reveals that the Council proposes to serve a notice on a person or to make an order or direction under any enactment)
17. Templeborough to Rotherham Flood Alleviation Scheme - Wetland Management Partner. (report attached) (Pages 69 - 72)
Partnership Implementation Officer to report.
 - to seek approval to procurement of a partner and endowment payment.
(Exempt under Paragraph 3 of the Act – information relating to the financial or business affairs of any particular person (including the Council))

18. Grounds Maintenance Contract Issues. (report attached) (Pages 73 - 77)
Head of Streetpride to report.
 - to update on progress.(Exempt under Paragraph 3 of the Act – information relating to the financial or business affairs of any particular person (including the Council))

TOURISM FORUM
Tuesday, 3rd October, 2006

Present:- Kevin Saville (Carlton Park Hotel) (in the Chair);

Councillor S. Walker	RMBC
Anne Grayson	RiDO
Dawn Beresford	Carlton Park Hotel
Brian King	Rotherham Civic Society
Ian Dixon	Rother Valley Country Park
Elaine Humphries	Friends of Clifton Park
Joanne Edley	Tourism Officer, RMBC
Richard Jones	Destination Management Partnership Organisation
Karen Oliver	Tourism Services, RMBC
Clare Warsop	Rotherham Tourism
Ann Holland	Throapham House Bed and Breakfast Hotel
Robert Holland	Throapham House Bed and Breakfast Hotel
Mike Garnock Jones	Rotherham Ready
Jovan Maric	Music Factory Entertainment Group

Apologies for absence were received from:-

Councillor I. St. John	Cabinet Member, Lifelong Learning, Culture and Leisure
Joanne Wehrle	Partnership Officer (Regional Affairs), RMBC
Stan Crowther	Rotherham Civic Society
Charles Tucker	Dearne Valley Ramblers
Ted Kelsey	Bramley Parish Council
Alan Shaw	Dinnington St. John's Town Council
Mr. A. D. Airey	Wentworth Garden Centre
Gerry Somerton	Rotherham United
Alan Nicholson	SYPTE
S. McDermott	Silverwood Miners' Resource Centre
Guy Kilminster	Libraries, Museum and Arts, RMBC
Carol Peace	RMBC Sport and Leisure facilities
Sue Drayson	Rockingham Professional Development Centre
Richard Thomasson	Sheffield City Airport
David Young	South Yorkshire PTC
Wendy Clark	Days Inn
Anne Ball	Days Inn
Julie Roberts	Town Centre and Markets Manager
Holly Booker	RSPB Old Moor
Pat Dyson	Talbot Lane Centre
David Wilde	Groundwork Dearne Valley/LA21
John Silker	Hellaby Hall Hotel
Darren Hayward	Courtyard by Marriott
Dawn Swann	SYPTE
Cllr G. Robinson	Senior Adviser, ERDS
John Wadsworth	Rotary Club

Julie Williamson	Dearne Valley College
Doug Talbot	Business Link South Yorkshire
Joanne Binns	Business Link South Yorkshire
Stuart Reaney	Chesterfield Canal Partnership
Gerry Somerton	Rotherham United Football Club
Mr & Mrs. Rudd	Catcliffe Parish Council
Shelley Bilston	Wath upon Dearne Community Partnership

37. ROTHERHAM READY

The Tourism Forum received a presentation from Mike Garnock Jones about Rotherham Ready, a project which would deliver education about business enterprise to young people (age group 4 to 19 years). It was the intention that Rotherham should become a centre of excellence for business enterprise education, for example Rawmarsh Ashwood Primary School and the Hilltop Special School had been the first schools nationally, in their specific categories, to receive the University of Warwick prestigious business enterprise awards.

The project would assist schools to participate in the Rotherham Young Chamber, in partnership with the Rotherham Chamber of Commerce. Each school would appoint an Enterprise Champion as part of this process. The young enterprise programme would provide education and training in enterprise, in an attempt to help young people gain the skills and knowledge needed to operate their own businesses.

The Rotherham Ready project would last another two to three years under the current funding programme.

38. INVESTORS IN EDUCATION PROJECT

The Tourism Forum received a presentation from Jovan Marić about the Music Factory Investors in Education project, an employer-led initiative to enable businesses to understand and work more effectively with local schools and colleges.

The project incorporated U-explore, an innovative IT package linking schools with businesses across South Yorkshire, which provided young people with relevant information about a range of careers within a variety of employment sectors.

The principal aim of the project was to inspire young people at an early age and support their aspirations throughout their learning; this aim would help to prepare the foundations for a focussed workforce for the future. It was vital for the business community to engage with its prospective employees, in order to meet the future demands of business. There would be opportunities for workshops, master classes in particular work and jobs, as well as mentoring of young people.

39. WORKSHOPS - PROMOTING THE TWO INITIATIVES TO TOURISM BUSINESSES

The Tourism Forum held two workshop discussions about ways of promoting the two Rotherham initiatives to tourism businesses and about how tourism businesses might take advantage of these opportunities for the future generations and for workforce development. The discussions and subsequent feedback included the following issues:-

(a) Rotherham Ready

This project would:-

- ensure that presentations about business enterprise were available to schools
- ensure that there would sound links between schools and business partners
- there would be studies in schools about the impact of businesses on the local communities
- there would be opportunities for schools to participate in designing, manufacturing and marketing products

(b) Investors in Education Project

The Dinnington Area Regeneration Trust was interested in making use of the U-explore computer package. Within the Dinnington area, the Rotherham Connected Communities Project had been introduced as a means of bridging the digital divide and it was considered that U-explore might also be used as part of the project.

It was noted that U-explore was a wide-ranging piece of software which could be tailored to meet the specific needs of particular organisations, As one example, U-explore was about to be utilised by the Sheffield Hallam University, to assist graduates in finding employment.

In terms of tourism, the benefits of the Investors in Education project and the U-explore software would be shown by matching the qualities of individuals to the careers available in the leisure and tourism industry.

40. SOUTH YORKSHIRE TOURISM DESTINATION MANAGEMENT PARTNERSHIP

The Tourism Forum received a presentation from Richard Jones, Chief Executive of the South Yorkshire Tourism Destination Management Partnership. This Partnership was an initiative of Yorkshire Forward and was receiving a substantial amount of European Objective 1 funding.

The aim was to provide assistance to the development of the leisure and tourism industry in Rotherham and in the wider sub-region of South Yorkshire. Venues such as the MAGNA centre and the re-developed

racecourse at Doncaster were two of the main attractions used in the marketing of the sub-region. The 'Robin Hood' airport at Finningley was capable of accommodating the largest aircraft, thereby making the sub-region accessible to all parts of the World.

Reference was also made to the strategic importance of the Y.E.S. project (Yorkshire Entertainment Sensation).

41. ROTHERHAM VISITOR CENTRE / TOURIST INFORMATION CENTRE - MYSTERY SHOPPER SURVEY

Clare Warsop reported that the mystery shopper exercise had taken place at the Rotherham Tourist Information Centre during August, 2006. There had been contact from mystery shoppers by telephone, by electronic mail and by people visiting the Centre. The results of the 'shopper satisfaction levels' were:-

	2006	2005
face-to-face (in person) service	79.4%	52.4%
response by telephone	100%	76%
response by electronic mail	85%	62%
overall score	87%	

The Centre staff were keen to maintain the high levels of service provided and make improvements where necessary. The aim was to achieve a position in the top five of Regional Tourist Information Centres in Yorkshire and the Humber. This year's winner had been Wakefield, the awards ceremony having taken place at the MAGNA centre.

42. TOURISM SERVICE - UPDATE

Joanne Edley reported on the progress of the following issues:-

(i) Accommodation Guide – a new A5 document would soon be published;

(ii) Attractions Guide – a new guide would be published, replacing the Visitors' Guide to Rotherham and the mini-guide. There were copyright restrictions on the use of certain maps and plans;

(iii) Access (disability) Workshops – these workshops would be arranged, whenever, necessary, to cater for demand;

(iv) Walking Festival – this annual event had once again been a success in 2006. The festival had taken place during the July heatwave; nevertheless, the number of people attending had been very high, at 1,300. The longer Rotherham roundwalk had taken place earlier in the year. A report of the survey of participants in the Walking Festival was distributed;

(v) Survey about the 'Visitor Economy' – this survey had gained a reasonable response and would be repeated during 2007; copies of the survey report were distributed;

(vi) Business and Industry Survey – there was a need to increase the marketing of Rotherham and South Yorkshire as a venue for group travel. For example, buses and coaches bringing holiday-makers through the area could be encouraged to make short stays in local hotels, before continuing their journeys to other destinations;

(vii) Charter Mark – The Tourism Service had now been awarded Customer Accreditation.

43. CONFERENCE AND BUSINESS TOURISM - UPDATE

Anne Grayson (Rotherham Investment and Development Office, RiDO) reported on some of the benefits the South Yorkshire Destination Partnership would bring to local venues, including targeted marketing and public relations campaigns. The Partnership will be attending a number of exhibitions and events, both in the United Kingdom and in Europe, to ensure that South Yorkshire is effectively marketed as a location for future conferences, exhibitions, and other major events. One important forthcoming event is the Confex exhibition in London during February, 2007. The Partnership would be utilising over 45 square metres of exhibition space, on two levels, to market the sub-region to international event organisers, and launch the official South Yorkshire Conference Guide. It is also hoped to run a series of familiarisation visits to the region in the Spring of 2007.

A number of new venues had been added to the Rotherham portfolio, and some had already secured business through RiDO's services. Cent @ Magna has held a series of video conferences, linking with a recruitment company in Australia.

