

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

Venue: Bailey House,
Rawmarsh Road,
Rotherham.

Date: Monday, 18 December 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 Local Development Framework Members' Steering Group held on 17th December, 2006. (copy attached) (Pages 1 - 6)
 - to note the minutes and emerging issues.
4. Petition - requesting pedestrian crossing on Littlefield Lane, Dinnington. (report attached) (Pages 7 - 11)
Transportation Unit Manager to report.
 - to report receipt of a letter and petition
5. Petition - requesting alternative traffic calming features on Hooton Road, Kilnhurst. (report attached) (Pages 12 - 15)
Transportation Unit Manager to report.
 - to note receipt of the petition.
 - to agree that the identified sunken gully grate generating increased traffic noise be reconstructed away from the speed cushion.
 - inform the lead petitioner accordingly.
6. Proposed junction alteration - Oldgate Lane junction with Park Lane/Hollings Lane, Thrybergh. (report attached) (Pages 16 - 18)
Transportation Unit Manager to report.
 - to resolve that, subject to no objections to the revised scheme being received, the scheme be implemented.
7. Objections to proposed designated disabled persons parking place. (report attached) (Pages 19 - 24)
Transportation Unit Manager.
 - to consider the objections received.

8. Proposed Traffic Calming - Grange Estate, Broom. (report attached) (Pages 25 - 29)
Transportation Unit Manager to report.
 - to consider that the proposed 20mph speed limit zone is withdrawn and a scheme concentrating traffic calming on Spinneyfield is progressed.
 - to approve the production of a further information leaflet informing residents of the proposed changes to the scheme.
9. Manor Farm Estate Pathfinder Improvements. (report attached) (Pages 30 - 32)
Principal Highway Engineer to report.
 - to consider the implementation of improvement works on Manor Farm Estate forming part of the 'Pathfinder' Investment Programme 2006-08.
10. Re-thinking EDS - Phase 3 Update - October 2006. (report attached) (Pages 33 - 42)
Quality and Change Co-ordinator to report.
 - to note the progress made and endorse the changes to the framework and to the work programmes.
11. Reachout 14 (report attached) (Pages 43 - 57)
Streetpride Principal Network Engineer to report.
 - to note the results of the Reachout Survey and consider appropriate bids for Capital investment in the road and footway assets being submitted.
12. Highways Asset Management - The Carriageway Network. (report attached) (Pages 58 - 65)
Streetpride Principal Network Engineer to report.
 - to agree the general recommendations for action for incorporation within the HAMP and the Improvement Plan.
 - to consider the option to maintain overall carriageway condition being adopted as part of the HAMP,.
 - refer the report to Regeneration Scrutiny Panel for information.
13. Parking Charges - Saturday. (report attached) (Pages 66 - 71)
Parking Services Manager to report.
 - to consider the re-introduction of parking charges on Saturdays, at the same level as those which apply between Monday and Friday, with effect from 6 January 2007.

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 17th November, 2006

Present:- Councillor Smith (in the Chair); Councillors Ellis, Hall, Pickering, St. John, Wardle and Whelbourn.

together with:-

Karl Battersby	Head of Planning and Transportation
Andy Duncan	Strategic Policy Team Leader
Ken MacDonald	Solicitor, Legal Services
Ryan Shepherd	Senior Planner
Gordon Smith	Specialist Support Manager, HMR Team
Phil Turnidge	Local Development Framework Manager
Jeff Wharfe	Local Economic Development Partnership
Manager	

178. INTRODUCTIONS/APOLOGIES

Councillor Smith welcomed everyone to the meeting and introductions were made.

Apologies were received from :-

Chris Brown	Regeneration Programme Manager
Adrian Gabriel	Waste Strategy Manager
Joanne Wehrle	Partnership Officer

179. MINUTES OF THE PREVIOUS MEETING HELD ON 22ND SEPTEMBER, 2006

Consideration was given to the minutes of the previous meeting held on 22nd September, 2006.

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

180. MATTERS ARISING

(a) Core Strategy Review Following Lichfield/Stafford Examinations (Minute No. 172)

It was noted that, following discussions, the LDF budgetary position had improved with the recent decision of Corporate Management Team to ring-fence Planning Delivery Grant.

(b) Strategic Flood Risk Assessment (Minute No. 174)

It was noted that, with regard to the impact of Yorkshire Water's declassification of certain public sewers, the Leader and Chief Executive

were to meet with representatives of Yorkshire Water.

181. MINUTES OF A MEETING OF THE HOUSING MARKET RENEWAL PATHFINDER HELD ON 25TH SEPTEMBER, 2006

Consideration was given to the minutes of the above meeting.

Resolved:- That the minutes be noted.

182. LETTER TO SOUTH YORKSHIRE M.P.S

Phil Turnidge introduced briefly the submitted letter to local M.Ps raising concerns, as previously requested, regarding Local Development Frameworks and also incorporating concerns raised at CMT regarding the proposed Housing and Planning Delivery Grant.

It was noted that only one reply had been received and a response was still awaited from Central Government.

Resolved:- That the information be noted.

183. SOUTH YORKSHIRE LOCAL DEVELOPMENT FRAMEWORK (LDF) PROGRAMME UPDATE

Andy Duncan presented briefly the submitted South Yorkshire Quarterly Local Development Framework update.

The report summarised current LDF progress and forecast timescales for Barnsley, Doncaster, Rotherham and Sheffield.

It was noted that Rotherham's LDF programme would be updated in the Local Development Scheme which would be presented to an early meeting of the Steering Group in 2007.

Resolved:- That the information be received.

184. CORE STRATEGY PREFERRED OPTIONS DOCUMENT - PROGRESS

Phil Turnidge presented the submitted progress report on the Core Strategy Preferred Options document.

The report covered :-

(a) Lichfield and Stafford

Officers had digested the recent Planning Inspector's reports on the Core Strategies of Lichfield and Stafford. Key issues to address for Rotherham's emerging Core Strategy to ensure 'soundness' were :

- Build in flexibility for emerging RSS

- Be clear about plan period
- Explain options rejection
- Reflect Community Strategy
- Be clear about delivery
- Continuity of housing and employment land supply – > 10 years
- Up to date and robust evidence base
- Justification of new settlements
- Transport proposals beyond current LTP horizons

(b) Sustainability Appraisal

Arups had been retained to carry out Sustainability Appraisal (SA) of the Core Strategy Preferred Options. Initial SA had begun by looking at the Core Strategy 'policy directions' with a less spatial dimension.

The full SA would be carried out later in parallel with finalising the Core Strategy Preferred Options document. It was considered best practice to have a SA commentary assimilated into parent documents in addition to being able to refer to a separate document.

(c) Policy Directions

Work was ongoing to refine the policy directions in the Core Strategy in conjunction with other services and partners. The policy 'justifications' had been replaced with 'explanations' that also gave more detail on implementation, conformity and evidence. The monitoring framework for the Core Strategy was being aligned with the Draft Annual Monitoring Report 2006.

(d) Employment Land Review (ELR)

Work was nearing completion on the ELR and initial findings had been assimilated into the Core Strategy. Work was progressing to assist decisions about the amount of land required for the Preferred Option.

Reference was made to the link with the Regeneration and Asset Board and the issue of long term vacant units, some of which had been assessed as part of the ELR. A briefing note on this issue would be distributed with the minutes.

(e) Housing Land Review

The review was dependent on an update of the Urban Potential Study (UPS) which would indicate the amount of potential housing available from windfalls. The results were needed to conclude the extent of housing supply, its sources and distribution. The UPS update may not be completed in time for Core Strategy Preferred Options consultation which would have to be based on estimated potential and its broad distribution.