44. CULTURAL AND TOURISM AUDIT - UPDATE

The audit of Culture and Tourism had taken place during July, 2006 and the result had recently been announced by the Audit Commission. The Rotherham service had been awarded a two star rating and was stated as being a good service with the potential to improve to a three star rating. The audit had been a very useful exercise and the experience would help in making improvements to the service in the future.

45. ITEMS FROM FORUM MEMBERS - FORTHCOMING EVENTS

The Tourism Forum noted that there were a number of significant events scheduled to take place during the next year, all of which would have a positive impact upon the leisure and tourism industry in Rotherham and South Yorkshire:-

(a) Bollywood Film Industry Awards (7th to 9th June, 2007) – the annual awards ceremony of the Asian film industry was a similar event to the film industry's 'Oscar' awards ceremony in America; the ceremony itself would take place at the Sheffield Arena, with the after-show party being held at the MAGNA centre;

(b) United Kingdom Microsoft Challenge – these team building events would have their closing ceremony at the MAGNA centre;

(c) United Kingdom Corporate Games (last week of June 2007) – an event incorporating many of the mainstream, Olympic sports; the indoor sports events would take place at the MAGNA centre, with some outdoor events (eg: canoeing) happening at the Rother Valley Country Park. This event would mean the booking of more than 6,000 hotel bedrooms in Rotherham and South Yorkshire.

46. CLIFTON PARK - AWARD OF HERITAGE LOTTERY GRANT

Elaine Humphries (Friends of Clifton Park) reported that a Heritage Lottery grant application had been successful in respect of the development and improvement of Clifton Park. The annual bonfire and fireworks display would take place on Sunday evening, 5th November, 2006, with a smaller fireworks display, specifically for children, taking place earlier in the evening.

47. ARRANGEMENTS FOR FUTURE MEETINGS

It was agreed:- (a) that the next meeting of the Tourism Forum take place on a Tuesday, 24th April, 2007 at 4.30 p.m. at Aston Hall Hotel.

(b) that consideration be given to arranging the meetings of the Tourism Forum at intervals of three months.

TRANSPORT LIAISON GROUP
Friday, 6th October, 2006

Present:- Councillor Smith (in the Chair); Councillors McNeely, Jackson, Clarke, Whysall, Billington and Goulty.

together with:-

Pam Horner	South Yorkshire Passenger Transport Executive
John Ansari	South Yorkshire Passenger Transport Executive
Dave Stevenson	Stagecoach East Midlands
P. R. Sylvester	Stagecoach in Yorkshire
Richard Simons	First
Stephen Hewitson	Rotherham Community Transport

7. INTRODUCTIONS/WELCOME

Councillor G. Smith, Cabinet Member for Economic Regeneration and Development Services welcomed those present to the meeting and introductions were made.

Reference was made to the small number of elected members present and it was agreed that All Members be asked for their views on the frequency of these meetings and their usefulness.

8. APOLOGIES

Apologies were received from:-

Councillor J. Austen	Ward 6 (Holderness)
Councillor D. Davies	Ward 4 (Dinnington)
Councillor D. Hall	Ward 18 (Wales)
Councillor F. Hodgkiss	Ward 7 (Hoover)
Councillor G. Whelbourn	Ward 10 (Rawmarsh)
Clare Wilson	Robin Hood Doncaster Airport
Stuart Rands	Northern Rail
Richard Thomasson	Sheffield City Airport

9. MINUTES OF THE PREVIOUS MEETING HELD ON 26TH JUNE, 2006

Consideration was given to the minutes of the previous meeting held on 26th June, 2006.

It was agreed:- That the minutes of the previous meeting be accepted as a correct record with the addition of Councillor Goulty to the list of those present.

10. OPERATORS' UPDATES

(i) **South Yorkshire Passenger Transport Executive**

“Travel South Yorkshire” branding – Mr. John Ansari

Mr. Ansari gave a PowerPoint presentation in respect of the branding and marketing of the public transport network across South Yorkshire.

It was explained that the branding aimed to give a clear image of stability and to increase the confidence of the public in using public transport. Research had shown that the public did not understand the network and how it linked together and this was proving to be a barrier to increased use. The initiative aimed to provide one overall picture of how to get from place to place.

The initiative was also to encourage people who currently did not use public transport to consider it as a travel option.

Research carried out over the last few years identified barriers as to why people did not use public transport. Half of those contacted did not know about the transport options and half of those in South Yorkshire had a frequent bus service that they could use instead of their car.

In addition Government research across the country, including South Yorkshire, looked at whether marketing a network could have an effect on whether people used public transport or not. The evidence showed that where people were told about services then there was an increase in use, even without improvements.

Reference was made to the Quality Bus Corridors, improved vehicles, better frequency etc which had already resulted in an increase of approximately 15%.

Reference was also made to Nottingham and Cambridge which had branded their networks.

The conclusion of the research was that if services were marketed and branded, together with information being made available, then patronage would increase in areas where it was presently declining. Also targeted marketing could attract former car drivers.

It was pointed out, however, that branding was a controversial issue and was risky. Reference was made to the individual operators in South Yorkshire each of which had a logo which was recognised by the public and by non-public transport users. However, a majority supported the idea of a single brand, as it would help to provide a link between the operators, help change perceptions and reduce

confusion. On this basis a brand for all the public transport operators in South Yorkshire was devised – “T Travel South Yorkshire” i.e. a network for South Yorkshire which represented a partnership. It was hoped that the brand would simplify public transport in the eyes of the public; present the image of one network; encourage people to use services.

The colour blue had been chosen because existing bus stops and shelters were this colour (thus reducing cost). The cost of the initiative would be met by the SYPTE and rolled out firstly with new or improved products e.g. real-time bus information, website, new interchanges in Doncaster and Barnsley. Other items e.g. information products would be changed as part of the usual routine update as this was a more sustainable approach. It was pointed out that the website was neutral and was for all service providers and included information on cycling and walking on behalf of Travelwise. New bus stops would appear as the real-time information was rolled out. Operators’ vehicles would keep their liveries with the addition of a sticker indicating they were partners.

Questions:-

- Would fares increase?

The changes had been rolled out as part of the normal updating of services and routine refreshment etc. The cost had been kept low and borne by the PTE.

- Where and how would complaints be addressed?

Complaints would be dealt with through the Travel Line Service and passed to the operator. The PTE would then feedback to the customer.

Mrs. Horner added that if Elected Members had complaints through their surgeries, or the Area Assemblies, then they should contact her department.

- Were any improvements planned for Rotherham Interchange?

These would be done as the interchange was refurbished. The first changes would be at the Travel Information Centre. The changes would be as part of the normal maintenance process. The public may not be fully aware of the changes for at least six months.

Other PTE Issues – Pam Horner

Mrs. Horner reported on the following:-

- Text Messaging Service:- this had been rolled out and was useful

when multiple stops were involved.

- Area Forums:- Rotherham's re-organisation was noted. The PTE was working with Councillor Paddy Burke and had been invited to be part of a Task and Finish Group of the Wentworth South Area Assembly.

If other Members of the Area Assemblies were setting up similar co-ordinating groups then they should contact Mrs. Horner as there were resource implications and equity of access to her service.

- Legislation:- Reference was made to the Minister's recent announcement about giving some powers to Local Authorities and PTA/Es to introduce some form of regulation into bus services. A further announcement was expected in the Queen's speech. The Council's transport representatives would be kept informed.

- Services:- As of October 2006 the operators had not made the PTE aware of any significant changes to the tendered services.

(ii) Stagecoach Yorkshire

It was reported that the new MD was Paul Lynch.

There had been no changes to services.

(iii) First South Yorkshire

There would be a number of changes at the end of October (a detailed list was provided).

Particular reference was made to changes to services covering the Brinsworth/Treeton – Tinsley/Sheffield which had not been well received. As a result the Service 130 had been reintroduced to run once per hour. Other local services would be revised to provide better links particularly around Catcliffe.

Service 69: Rotherham –Templeborough –Sheffield had been improved. However, Service 68 would be discontinued.

Other changes referred to included:-

- Wickersley, Flanderwell and Bramley due to delays through Maltby
- Evening Services in Kimberworth
- Temporary changes to Service 78:-
Doncaster/Rotherham/Meadowhall/Sheffield due to delays
- Anticipated delays due to commencement of roadworks at Whiston Crossroad in the period leading up to Christmas

Members raised the following issues:-

- Removal of Service 68 – it was explained that this now catered for commuters not shoppers
- Service 10 Flanderwell – it was explained that this had been changed as there had been some duplication on the route.

(iv) **Stagecoach East Midlands** – David Stevenson

It was reported that the only route through to Rotherham was Service 19 and no changes were planned to this service. It was pointed out however that due to roadworks on the A57 delays were being encountered in the Lindrick area.

Members were asked to note organisational and management changes. The Chesterfield Depot was now within the Stagecoach South Yorkshire area under Paul Lynch.

Stagecoach East Midlands was now managed by Garry Owen covering Mansfield and Lincolnshire etc.

Questions from Members:-

- what was the up take of Travel Master Plans associated with the granting of planning permission for new developments?

There had been considerable take up in the Dearne. Staff of the Travel Advice Service did go out to employees and companies to discuss their requirements under the planning process and to encourage them to purchase cut price tickets.

However, reference was made to the intrusion of buses in new housing developments.

- What was Rotherham's accident rate?

It was explained that the Performance Indicator for Killed or Seriously Injured was measured across South Yorkshire and was dropping. It was pointed out that although the number of injuries was decreasing the cost of claims was increasing.

(v) **Rotherham Community Transport** – Stephen Hewitson

No significant changes were reported. Efforts continued to review capacity to provide Bus Club and Dial a Ride without funding support. Discussions were taking place to set up a Steering Group to look to secure Shopmobility for Rotherham. The changes to funding for rural service had taken effect and had reduced the capacity of those services.

(vi) Sheffield City Airport

It was noted that there was no representative present. Concern was expressed that the Member Group which looked at issues relating to the Airport had not met for over 11 months. It was pointed out that a condition of the planning permission was that meetings should take place on a regular basis i.e. 3 or 4 times a year.

Local residents had some concerns about flight paths and the frequency of helicopter flights which local Ward Members were unable to raise.

It was agreed: That a letter be sent to the Manager of the Airport reminding him of the planning requirement for regular meetings with the local Ward Members.

11. RMBC TRANSPORTATION UNIT - VARIOUS ISSUES

The Senior Transportation Officer reported on the following:-

(i) South Yorkshire Local Transport Plan Delivery Report 2001-2006

The Department of Transport required the South Yorkshire local authorities to publish a delivery report. This had been submitted by the due date.

Reference was made to a number of core progress indicators set by the DfT:-

- KSI (Killed or seriously injured):- South Yorkshire wide (re: children) this target had been met.
- Light rail passenger journeys: target achieved
- Rural access: target achieved
- Principal road condition: target achieved
- Non-classified local network: the evidence was unclear because of change to the method of measuring. However, overall this looked satisfactory

Indicators not achieved included:-

- Bus passenger journeys: however, an initiative was in place to improve this
- Cycle trips: not achieved, but improving
- All ages (KSI); not achieved, but improving and in Rotherham this was better than elsewhere in South Yorkshire

The Delivery Report and the progress made towards the targets would now be assessed by the DfT and the result (weak, good or excellent) would influence the allocation of the future transport block funding. The

assessment report was still awaited.

(ii) Major Highway Schemes

It was reported that Government had announced plans to fund 31 new schemes in Yorkshire and Humberside to 2015.

A631 West Bawtry Road: tenders had been returned and full approval was being sought from the DfT, with an anticipated start in January 2007. This scheme was fully funded by the DfT. It was pointed out that there would be major delays at Whiston Crossroad to the roundabout.

A57 improvement scheme: this had been given programme entry i.e. the DfT had indicated that it intended to fund the scheme. It was anticipated construction would start within the next 3 years. The scheme had planning permission but CPO's were needed to acquire land.

Waverley Link Road: approved for programme entry. 100% funded with anticipated start for construction in 2009/10. Detailed design would commence shortly. Concern was expressed at the rat running to the A57 junction and the time scale. It was noted that Junction 33 would experience problems for many years to come.

Supertram: was not included. Government wanted alternative, better value for money solutions to be examined.

Reference was also made to works along the B6463 at Todwick/Laughton to provide a new bridge over the railway line and a trail towards Dinnington. This was being funded by Yorkshire Forward and the Council was investing in some improvement works.

(iii) School Travel Plan Award and School Travel Plan Cycle Training Contract

This was an initiative with Cycle England to promote 3 levels of training for all school children. It was intended to appoint a Professional Cycle Trainer. The feedback so far from schools which had produced a Travel Plan was that many children did not feel safe or did not think they had the ability. In order to encourage schools an annual award ceremony was proposed based on which schools had promoted the use of sustainable transport between home and school e.g. walking, cycling, bus, car sharing. The main aim being to reduce the number of single care journeys to school.

"Making Tracks" publicity event had been held at Magna. 70 schools had started initiatives and had put cycle racks in or developed a walking bus.

Mrs. Horner referred to secondary schools taking part in Safe Public Transport Schemes. It was intended to grow this out to the primary schools as well, and to date a significant improvement in behaviour had

been noted.

12. ANY OTHER BUSINESS

There were no other items of business.

The Chairman thanked everyone for their attendance and closed the meeting.

TOWN CENTRE MANAGEMENT GROUP
Monday, 9th October, 2006

Present:-

Bernadette Rushton
 Councillor G. Smith

Assistant Town Centre Manager
 Cabinet Member, Economic
 Regeneration and Development Services
 Transportation Unit Manager
 Planner
 LED Partnership Manager

Ken Wheat
 Noel Bell
 Jeff Wharfe

21. APOLOGIES FOR ABSENCE

Tim O'Connell	Development Negotiator
Peter Thornborrow	Forward Planning
P.C. A. Poppleton	South Yorkshire Police
Charles Hammersley	Development Team, RiDO
Julie Roberts	Town Centre Manager
Michelle Musgrave	Head of Neighbourhood Development
Patrick Middleton	Development Surveyor

22. MINUTES OF THE PREVIOUS MEETING HELD ON 4TH SEPTEMBER, 2006

Consideration was given to the minutes of the previous meeting held on 4th September, 2006.

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

23. MATTERS ARISING FROM THE PREVIOUS MINUTES

It was noted that the item relating to Public Information Pillars needed to be rolled forward to the November meeting.

24. TRANSPORT STRATEGY - UPDATE

The Transportation Unit Manager spoke to a report, which was tabled at the meeting, regarding the Rotherham Town Centre Integrated Transport Strategy which would cover the next 15 to 20 years.

It was explained that the strategy dealt with a range of issues and was nearing completion. The aim of the Strategy was to identify the requirement for improvements to the transport infrastructure, systems and services for the Town Centre to help facilitate delivery of the Town Team's regeneration and development aspirations; provide improved access; address social inclusion; develop the strategic road and public transport networks for the benefit of people and goods.

In transport terms this vision was very difficult to achieve fully. The strategy needed to be deliverable, vigorous and robust otherwise the DfT would not support it, and funding, and the necessary powers, would be difficult to obtain.

To date some modelling work had been done on options. It was recognised that the town had an issue re: car parking – sites, size, type, and tariff.

It was pointed out that the vision hinged on Centenary Way and a decision on the preferred option(s) would be needed soon. However, the closure option had been dismissed as not achievable (with 30,000 vehicles per day – proposals to make it less of a barrier would be explored).

One of the other main goals was to have high quality public transport networks. There was currently some work underway at the rail station to upgrade it but there were constraints due to its location and the length of the platforms.

Discussions were needed, and options, for replacement to the Supertram – which was likely to be bus based. It was pointed out that a rapid bus system would need priority, segregation etc. Reference was made to the Council's stated hierarchy which put pedestrians first.

In terms of car parking it was reported that the closure of existing public car parks meant the creation of new parking sites if vitality was to be maintained. However land in the town centre was no longer available which meant parking sites would be on the outer edge. Possible sites for one or more car parks had been identified. However there was the issue of the capital and revenue funding. Another alternative would be to ask the private sector to make provision.

It was pointed out that the Strategy would be used as part of the supporting documentation for the Local Development Framework. In this respect the strategy had to be "fit for purpose". Reference was also made to other considerations including RPG, PPG 13 (promoting sustainable development); CO² emissions.

The Assistant Town Centre Manager added that there was a need for the Transport and Retail Strategies to dovetail. It was pointed out that the businesses and the Chamber had views about car parking.

The preparation of the strategy was part of the Council's "Year Ahead" statement and was currently on track within the timescale. It was hoped to report to the Cabinet Member before the end of November and then to progress to Cabinet and Council.

25. BIG SCREEN AND EVENTS UPDATE

The Assistant Town Centre Manager reported on the following:-

(i) the Big Screen

A review of events shown during the summer had now been done which indicated the following:-

World Cup:- 22 matches shown. For the 5 England games footfall was up 57% on some days. Non-England matches were not as popular possibly due to the weather.

Management and Planning:- had been commended and there had been no community safety issues.

Wimbledon:- was not successful, possibly due to clashes with the football and the length of the games. Also shops were closed on Sundays.

Ti Amero from Hull)	
Relays from the Royal Opera House)	all reported as excellent
Last Night of the Proms.)	

Ballet (and local dance schools):- had attracted the same numbers as the large cities in the region.

Big Dance event:- national TV event which raised Rotherham's profile.

It was reported that a report would be considered by the Regeneration and Asset Board which would review the project re: options, cost, value for money etc.

It was proposed to review the partnership with the BBC in December. It was also proposed to ask the public and business what uses the screen could be put to, and which events made a difference.

Reference was made to the potential use by Communities.

RERF funding had been approved for a wrap for the back of the screen and for landscaping.

(ii) Events and Christmas

Switch on Night – 16th November

Farmers' Market – 7th December, with plans for the 1st Thursday in each month linked to the "Deliciously South Yorkshire" brand.

Accessible Shopping Day – pilot on 30th November, with Rotherham Community Transport/Shopmobility etc. Attempts were being made to obtain shopper incentives and for buses to get closer into the town.

Rotherham Renaissance Day – was held in the Spiegel tent.

Rotherham by the Sea – this had been an on-going success

26. TOWN CENTRE ACTION PLAN UPDATE (COPY ATTACHED)

27. MAKING OF LOCAL VIDEO FOOTAGE.

Jeff Wharfe asked if there was any funding for making local video footage.

Bernadette reported that there were local film makers and the college had courses. The Town Centre Management had a small budget which was used for promotion of the town. Reference was made to the BBC Screen Manager who had the required skills for filming and editing.

28. DATE, TIME AND VENUE FOR THE NEXT MEETING.

Resolved:- That the next meeting of the Group be held at the Town Hall, Moorgate Street, Rotherham on Monday, 6th November, 2006 at 3.30 p.m.

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 13TH OCTOBER, 2006**

Present:- Councillor R. S. Russell (in the Chair); Councillors Barron, Burke, Hall, Jackson, Sharman, Swift and Whysall and Mrs. S. D. Brook (NASUWT), Mrs. J. Adams (NUT), Mr. J. W. Clay (ATL), Mr. K. Moore (AMICUS) and Mrs. H. C. Smith (UNISON)

Apologies for absence were received from Councillors Havenhand, Smith and Whelbourn.