Both the housing and employment land reviews needed to be consistent with each other and the employment figures could not be finalised without the housing figures.

It was noted that indicative housing numbers would be assigned to particular communities.

(f) Transport beyond the LTP

The Core Strategy Preferred Options would also have to address the longer term transport issues for the Borough beyond the life of the current LTP. Work was underway with transport colleagues to refine the transport policy direction to accommodate these issues.

(g) Regional Spatial Strategy (RSS)

The RSS Examination in Public had finished and the Panel's report was expected in February/March, 2007. GOYH had advised that publication of our Core Strategy Preferred Options should not wait for the Panel report. As a result, sufficient flexibility to allow for a range of housing and employment land figures needed to be built in. The Submission Draft Core Strategy would be published after the Panel report and could therefore firm up on the figures (and demonstrate 'conformity' with RSS to pass the soundness tests)

(h) LDF Timetable Update

The publication of the Core Strategy Preferred Options was now planned for January/February, 2007 with a minimum statutory six week consultation period.

Discussions were taking place with community planning colleagues regarding a further round of workshops with community groups and linkage with community plans under the new area assembly arrangements.

Submission of the Core Strategy was planned for Spring 2007 following publication of the RSS Examination in Public Panel report. Delay in publishing the Panel report could impact on Core Strategy.

Under the soundness tests the Core Strategy must be in conformity with RSS and it would be a major risk to submit without knowing what changes the Panel thought should be made to the RSS.

It was envisaged that consultations at the Preferred Options stage of the supporting Policies and Allocations documents would also be held concurrently during Spring 2007.

It was noted that the next two months were vital and that the consultation would hold good even if the submission was delayed.

Discussion and a question and answer session ensued and the following issues were covered:-

- concerns regarding long term vacant units
- joint authority approaches and impending Leaders' meeting on 18th December, 2006 to discuss waste issues
- definition of the Waverley site
- consultation periods and proposed submission timetable

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

(2) That the consultation draft be considered at the next meeting of the Steering Group.

(3) That the position and timetable be reviewed in the New Year within an updated Local Development Scheme.

185. CORE STRATEGY PERFERRED OPTION SUMMARY LEAFLET

Phil Turnidge presented and explained the submitted draft leaflet relating to the above which was to be sent out to approximately 2000 addresses, seeking community views on the vision.

The leaflet covered :-

- The Core Strategy to 2021
- Our Suggested Vision
- The Options
- Your responses to the options
- The preferred Option
- Key Diagram
- Draft policy directions
- How to get involved
- What happening next
- Obtaining documents
- Contacts

Discussion and a question and answer session ensued and the following issues were covered:-

- distribution of the leaflet
- production of the leaflet in various languages/plain English/large print etc.
- cross boundary influences

Resolved:- That, subject to the inclusion of the additional cross boundary influence now suggested, the production of the leaflet be proceeded with as now discussed.

186. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Steering Group be held on Friday, 15th December, 2006 at 9.00 a.m. at the Town Hall, Moorgate Street, Rotherham.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	18 December 2006
3.	Title:	Petition requesting pedestrian crossing on Littlefield Road, Dinnington. Ward 4 Dinnington
4.	Programme Area:	Economic and Development Services

5. Summary

To report the receipt of and investigation into a 61 signature petition requesting a pedestrian crossing on Littlefield Road, Dinnington

6. Recommendations

Cabinet Member is asked to:

- [a] note receipt of the petition;**
- [b] agree that, because the site does not meet the Council's criteria, the provision of a controlled pedestrian crossing cannot be justified, and;**
- [c] request the petitioners be informed accordingly.**

7. Proposals and Details

A letter and petition containing sixty one names was received from Dinnington St John's Town Council in September 2006 requesting a controlled pedestrian crossing on Littlefield Road, Dinnington, See Appendix A. The same request was made in January 2006. This also originated from Dinnington St John's Town Council [see minute no 245 of 3rd April 2006]. Cabinet Member resolved that, since the site on Littlefield Road did not meet the criteria in place at that time for a controlled crossing, the request be not acceded to. The latest letter and petition has been submitted some nine months later it is considered that there has been no material change in that time to the numbers of pedestrians that cross Littlefield Road or any significant increase in the volume of traffic. The survey results used in the previous assessment earlier this year are considered to be valid.