7. WELCOME TO NEW MEMBER

Members welcomed Mrs. Jill Adams (National Union of Teachers) to her first meeting of the Health, Welfare and Safety Panel.

8. MINUTES OF THE PREVIOUS MEETING HELD ON 14TH JULY, 2006

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 14th July, 2006, be approved as a correct record for signature by the Chairman.

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

The Principal Health and Safety Officer submitted a chart summarising reported accidents to all employees, occurring from the fourth quarter in 2003 to the third quarter in 2006.

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

(2) That the Principal Health and Safety Officer submit a report to the next meeting of this Panel, providing more detailed accident statistics for a sample Programme Area and including exception reporting of accidents and incidents.

10. HEALTH AND SAFETY BULLETIN

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

Resolved:- That the Principal Health and Safety Officer distribute copies of the bulletin throughout the Authority and also publish the bulletin on the Council's Intranet web site.

11. REPORTS ON VISITS OF INSPECTION HELD ON 15TH SEPTEMBER, 2006

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 15th September, 2006.

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

Particular reference was made to:-

(a) Brinsworth Whitehill Junior School

Panel Members praised the high standards at this School, where the Health and Safety Action Plan had been available for inspection.

(b) Maltby Craggs Junior and Infant Schools

The Panel noted that one of the office rooms was not being used for its originally intended purpose; this issue should be checked with all of the PFI schools.

(c) Greasbrough Road Depot

The Panel expressed concern at the general untidiness of the Yard. The storage area for gas bottles also needed to be tidied, to ensure that empty bottles were stored separately from full ones.

(d) Thrybergh Comprehensive School

The Panel expressed concern about the shared access to the school, in terms of the speed of motor vehicles and the safety of pedestrians using the access to the school.

(e) Visits to Schools improved as part of the Private Finance Initiative

The Panel confirmed that visits of inspection should be made to these schools, six months' after completion of the construction and/or improvement works.

(f) Arrangements for Visits of Inspection

The following arrangements were agreed:-

- on return to the coach, after visiting a building or premises, the Panel Members should agree the contents of the notes taken of issues reported at that building/premises;

- for future inspections, Panel Members should be provided with the notes taken at the previous visit of inspection to premises (wherever available).

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	CABINET FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	30TH OCTOBER, 2006
3.	Title:	PETITION RE: PLANNING APPLICATION – LAND AT DROPPINGWELL ROAD, KIMBERWORTH
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

To report receipt of a petition, submitted by one of the Ward 8 (Keppel) Councillors on behalf of local residents, in respect of Planning Application RB2006.1477 – Land at Droppinwell Road, Kimberworth.

6. Recommendation

(1) That the petition be received and referred to the Head of Planning and Transportation for inclusion in the information for consideration by the Planning Board.

7. Proposals and Details

A petition has been received from residents of neighbouring roads to the proposed development at Droppingwell Road, Kimberworth, Rotherham.

Details of the petition, and the planning application, are attached.

8. Finance

Costs associated with the planning application.

9. Risks and Uncertainties

Failure to comply with Planning Regulations.

10. Policy and Performance Agenda Implications

Unitary Development Plan and emerging Local Development Framework.

11. Background Papers and Consultation

A copy of the list of signatories to the petition will be available at the meeting.

Contact Name : Lewis South, Democratic Services Manager
Ext 2050

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**ROTHERHAM BOROUGH COUNCIL
REPORT TO CABINET MEMBER FOR ECONOMIC,
DEVELOPMENT AND REGENERATION**

1.	Meeting:	Delegated Powers
2.	Date:	30 October 2006
3.	Title:	Complaints
4.	Programme Area:	Economic and Development Services

5. Summary

To report on complaints received between 1 July and 30 September 2006.

6. Recommendations

That the report be considered.

7. Proposals and Details

Statistics on the complaints received in the period July 2006 to September 2006 are on the attached document Appendix A.

The following conclusions have been drawn from the complaints in the second quarter.

- (i) Staff have been encouraged to deal with stage 1 complaints within the timescale of 10 working days and it is encouraging to report that all services that received complaints in the second quarter dealt with them in the timescale.
- (ii) Questionnaires were sent to complainants covering the period February – April 2006. Some of the key areas of response were:-

		<u>Agree</u>	<u>Disagree</u>	<u>No View</u>
(a)	Found it easy to contact the right service	71%	14%	15%
(b)	Comments were taken in to account when complaint investigated	58%	29%	13%
		<u>Satisfied</u>	<u>Dissatisfied</u>	
(c)	Satisfaction with the way complaint was investigated	71%	29%	

There were specific comments about services, relevant points will be passed to the appropriate Heads of Service.

- (iii) A number of complainants who have gone to Stage 2 have stated that matters were made worse because staff did not return calls. I propose that customer care courses are considered particularly for staff who deal with external customers.
- (iv) Customer care training is to be introduced.

8. Finance

The main financial issue regarding complaints is in respect of staff time involved in dealing with them. If complaints can be minimised it will release staff to deal with other work.

9. Risks and Uncertainties

The programme area has a procedure for dealing with complaints and staff should record all qualifying complaints at a central point. In any large organisation there is always a risk that the system is by-passed.

10. Policy and Performance Agenda Implications

Not applicable.

11. Background Papers and Consultation

The complaints are kept centrally in the Administration Section.

Contact Name : Graham Clark, Customer Liaison Manager, extension 2157,
graham.clark@rotherham.gov.uk

ECONOMIC AND DEVELOPMENT SERVICES

COMPLAINTS STATISTICS APRIL 2006 – JUNE 2006

<u>Number of complaints at Stage 1</u>	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	3	3	3	6				
Business Unit	-	-	1	1				
Planning and Transportation	8	8	3	11				
RiDO	2	2	0	2				
Streetpride	4	4	5	9				
Total	17	17	12	29				
<u>Stage 1 complaints by category</u>								
Actions of staff	11	11	6	17				
Quality of service	-	-	4	4				
Lack of service	5	5	1	6				
Delay in service	-	-	1	1				
Cost of service	-	-	-	-				
Lack of information/communications	1	1	-	1				
Other								
Total	17	17	12	29				
<u>Stage 1 complaints dealt within timescale</u>								
Asset Management	100	100	100	100				
Business Unit	-	-	100	100				
Planning and Transportation	25	25	100	45.5				
RiDO	100	100	-	100				
Streetpride	100	100	100	100				

Stage 1 - Summary of complaints

In the period July to September 2006 complaints were in the following areas:

Asset Management - 3 complaints

Facilities Services

All Saint's toilets x 2 cleanliness dissatisfaction with staff

Strategic Property

Purchase of Land & staff attitude

Planning and Transportation – 3 complaints

Building Control

Dissatisfaction with service
Loft conversion

Development Control

Planning application

Streetpride – 5 complaints

Community Delivery

Maintenance of trees

Highway Network

Drummond Street Car Park x 2
Street Lighting
Parking ticket
A3-GC

13.10.06

Complaints at stage 1 were from the following wards

<u>Ward</u>	<u>Number of Complaints</u>
1 Anston and Woodsetts	1
4 Dinnington	1
6 Holderness	1
11 Rother Valley	2
12 Rotherham East	2
13 Rotherham West	1
16 Swinton	1
21 Wingfield	2
19 Wath	1

Number of complaints at Stage 2

	Total		Quarter 1		Quarter 2		Quarter 3		Quarter 4	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	1	1	1	1	1	2				
Business Unit	-	-	1	1	1	1				
Planning and Transportation	2	2	1	1	1	3				
RiDO	-	-	-	-	-	-				
Streetpride	-	-	1	1	1	1				
Total	3	3	4	3	4	7				

Stage 2 complaints by category

Actions of staff	1	1	3	4
Quality of service	-	-	-	-
Lack of service	1	1	1	2
Delay in service	-	-	-	-
Cost of service	-	-	-	-
Lack of information/communications	1	1	-	1
Other	-	-	-	-
Total	3	3	4	7

APPENDIX A

Stage 2 complaints completed and dealt with in timescale

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	100	100	100	100				
Business Unit	-	-	100	100				
Planning and Transportation	100	100	100	100				
RiDO	-	-	-	-				
Streetpride	-	-	100	100				

Stage 2 complaints upheld

<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
0	0	33	17

Number of complaints at Stage 3

	<u>Quarter 1</u>	<u>Quarter 2</u>	<u>Quarter 3</u>	<u>Quarter 4</u>
	<u>Number</u>	<u>Number</u>	<u>Number</u>	<u>Number</u>
	<u>Cum</u>	<u>Cum</u>	<u>Cum</u>	<u>Cum</u>
Asset Management	-	-	-	-
Business Unit	-	-	-	-
Planning and Transportation	-	-	-	-
RiDO	-	-	-	-
Streetpride	-	1	-	-
Total	1	1	1	1

Stage 3 complaints by category

Actions of staff	-	-	-	-
Quality of service	-	1	-	1
Lack of service	-	-	-	-
Delay in service	-	-	-	-
Cost of service	-	-	-	-
Lack of information/communications	-	-	-	-
Other	-	-	-	-
Total	1	1	1	1

APPENDIX A

Stage 3 complaints dealt with in timescale

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	-	-	-	-	-	-	-	-
Business Unit	-	-	-	-	-	-	-	-
Planning and Transportation	-	-	-	-	-	-	-	-
RiDO	-	-	-	-	-	-	-	-
Streetpride	-	-	100	100	-	-	-	-

Stage 3 complaints upheld

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
	-	-	0	0	-	-

Number of complaints that went to the Ombudsman

	<u>Quarter 1</u>	<u>Quarter 2</u>	<u>Quarter 3</u>	<u>Quarter 4</u>
	<u>Number</u>	<u>Number</u>	<u>Number</u>	<u>Number</u>
	<u>Cum</u>	<u>Cum</u>	<u>Cum</u>	<u>Cum</u>
Asset Management	-	-	-	-
Business Unit	-	-	-	-
Planning and Transportation	-	3	-	-
RiDO	-	-	-	-
Streetpride	1	-	-	1
Total	1	3	3	4

Ombudsman complaints by category

Actions of staff	1	1	1	2
Quality of service	-	-	1	1
Lack of service	-	-	-	-
Delay in service	-	-	-	-
Cost of service	-	-	-	-
Lack of information/communications	-	-	1	1
Other	-	-	-	-
Total	1	1	3	4

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	30th October 2006
3.	Title:	Meadowbank Road Gateway Improvement Works Ward 13 Rotherham West
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the details proposed for 'Gateway' Improvements on Meadowbank Road, (between South Street and Oakdale Road) and so seek approval to proceed with the works subject to HMRP funding being made available.

6. Recommendations

It be resolved that:

The works on Meadowbank Road (between South Street and Oakdale Road) forming part of the 'Gateway' Improvement Plan for 2006/7 be implemented subject to HMRP funding being made available.

7. Proposals and Details

Cabinet Member may recall minute number 165 of the Regeneration and Asset Board on 17th May 2006 reviewing the Gateway Improvement Plan for 2005/6 and approving the proposals for 2006/7 plan. One of the principal components of the 2006/7 plan is the Meadowbank Road (Phase 1) project. This scheme is part of that project and affects the footway on the northern side of Meadowbank Road between South Street and Oakdale Road.

The works consist primarily of new tarmac surfacing and 'Tegular' block paved edge to the public footway, repairs, reseeding and a similar block paved edge to the adjacent verge, together with block paving feature works in the verge and at road junctions. The scheme will also include some high quality street furniture in the form of stainless steel bollards. The works will be delivered through the existing Construction Partnership contract with Ringway.

The Gateway project team within RIDO have ensured the local community have been consulted on the design process and indeed the consultation continues in other sections of Meadowbank Road. It is anticipated that some other sections of the street will receive similar improvement works this financial year.

Local Members have been closely involved with the project through the Housing Market Renewal Pathfinder steering group (the anticipated funding source).

8. Finance

These works will be funded from the Housing Market Renewal 'Pathfinder' funding stream subject to approval by the Transform South Yorkshire Board and their advisors. It is anticipated that total scheme costs will amount to around £160,000, with works commencing mid to late November 2006.

9. Risks and Uncertainties

None over and above those normally associated with small scale construction works.

10. Policy and Performance Agenda Implications

The scheme will contribute to the 'Rotherham Proud' agenda by enhancing the main 'gateway' routes into the Borough with high quality public realm works. The scheme will also contribute to 'Rotherham Safe' in that the public highway will be free of defects.

11. Background Papers and Consultation

Consultation has taken place as described above in section 7.

Council Minute 165 of the Regeneration and Asset Board (Wednesday 17th May) – Review of the Gateway Improvement Plan 2005/6 and the Annual Plan for 2006/7.

Gateway Improvement Plan 2005/6 Review and 2006/7 Annual Plan

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	30 October 2006
3.	Title:	Rotherham to Dearne South QBC (Rawmarsh Circle) – Proposed highway works. Ward 10 and 14
4.	Programme Area:	Economic and Development Services

5. Summary

To seek approval to design and implement various measures aimed at improving access to and from the bus within the residential areas to the east and west of the A633 Dale Road/Warren Vale Road, Rawmarsh.

6. Recommendations

- i) **The necessary consultation is undertaken regarding the proposals**
- ii) **Detailed design be carried out and, subject to no objections being received, the improvements be implemented**

7. Proposals and Details

The works identified are at bus stops in residential areas, where bus patronage is at its greatest, and are aimed at bringing existing bus stops up to the benchmark standard.

It is proposed to split the majority of the bus stop improvement works into three phases with the remaining bus stops incorporated into two proposed local improvement schemes. Phase 1 would treat the bus stops to the east of the A633 Warren Vale, with the exception of stops on Kilnhurst Road. Phase 2 would involve the stops to the west of the A633 Warren Vale Road, with the exception of the stops within the Manor Farm Estate and on Monkwood Road. Phase 3 would address stops within the Manor Farm Estate. It is proposed that Phase One will be investigated and construction started in the 2006-07 financial year with Phase Two following in the 2007-08 financial year. Phase Three would then follow on once it is established what affect the Rawmarsh Housing Market Renewal project will have on this estate.

The bus stops on Kilnhurst Road and Monkwood Road would be included in separate schemes designed to address road safety and traffic issues. It is proposed that these will be investigated in the 2007-08 financial year. Both of these proposed schemes will be the subject of a separate report to the Cabinet Member.

Stagecoach raised several areas of concern, which affect the operation of their services, at the 17 October 2005 meeting of the Rotherham-Deerne QBC Steering Group. The proposed bus stop improvement works will resolve some of these issues with the remaining resolved as part of the proposed schemes on Kilnhurst Road and Monkwood Road.

8. Finance

Funding for the works identified is from monies made available by the South Yorkshire Passenger Transport Executive.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

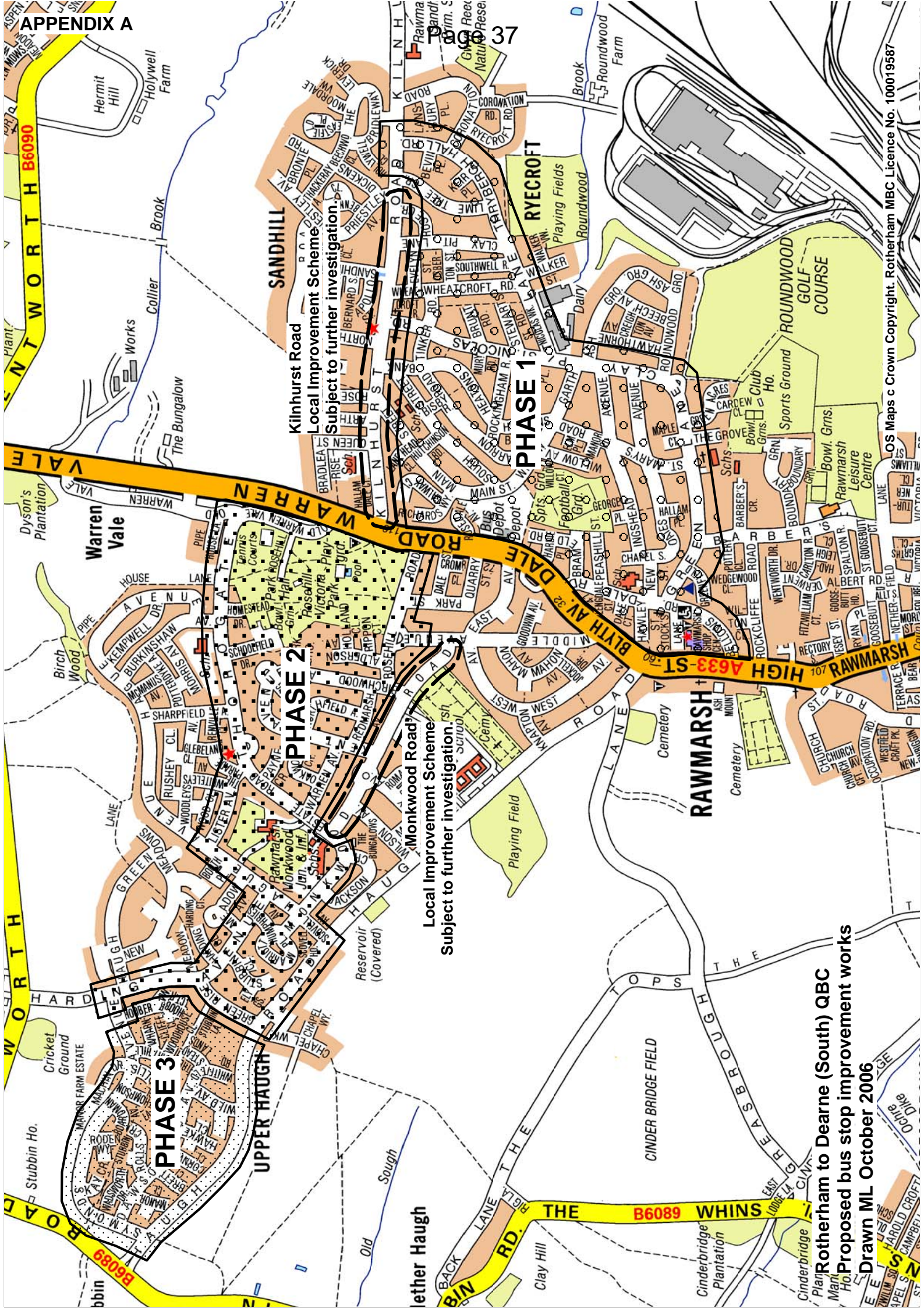
The proposed works are in line with the objectives set out in the South Yorkshire Local Transport Plan.

11. Background Papers and Consultation

The proposed works were tabled before the Rotherham-Deerne QBC Steering Group on 26 September 2006.

A drawing showing the proposed phasing is attached as Appendix A.

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



SANDHILL
Kilnhurst Road
Local Improvement Scheme
Subject to further investigation.