The survey results for Littlefield Road give an average unmodified PV^2 value of 0.06, which well below the value which justifies a controlled pedestrian crossing.

Since the first petition was received in January 2006, the method of assessing pedestrian crossing requests has been modified, as reported to the meeting of Cabinet Member for Economic Regeneration and Development Services on 6 February 2006 [minute number 182 refers]. The survey results when applied to the new method of assessment demonstrates that the crossing is also not justified using the revised pedestrian crossing assessment method.

8. Finance

None.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

In view of the fact that this petition has been submitted so soon after the petition in January, it is considered unnecessary to consult the Ward Members again. The views of the Ward Members in January were that all three support the request for a controlled crossing.

Contact Name: *Nigel Davey, Engineer, Ext. 2969,
Nigel.davey@rotherham.gov.uk*

DINNINGTON ST. JOHN'S TOWN COUNCIL

Clerk to the Council:
ALAN SHAW

38, Mortain Road,
Moorgate,
Rotherham,
S60 3BX.
Tel 01709-306131
alanshawathome@hotmail.com
19/09/06

David James
LTP Delivery Manager
Planning and Transportation
Economic and Development Services
Rotherham Metropolitan Borough Council
Bailey House
Rawmarsh Road
Rotherham S60 1TD

Economic & Development Services	
20 SEP 2006	
LPI	
ATTN.	2 -> ICA
FILE	

Let Dave know we've
got this and report
receipt to DPM.

Dear Mr James,

Road Traffic Safety Issues, Littlefield Road, Dinnington.

At the last Town Council Meeting held on Monday the 11th of September, seventeen Members of the Community from around Tiercel Mews/Littlefield Road and the Church Lane area of Dinnington attended the meeting to hand in a Petition endorsed by some sixty one Residents seeking the support of the Town Council, to help bring about greater safety measures on the busy Littlefield Road.

I enclose for your attention a copy of the Petition which is self explanatory.

The Residents put the case for better Road Safety in their area to the Town Council vigorously and with great concern. Some of the main points and comments are as follows:-

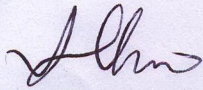
- No lowered kerbs for Wheelchair and Pram Users (There are many Disabled People and Children living in the area)
- Approaching Vehicles are unsighted due to the bends in the Road.
- Zebra Crossing needed.
- RMBC have visited at the wrong time of the day (in the past) when assessing the situation.
- Residents have to walk a lot further along the Road to find a safer place to cross.

The Town Council support the need for better Road Safety in the area and ask that this request/Petition, be given more consideration and that RMBC approach the Petitioners/Residents initially, via their Spokesperson, Mr K Pashley, (whose address is shown below) to discuss a way forward and resolve the problem.

Road Safety / Request for Red Rings

No warning
signs

Yours Sincerely,

A handwritten signature in dark ink, appearing to read 'Alan Shaw', written in a cursive style.

Alan Shaw
Clerk to the Council.

Cc Chairman, Vice Chairman and Members of Dinnington St. John's Town Council.
Cc Amanda L Tyrrell – Assistant Clerk/Theatre Manager.
Cc Mr K Pashley (Petitioners Spokesperson) 2 Tiercel Mews, Dinnington.