PHASE 1

RYECROFT

PHASE 2

Monkwood Road
Local Improvement Scheme
Subject to further investigation.

PHASE 3

UPPER HAUGH

RAWMARSH

Rotherham to Dearne (South) QBC
Proposed bus stop improvement works
Drawn ML October 2006

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	30th October 2006
3.	Title:	Traffic Management Act 2004 – Consultation on The Traffic Management (Guidance on Intervention Criteria)(England) Order 2006
4.	Programme Area:	Economic and Development Services

5. Summary

To report the agreed response of the Yorkshire Traffic Managers Group (YTMG) in respect of the DfT's consultation on The Traffic Management (Guidance on Intervention Criteria) (England) Order 2006.

6. Recommendations

Cabinet Member resolve that:

- i) The consultation response be noted**
- ii) Implications of Intervention by the Secretary of State be noted**

7. Proposals and Details

The Department for Transport have carried out a consultation on the draft guidance on the Intervention Criteria in accordance with the Traffic Management Act 2004 (TMA).

The TMA requires that a Traffic Manager is appointed by a traffic authority (RMBC is a defined traffic authority) and this post is a statutory one. One roll of the Traffic Manager is to assist in formulating policies to facilitate the requirements of the Act, primarily to reduce congestion (in accordance with the targets set in the Local Transport Plan). The Traffic Manager is required to work closely with other local authorities, the Highways Agency, and other partners such as the Police and bus operators.

In order to best fulfil the requirements of the Act, the Yorkshire Traffic Managers Group (YTMG) has been formed; traffic managers representing the 13 local authorities and the Highways Agency in the geographical area of Yorkshire meet approximately every six weeks to debate issues regarding the Network Management Duty and other responsibilities of traffic managers.

Specifically, the intervention powers of the Secretary of State enable action to be taken in respect of local authorities that may be failing with regard to compliance with the Network Management Duty. The overall duty is aimed at securing the expeditious movement of traffic on the local authority highway network and the highway networks of neighbouring authorities.

It was agreed with representatives from the Department for Transport that the YTMG would be best placed to deliver a co-ordinated response on the draft consultation document on the intervention criteria which would capture a consensus view from the region.

The significance of possible intervention should not be underestimated. Should the Secretary of State consider that an authority is failing in its duties under the Act, he may intervene and impose a Traffic Director on the failing Authority. The Traffic Director would then be responsible for ensuring compliance, outside the direct control of the council although the local authority would be responsible for associated costs. Additionally, should intervention occur and a traffic director be appointed then there is an automatic reduction in the Council's CPA rating by one level, i.e. the failing authority could not become (or retain its status as) an Excellent council.

Appendix A is a resume, prepared by the chair of the YTMG, of the Intervention Criteria and the Guidance. Appendix B gives the YMTG response to the Consultation by the DfT.

8. Finance

In the unlikely event of an intervention and the appointment of a Traffic Director, then the Council would be required to fund associated costs.

9. Risks and Uncertainties

The Council risks intervention if it fails to undertake the Network Management Duty and does not comply with the requirements of the TMA.

10. Policy and Performance Agenda Implications

The requirements of the Act accord with objectives set out in the South Yorkshire Local Transport Plan, for reducing congestion. There could, however, be conflicts with other policies, and effects on other budgets where changes to operations are required, for example, restrictions imposed on refuse collection on congested routes at peak times. The potential for intervention should be recognised and the effect of reduction in CPA score noted.

11. Background Papers and Consultation

The current consultation document will form part of a number of formal consultations by the Department for Transport regarding the implementation of the Traffic Management Act 2004.

Appendix A – Background paper on The Traffic Management (Guidance on Intervention Criteria) (England) Order 2006, prepared by the Chair of the YTMG.

Appendix B – YTMG response on the consultation to the Department for Transport.

Contact Name : *Ian Ashmore, Principal Traffic Officer, Ext. 2825,*
ian.ashmore@rotherham.gov.uk / *Graham Weaver, Highway*
Network Regulation Engineer, Ext 2930,
Graham.Weaver@rotherham.gov.uk

NAME: YORKSHIRE TRAFFIC MANAGERS GROUP (YTMG)

CONTACT DETAILS: **CHAIR of YTMG**
 John Lashmar
 c/o Sheffield City Council
 2-10 Carbrook Hall Road
 Sheffield, S9 2PB
Tel: **0114 2736169**
email: **john.lashmar@sheffield.gov.uk**

Organisations represented – see list of authorities at end of this document

Q1 Is the process that is set out in the guidance clear and understandable?

- No. The guidance is difficult to read and understand with numerous 'cross references' which complicate its comprehension. Sections 45 to 52 contain many elements which are repetitive. A considerable amount of questions are set out in paragraphs 34 to 38 which are referred to with the 4 criteria in paragraphs 45, 47, 50 and 52 but within the criteria paras 46, 48, 51 and 53 a further/different set of questions are raised. This approach is confusing. There needs to be more clarity between the questions relating to the various duties in paras 34 to 38 and the criteria and its application in paras 45 to 52.

Paras 13 and 14 include the unique obligations of local traffic authorities including objectives and policies. Para 16 includes the need for ensuring the expeditious movement of traffic including roads in adjacent authority areas. There will be situations where policies change at boundaries which regional Traffic Manager Groups will need to attempt to manage. Equally there may be conflicts within the same area in terms of policy, objectives and network management, for example local authority roads and the Highways Agency's responsibilities for motorways and trunk roads.

Q2 Is it helpful for the Guidance to show the steps in the process which will be adopted when considering whether to give an intervention notice or make an intervention order?

- Yes. In addition it would be helpful to indicate what might trigger the Department's interest in the local traffic authority initially. Also to indicate what would be the consequences of an authority receiving an intervention notice/order. A process flow chart would help a better understanding of the mechanics of the intervention.

Q3 Do you consider that the Guidance on Intervention Criteria is suitably derived from the Traffic Management Act 2004 and can assist local authorities in improving management of the road network?

- Yes but the extent of compliance required is not clear. The number of factors listed is so wide ranging that this leads to the impression that interpretation of the criteria by the Secretary of State will be based more on a 'subjective' approach rather than an 'objective' one. An example is one of the

fundamental principles in paragraph 14 which states that “individual authorities should determine how they frame the duty within the broader range of their responsibilities”. In most local authorities there are many competing demands not least the challenge of meeting the network management duty against a planning and development framework which is directed towards economic regeneration which increases demands on the road network. Perhaps one possible way forward is a recommendation that authorities set out their network management objectives within the Corporate Plan.

Q4 Do you think that the approach of identifying the types of question in the Guidance on Intervention Criteria that each local authority should be asking themselves under the Act is useful?

- Yes. Again it raises the issue of clarity between questions in paras 34-38 and the criteria paras 45 to 52. Also the number of questions listed in paras. 34-38 is so wide ranging that some structuring of the questions may be helpful.

Q5 Do you think that the criteria are correct? If not please state reasons. Will they ensure local traffic authorities will carry out their network management duties properly?

- Yes and Yes. The criteria set out are “all embracing” but there is duplication between criterion 1 and 3, and between 2 and 4. Some simplification would be helpful, as would a greater link to existing LTP targets and reporting regimes.

It needs to be recognised that other parts of the TMA need to be implemented as quickly as possible to assist the network management duty, for example, longer periods of protection for highway works against interference by utilities. This example raises also the issue of the potentially negative impact of such activity on the massive investment most local authorities are making to improve their roads which if not controlled and protected can become a series of ‘patched’ surfaces within a short period of time.

Q6 Do you think that the Guidance on Intervention Criteria cover all the necessary significant elements of the Network Management Duty Guidance? If not which other elements should be included?

- Yes. However, issues may arise in terms of potential conflicts between different types of road user. For example pedestrians versus car users versus bus users versus road freight. Quite often bus lanes are provided by reallocating road space to public transport and reducing the space for cars. Recent guidance on measuring/monitoring congestion by person delays helps but initially it has to be appreciated that the creation of bus lanes is often linked to public transport policies to encourage use of this mode. Increased patronage takes time to develop. Therefore, in the initial stages the “other traffic” delays can be greater than bus delays. Any intervention criteria needs to recognise these potential conflicts and place them in the context of network management policies of the local traffic authority.

- Q7 The Guidance is aimed directly at a single traffic authority conducting its duties. However, Section 26 of the Act makes provision in relation to functions which are exercised jointly and this is reflected in para 42 of the Guidance. Are there examples of when any functions are currently exercised jointly or might be in the future?**

There are instances of jointly operated functions and initiatives, which tend to depend on geographical circumstances. For example, Hull City Council and the East Riding of Yorkshire operate a joint emergency plan and the four South Yorkshire districts are collaborating on a joint intelligent transport system.

- Q8 Do you have any comments on the Initial Public Sector Regulating Impact Assessment (RIA)?**

The YTMG does have an issue with regard to para 5.1. The indicative costs indicated for the appointment of a Traffic Director are significant. In this context, therefore, we cannot accept that the carrying out of these duties are “cost neutral”. There needs to be a recognition that additional resources have been required and incurred to develop and enhance existing practices as well as develop knowledge of the TMA and disseminate that to other stakeholders, interested parties etc. Furthermore, the nature of the reporting process and the need to gather evidence of compliance will be an additional cost to local traffic authorities.

- Q9 Do you have any other comments on this consultation document?**

The Guidance makes several references of the need for local traffic authorities to demonstrate progress via regular reporting mechanisms. At this stage it is not made clear what is required. Will there be additional advice to assist authorities to report (hopefully in a common format)?

Guidance is required on how we report via LTP’s. This is particularly important in metropolitan areas where joint LTP’s are produced. Also joint LTP’s tend to be quite bulky documents so care needs to be taken on the amount and format of information not to needlessly add to the size of joint LTP’s.

The Guidance does not state who should consider reports on progress etc. Is it DfT? Local Members? Local stakeholders? Local residents? or others? or all?

The Comprehensive Performance Assessment (CPA) for Local Authorities includes the performance indicator Service Ref E19 ‘Intervention by the Secretary of State under TMA powers’. This Intervention Criteria needs to be clear as to what constitutes an ‘intervention’ as defined by CPA. Is it an informal enquiry, the issue of an Intervention Notice or the issue of an Intervention Order?

Para 33 needs clarification that the 'reports' refer to the Local Transport Plan delivery reports.

If an LTA is issued with an Intervention Notice i.e. may be failing and, as a result of further enquiries and information provided by the LTA, it is proven that it is not failing, what process will be put in place for the withdrawal of the notice? This is important in terms of CPA assessments. A process for this needs building into the Guidance.

The justification for the issue of an Intervention Order to an LTA may be disputed by the LTA and will have serious consequences in relation to its CPA. There is no appeals procedure built into the Guidance. Does that mean that appeals will not be considered and that there are no plans to introduce an appeals process?

There is nothing in the guidance to confirm how compliance will be influenced by public concern, complaint or allegations of non-compliance with any aspect of the NMD. How will the Secretary of State respond to public allegations? Will they even be considered for possible intervention? Will they generate requests for further information/informal enquiry or will they generate an Intervention Notice?

The Department need also to be aware of the local ombudsman service where investigations are made into allegations of maladministration. There may be instances where the two procedures could clash.

Members of the Yorkshire Traffic Managers Group (YTMG)

Traffic Managers from:-

Barnsley M.B.C.
City of Bradford M.D.C.
Calderdale Council
Doncaster M.B.C.
East Riding of Yorkshire Council
Hull City Council
Kirklees M.C.
Leeds City Council
North Yorkshire County Council
Rotherham M.B.C.
Sheffield City Council
City of Wakefield M.D.C.
City of York Council
and
The Highways Agency

THE TRAFFIC MANAGEMENT ACT 2004

The Traffic Management (Guidance on Intervention Criteria) (England) Order 2006

This Statutory Instrument provides guidance on how the Secretary of State will take action if a local traffic Authority is, or may be, failing to perform its network management duties under the Traffic Management Act.

The Act imposes a duty to secure the expeditious movement of traffic on its highway network and to facilitate the same on the networks of other authorities.

The Act also requires a local traffic authority to make certain arrangements which are intended to achieve the main duty, including the appointment of a Traffic Manager. Other arrangements require the establishment of processes to:-

- plan the action to be taken to perform the network management duty and to carry out that action
- identify things that are causing
 - road congestion or
 - other disruption to traffic
- identify things that will, in the future, cause
 - road congestion
 - other disruption to traffic
- consider possible actions
 - in response to, or in anticipation of, anything so identified, but not if the effect is considered insignificant
- determine specific policies, or objectives in relation to
 - different roads in the network, or
 - different classes of roads
- monitor for the effectiveness of
 - the organisation
 - the decision making processes
 - the implementation of decisions, and
- assess the performance in managing the network.

The Authority also has a duty to keep under review the effectiveness of all of these arrangements

The intervention procedure adopts an incremental approach and the guidance sets out steps in the process which show how the DfT would reach decision points. Authorities can therefore see the potential for intervention and act, with help, to improve their performance.

It should be noted that the making of an intervention Order is a rule based indicator within the environment block of national performance indicators. Any authority which is the subject of an intervention Order automatically has its CPA score reduced by one level for that year.

The LTP2 Delivery Report is to be used by the authority to demonstrate that it has arrangements in place and to evidence that it is using those arrangements to fulfil the network management duty. Each authority in a joint LTP should present individual evidence. The DfT will assess these reports, alongside any other evidence or reports of which they become aware e.g. complaints about failure to perform the duties of the Act. The first LTP delivery report is not due until July 2008.

There are five main questions which an authority must ask itself and use as a framework in completing their report. The guidance goes into some details in respect of each of the five questions.

1. TO WHAT EXTENT HAS AN AUTHORITY HAD REGARD FOR THE NETWORK MANAGEMENT DUTY GUIDANCE IN PERFORMING ITS NETWORK MANAGEMENT DUTIES?

- (the NMD Guidance is a document issued alongside the Act, which was intended to provide a practicable and good practice approach to performing the duty. The Yorkshire Traffic Managers Group have rationalised the somewhat fragmental layout of the Guidance into a practical operational framework which each authority can use to help it to fulfil the requirements of the Act).

This question is clarified and detail is attached to each of the following list of considerations which must be identified as a minimum

- (a) Considering the needs of all road users;
- (b) Co-ordinating and planning works or known events;
- (c) Gathering or providing information needs;
- (d) Incident management and contingency planning;
- (e) Dealing with traffic growth
- (f) Working with all stakeholders
- (g) Ensuring parity with others and applying the same standards to own activities as to others and providing evidence of same; and
- (h) Providing evidence to demonstrate network management.

2. TO WHAT EXTENT HAS THE LOCAL TRAFFIC AUTHORITY CONSIDERED AND WHERE APPROPRIATE TAKEN ACTION AS ENVISAGED BY SECTION 16 (2) OF THE ACT?

Section 16(2) of the Act states that the authority may take any action which it considers necessary to secure the more efficient use of the network or the reduction of road congestion. Basically, this question relates to evidence to demonstrate that additional actions have been taken, specifically aimed at reducing congestion.

3. TO WHAT EXTENT HAS THE LOCAL TRAFFIC AUTHORITY EXERCISED ANY POWER IN SUPPORT OF THIS ACTION?

Show what powers have been used to help to perform the network management duty e.g. decriminalised parking and/or bus lane enforcement.

4. TO WHAT EXTENT HAVE INDICATORS AND TARGETS TO REDUCE CONGESTION BEEN MET?

Nationally agreed targets are in use in South Yorkshire, but there is nothing to prevent the establishment and monitoring of additional local targets, if so wished

5. TO WHAT EXTENT DO MITIGATING CIRCUMSTANCES ACCOUNT FOR APPARENT FAILURE OF A DUTY?

Justification/reasons for recognised, apparent failure. These could be due to other policies/priorities being given precedence, or action/inaction by others.

In using an incremental approach the DfT will, if they consider that they do not have sufficient information, initially informally ask an authority for clarification of any issue. The intention is to use engagement not interventions. Whilst an informal approach will usually be the main method of contact there is the power to formally request further information. This power will be used where an authority fails to provide sufficient or satisfactory information.

The next stage in the process, where an authority may be failing, means that the Secretary of State will decide whether to issue an Intervention Notice. The guidance repeats details of the evidence that is required via the LTP reporting process. If any of the responses, or lack of them, seem to indicate that the authority may not have complied with any of the procedures required under the Act and therefore may be failing to properly manage their network, then an Intervention Notice may be issued.

It is not deemed sufficient to show that the road network does not have undue congestion and that the expeditious movement of traffic has been secured. The traffic authority also has to show that all of the required actions and procedures have been complied with as well, after all, it could be even better on the network.

In deciding whether to make an Intervention Order, which would be a Statutory Instrument, the Secretary of State will take account of all of the same criteria as previously and any responses made in reply to the Intervention Notice. The likelihood of the authority being able to recover and rectify the failure will also be taken into account, before deciding to issue an Order and appoint a Traffic Director.

The Regulatory Impact Assessment which accompanies the draft SI gives the potential costs of appointing a Traffic Director. The cost varies considerably, from a minimum estimate of £12,000 for a Traffic Director alone to give advice in one area, up to £245,000 for a Traffic Director and supporting staff to come in and carry out any of the functions of the authority, in a strategic role. The figures are, however only estimates and it is stressed that the Department considers that, for authorities that perform their duties properly, there will be no new costs associated with the publication of the criteria.

Throughout the documents and the consultation it has been stressed that intervention is seen as a last resort, but that there is a real potential for it to happen. The preferred situation is for the requirements of the Act to make a real difference and for a spirit of co-operation and compliance to be developed through guidance and the sharing of best practice.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	30th October 2006
3.	Title:	Off-street parking investigation - Estate Road, Rawmarsh. Ward 10.
4.	Programme Area:	Economic Regeneration and Development Services

5. Summary

To report the conclusions of the investigation into possible provision of off-street parking facilities for the residents of Estate Road, Rawmarsh.

6. Recommendations

Cabinet Member is asked to resolve that because there is no funding earmarked via the South Yorkshire LTP2006-2011 for such schemes, parking facilities cannot be provided and that the lead petitioner be informed accordingly.

7. Proposals and Details

The Planning and Transportation Service received a twenty signature petition from the residents of Estate Road, Rawmarsh. They requested measures to alleviate alleged problems associated with parked vehicles on Estate Road. Their suggestion was to provide off-street parking for residents by making alterations to the road geometry.

Site observations have shown that there isn't excessive parking stress on the road. However, "double-parking" occurs in some instances which narrows the available carriageway width and potentially impedes the free and safe movement of traffic. Rawmarsh and Monkwood Junior and Infant schools front onto Estate Road and the traffic associated with the dropping off and collection of children increases the pressure on parking for short periods of the day.

The carriageway at the eastern end of Estate Road is unusual for a residential road. It is 'cut' into the natural gradient and as a result is segregated from both the footway and the frontages of many of the properties on Estate Road. There is no footway at the road level and access from a parked car to footway requires passengers to walk along the road to reach one of the sets of steps between the two. However, there are no reported injury accidents on this section of road within the last five years.