- 1/NO VEHICLES VISITED.
 2/VEHICLE VISITED.
 3/MANY A Zebra crossing
 4/MANY DISABLED PEOPLE
 5/MANY YOUNG CHILDREN

B6060

6/ RMC VISIT AT 7
 WASH TIME OF 6
 TO CHECK

"We, the citizens of TIERCEL MEWS S25 2ND, Petition Rotherham borough council to install a crossing of some kind at Littlefield road to allow the safety of the residents trying to cross it.
 Drivers (cars & hgv), typically speed along this BUSY road above the speed limit while residents old and young are trying to cross it.
 Why is it possible for Lordens hill to have both crossings and speed bumps when it does not carry any where near as much traffic as littlefield road????

1 TIERCEL MEWS MICK, CATH WEST

2 TIERCEL MEWS KEITH, VALERIE, MARTIN PASLEY

3 TIERCEL MEWS SEAN, MARICE, CALLUM. SARAH

4 TIERCEL MEWS Allen Pepper

5 TIERCEL MEWS SHAUN, CAROLING & JACK READ.

6 TIERCEL MEWS Rita Oliver, Mr. Gittings

7 TIERCEL MEWS MR & MRS G.R. HENDSON

8 TIERCEL MEWS M^r, M^{rs} J. Mason.

9 TIERCEL MEWS MR. MRS R.J. KROTKI

10 TIERCEL MEWS Mr Mr Farrall

11 TIERCEL MEWS Norah & Norman Hutchinson

12 TIERCEL MEWS [Signature] cepts.

25 13 TIERCEL MEWS MR & MRS POTTS

14 TIERCEL MEWS M.D. [Signature] DM Hickson (Mrs)

15 TIERCEL MEWS JEAN & BRIAN HEADLEY

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	18 December 2006
3.	Title:	Petition requesting alternative traffic calming features on Hooton Road Kilnhurst –Ward 15 - Silverwood
4.	Programme Area:	Economic and Development Services

5. Summary

To report receipt and investigation of a petition with 6 signatures requesting that the existing traffic calming features on Hooton Road Kilnhurst be amended due to the noise being generated by vehicles, particularly heavy goods vehicles, driving over them.

6. Recommendations

Cabinet Member is asked to:

[a] note receipt of the petition;

[b] agree that the identified sunken gully grate generating increased traffic noise be reconstructed away from the speed cushion

[c] the lead petitioner to be informed accordingly.

7. Proposals and Details

A letter with 6 signatures has been received from residents of Hooton Road Kilnhurst. This letter is attached as Appendix A.

The letter / petition from Miss Dearden of 30 Hooton Road requests that an alternative form of traffic calming is introduced to reduce the noise that is generated from vehicles travelling over the cushions (particularly HGV's).

The B6090 Hooton Road runs in an East / West direction from the A633 Warren Vale to the A630 Doncaster Road, a distance of approximately three miles. The road is one of the few roads in this area that run East / West that is suitable to convey Heavy Goods Vehicles.

The existing traffic calming features consisting of three sets of two cushions were implemented approximately two years ago. Prior to the scheme being implemented consultation with residents directly affected on Hooton Road was undertaken. This consultation with 15 households resulted in 9 responses of which four were in favour of the scheme. This consultation exercise and objections were reported to the meeting of the Cabinet Member for Economic and Development Services on 6th January 2003 (minute 302 refers) and Cabinet Member resolved that the objections be not acceded to and the scheme be implemented.

From observations on site it is clear that adjacent to one of the cushions located near to number 30 Hooton Road there is a surface water gully grate that appears to have sunk. When vehicles straddle the cushions at this location they are forced to drive over this 'sunken' gully. This is obviously creating an impact noise that, particularly with large vehicles, can create an increase in the noise level. The noise levels that emanate from vehicles driving over the cushions do not appear to be any louder than those located in other parts of the borough.

In order to reduce the level of noise from the cushion located near to number 30 Hooton Road it is suggested that the position of the gully grate adjacent to the cushion is investigated with a view to reconstructing the gully away from the cushion to such a degree that vehicles do not pass over the gully.

8. Finance

Reconstruction of the gully is expected to cost £3,000. Funding for this work is available from the Local Transport Plan Capital Programme 2006/2007.

9. Risks and Uncertainties

None.

10. Policy and Performance Agenda Implications

None.

11. Background Papers and Consultation

Consultation with the Local Ward Members has taken place with regard to the petitioners request for alternative traffic calming features. No responses have been received at the time of writing

Contact Name : *Nigel Davey, Engineer, Ext. 2969,
nigel.davey@rotherham.gov.uk*

Economic & Development
Services

04 OCT 2006

LPI

ATTN

FILE

15 September 2006

30 Hooton Road,
Kilnhurst,
Mexborough,
S64 5TA
01709 585830.

Mr T Knight
Streetpride
Town Hall,
Rotherham.

Dear Sir,

Traffic calming, Hooton Road, Kilnhurst.

I write to inform you of the distress that is being caused by the speed bumps that are in the road adjacent to my property. As you are aware this is an extremely busy classified road and the Residents were consulted regarding speed calming measures prior to the speed bumps being placed. At that time I agreed that there was a need for safety measures on the road, particularly as there is a school crossing on the road, but I was not in favour and responded as such, with the installation of speed bumps.

Since the installation of the speed bumps the volume of particularly heavy traffic appears to have increased and the noise of the heavy lorries and vibration experienced in my property is alarming. It is impossible to sleep at night with the windows open because of the noise and I have crockery and glassware in cupboards and coat hangers in ward robes rattling with the vibration caused by the passing traffic bouncing over the bumps.

I would be pleased to discuss this major problem for me, with you further and would have no objections to you visiting my property to gain further knowledge of the problem. I understand that the majority of my neighbours share my concerns and would prefer to have alternative traffic calming measures, they have asked to add their signatures in endorsement of the points that I have raised.

I look forward to your response and cooperation in alleviating the distress caused.

Yours Sincerely,

Jean Dearden
Miss Jean Dearden.

cc. Councillor R Stone

A. & L. Rick

R + L More

2 Haywood

K. Cox.

P. Tomlinson

J. Hardy (School Crossing Lady)

26, HOOTON ROAD.

18, HOOTON ROAD

24 Hooton Road.

29, HOOTON ROAD.

22 HOOTON RD.

31, RENDERSON DR

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	18 th December 2006
3.	Title:	Proposed Junction Alteration – Oldgate Lane junction with Park Lane / Hollings Lane, Thrybergh. Ward 17 - Valley
4.	Programme Area:	Economic and Development Services

5. Summary

To report the amended proposals for the alteration of the Park Lane / Oldgate Lane/ Hollings Lane junction.

6. Recommendations

Cabinet Member is asked to resolve that, subject to no objections to the revised scheme being received, the scheme be implemented.

7. Proposals and Details

A scheme at the junction of Park Lane / Oldgate Lane / Hollings Lane was originally approved as part of the Thrybergh Sector Concept Plan [Minute No 8 of the meeting dated 28 June 2004 refers]. The results of the consultations for this scheme were reported to Cabinet Member on 4th September 2006 but a decision on the way forward was deferred pending a site visit on the 12th October 2006, at which it was resolved to redesign the scheme taking into account the comments received. The originally proposed scheme at the junction of Park Lane / Oldgate Lane / Hollings Lane consisted of a mini roundabout and a flat top hump at the existing zebra crossing outside the school. The intention was to reduce vehicle speeds through the junction, improve facilities for pedestrians and improve vehicular compliance with the zebra crossing. However, following concerns that the mini roundabout would potentially cause road safety hazards to adjacent property owners who would access their driveway directly off the mini roundabout a redesign of these proposals has been undertaken. It is now proposed to simplify the junction by converting it to a standard major / minor layout incorporating widened footways and retaining the raised zebra crossing. A vehicle access crossing will be provided to ensure that adjacent properties can access their driveways. A pedestrian refuge will also be constructed in the junction mouth to improve the crossing provision for pedestrians and the school crossing patrol in this area. See Drawing No. 122/U376 at Appendix A

8. Finance

The estimated cost of this scheme is £25,000. Funding for the scheme is available from the South Yorkshire Local Transport Plan Integrated Transport Capital Programme for 2006/07.