In order to provide 'off-street' parking facilities significant alterations to the carriageway and footway embankment would be required.

There are three options available:

- Excavation of the embankment to widen the carriageway and provide sheltered parking.
- Raise the road level to reduce the gradient of the embankment. This would create the option for residents to utilise their front gardens for off-street parking.
- Change this section of Estate Road to one-way for traffic and use the available space to create sheltered parking and a footway at road level.

The provision of on-street or off-street parking facilities does not contribute to the themes and targets of the second Local Transport Plan. Therefore, funding for any of the outlined options could not be warranted from LTP sources.

8. Finance

None.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

Does not meet with the policy of LTP2

11. Background Papers and Consultation

Local Ward Members were consulted on their views about the issue raised in the petition. Councillor Whelbourn expressed a desire for some investigation to be undertaken as he says this is a long standing concern with residents.

Second Local Transport Plan (LTP2)

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	30 October 2006
3.	Title:	Rotherham Road, Laughton Common – Proposed speed reduction scheme; Ward 4 Dinnington
4.	Programme Area:	Economic, Regeneration and Development Services

5. Summary

To inform members of a proposal to construct a mini-roundabout on Rotherham Road, Laughton Common, into a new housing development, together with the construction of two raised junction tables either side of the mini-roundabout, as part of the Section 278 works.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The necessary consultations be undertaken regarding the proposed alterations;**
- ii) Detailed design be carried out, and subject to no objections being received, the scheme be implemented;**
- iii) The scheme be undertaken as part of the Section 278 Works for the housing development.**

7. Proposals and Details

To reduce the speed of vehicles along Rotherham Road at Laughton Common and improve the safety of those using the access into the housing estate, it is proposed to construct a mini-roundabout at the junction with Rotherham Road and the new housing estate access road, together with two raised junction tables either side, as part of the redevelopment for the local area.

The two raised junction tables will be formed at the junctions of Rotherham Road, with Baker Street and Euston Way, at a height of 75mm with 1 in 15 ramps.

A plan showing the proposal is attached as Appendix A.

8. Finance

The scheme will be funded by the developer of the housing estate as part of the Section 278 Works.

9. Risks and Uncertainties

Objections to the proposed scheme could result in the scheme not being implemented.

10. Policy and Performance Agenda Implications

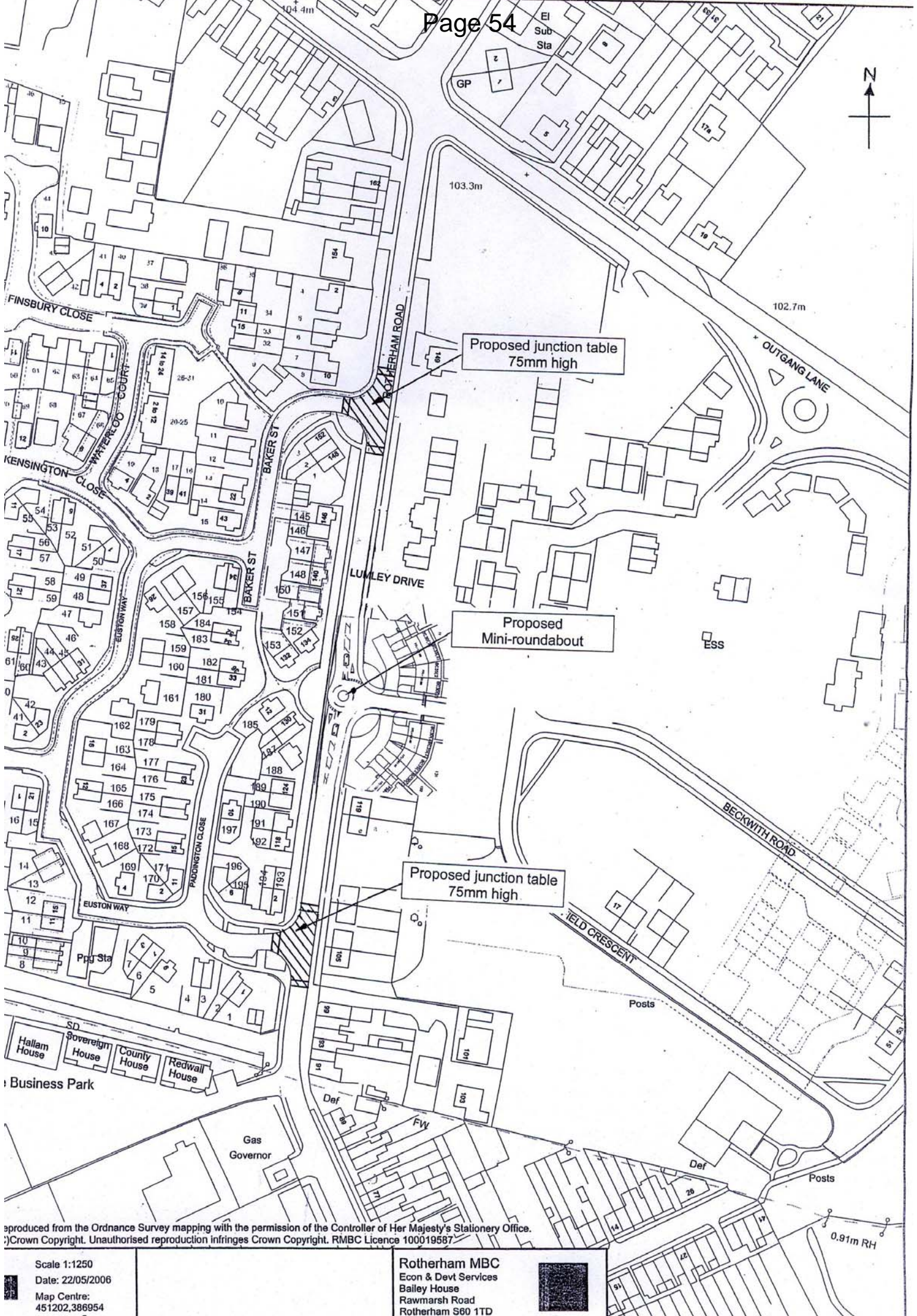
The proposed scheme is in line with the Local Transport Plan objectives for improving road safety.

11. Background Papers and Consultation

As part of the Section 278 Works for the new housing development off Rotherham Road and Outgang Lane, the agreement included provision for traffic calming measures to be installed on Rotherham Road.

Through discussions with the developers a proposal has been made to install a mini-roundabout at the junction of Rotherham Road and the new access road, together with two raised tables either side of this feature.

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Proposed junction table
75mm high

Proposed
Mini-roundabout

Proposed junction table
75mm high

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Map Centre:
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Rotherham MBC
Econ & Devt Services
Bailey House
Rawmarsh Road
Rotherham S60 1TD



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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	30th October 2006
3.	Title:	Revenue, Fee Billing and Trading resources monitoring report for 2006/2007
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the performance against budget for the Economic and Development Services Programme Area Revenue, Fee Billing and Trading resources for the period – **April 2006 to end September 2006.**

6. Recommendations

That Members note the anticipated outturn position for the Economic & Development Services Programme Area Budgets as at end September 2006.

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

7. Proposals and Details

Members are asked to receive and comment upon budget monitoring reports on a monthly basis from June onwards. This report reflects the position on the budget for the period 1st April 2006 to 30th September 2006. The attached **appendices** give a summary of the projected 2006/07 revenue position for the Programme area;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

- Following the September round of budget meetings the Programme Area has identified that it is likely to achieve an underspend of £230,000 against its total net revenue budget of £17,234,000.

Rotherham Investment and Development Office

At this point in the financial year the Service is reporting a £150,000 underspend against its revenue budget. This is a consequence of the funding bid to be received from Transform South Yorkshire from September 2006, which will generate £150,000 worth of savings against the Service's budget in 2006/07. A shortfall on outdoor markets rental income is currently being compensated for by an estimated surplus on Commercial property rental income. This is due to a slow-down in the rate of properties being vacated.

Planning and Transportation

The overall position on this account is currently a projected balanced budget, however there are cost pressures on Land Charges (£129,000) which are currently compensated for by excess fee income from Development Control (£146,000).

Asset Management

At this point in the financial year the Service has a projected underspend of £80,000 against its revenue budget. This is a consequence of an expected £130,000 surplus from Rotherham Construction Partnership's fee income for 2006/07 being used to off-set utility price increases and cleaning charges in office accommodation of £50,000.

Streetpride

There are pressures in respect of the Service's car-parking budget, but these are currently being managed through savings on works budgets and design and contract management. Further to a report presented to Cabinet member on the 17th July 2006 there is a potential significant issue in respect of contractual and litigation costs which may fall payable to Ringway in respect of the Authority's ground maintenance contract. This is estimated at £300,000, but could be greater. Such costs – if and when confirmed- could not be contained within the existing budget. This issue will be the subject of a further report to Cabinet member on the 16th October.

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.

8. Finance

Please refer to the attached appendices for detailed financial analysis.

9. Risks and Uncertainties

The projected outturn position is based on firm indications of rising cost pressures and identifiable savings. These are examined as a matter of urgency but they may have an impact on the accuracy of the currently reported position.

10. Policy and Performance Agenda Implications

The CPA Resources Action Plan sets out the requirement to improve the financial monitoring and reporting to Members and to maintain and improve budget monitoring and control. Programme Area spend is aligned only to Programme area and corporate priorities.

11. Background Papers and Consultation

This is the fifth budget monitoring report for the Programme area for 2006/07 and reflects the position from April 2006 to September 2006. This report has been discussed with the Executive Director, Heads of Service of Economic and Development Services and Corporate Finance.

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