9. Risks and Uncertainties

The estimated cost is dependant upon which scheme is promoted and the need to divert Statutory Undertakers apparatus. This is expected to be minimal.

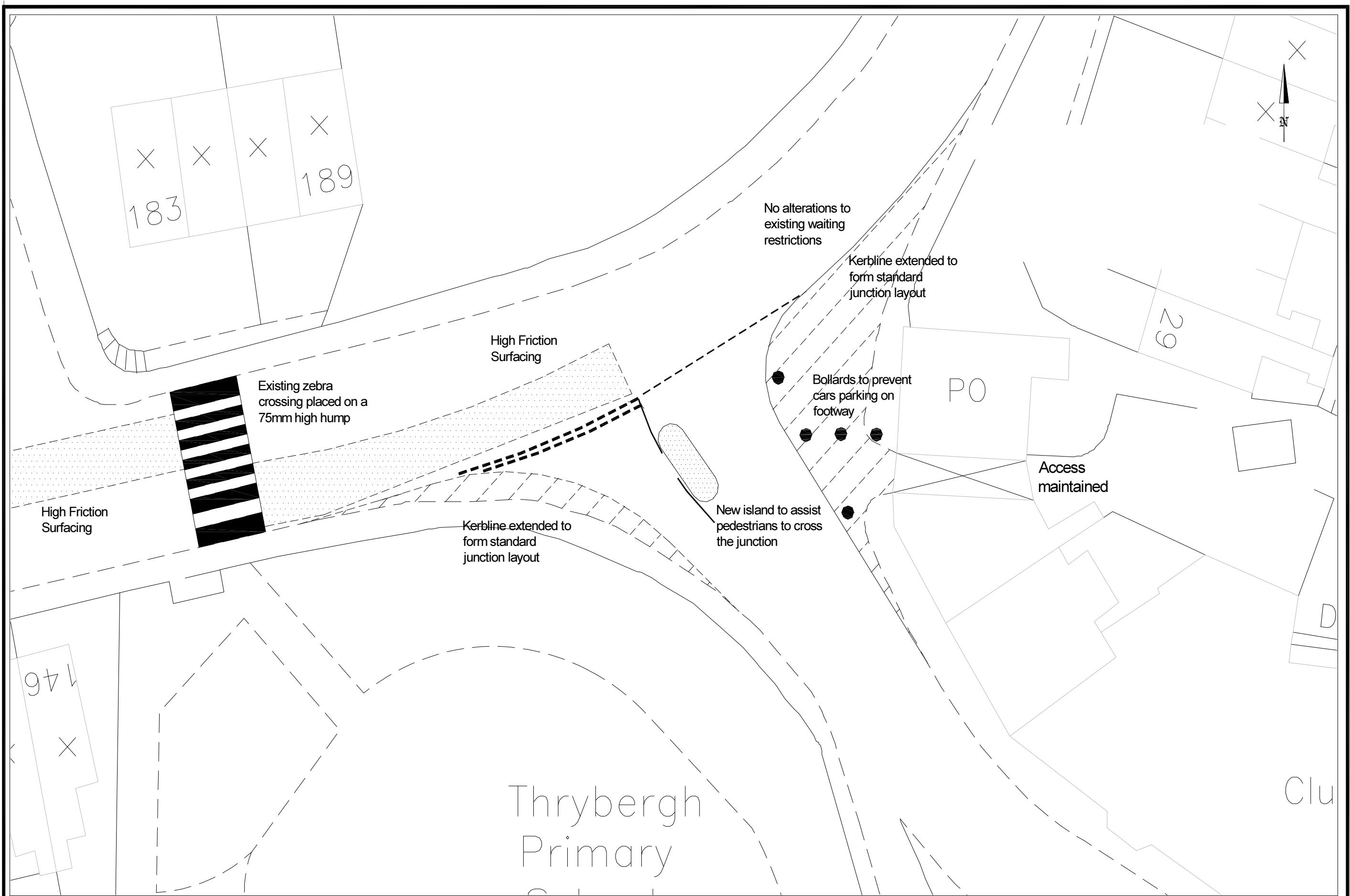
10. Policy and Performance Agenda Implications

The scheme is in line with objectives set out in the South Yorkshire Local Transport Plan, for improving road safety and facilities for vulnerable road users.

11. Background Papers and Consultation

South Yorkshire Police, South Yorkshire Fire and Rescue Service, South Yorkshire Passenger Transport Executive, the South Yorkshire Metropolitan Ambulance and Paramedic Service and Local Ward Members have all been consulted and have no objections to the revised proposals.

Contact Name : *Nigel Davey, Engineer, Ext. 2969,
nigel.davey@rotherham.gov.uk*



<div><div><div>Rotherham Metropolitan Borough Council</div><div><div><div></div></div><div>Economic & Development Services</div></div></div><div><div>Executive Director: Adam Wilkinson</div><div>BSc MBA PBEng FBEng FCIQB FRSA MIMgt</div></div></div>	<div>Rotherham Metropolitan Borough Council Economic & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</div>	Client:	APPENDIX A	Title Park Lane / Oldgate Lane Junction Standard Junction with Central Island				
				Dwg. No. 122/U376		Rev.	Scales (if A3) 1:250	
				Drawn N Davey		Date Nov 2006		Chd. by
		Rev.	Description					

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	18th December 2006
3.	Title:	Objections to proposed provision of a designated disabled parking place on Brook Hill, Thorpe Hesley (WARD 8)
4.	Programme Area:	Economic and Development Services

5. Summary

To consider objections to the proposed provision of a designated disabled person's parking place on Brook Hill, Thorpe Hesley.

6. Recommendations

Cabinet Member resolves that:

- a) The objections are not acceded to**
- b) The lead petitioner be informed of the decision**
- c) The Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order, and that the Order be implemented**

7. Proposals and Details

The Planning and Transportation Service has received one objection plus a petition containing six signatures to the proposed provision of a designated disabled person's parking place on Brook Hill (copies attached in Appendix A). Of the signatories only three are adjacent residents; the other three signatories co-own the properties numbered 26-36 but reside elsewhere. These petitioners include the residents of Numbers 26, 28 and 30. There has been a separate objection from the resident of number 32 but no objection from the residents/tenants of Numbers 34 or 36 (the shop).

The objections are to the proposed provision of a designated disabled person's parking place on Brook Hill at Thorpe Hesley. This would be for the sole use of the resident at number 38 Brook Hill. The proposed location for the parking place is at the termination of the existing double yellow lines, outside number 34 Brook Hill. The main reason given for objecting is that the proposal would reduce the available kerbspace for their own vehicles (see Appendix B for a plan of the area).

Whilst it would be desirable for the parking place to be located in front of the applicant's property, the existing waiting restriction running in front of his property should not be removed as it serves a Road Safety purpose in assisting the School Crossing Patrol operating at this point.

There is a traffic related history associated with this application. The applicant, in wishing to park as close to his property as physically possible in order to minimise his discomfort, has committed several road traffic offences. In the main these have been parking offside to the kerb during hours of darkness without displaying lights and a contravention of the waiting time limit allowed for Blue Badge holders on existing parking restrictions.

Initially, as the applicant stated that parking offside to the kerb was a necessity, proposals were developed to meet these needs. The proposals involved significant highway works which would have subsequently provided the applicant with the opportunity to park off-street with the driver's door at the footway. These proposals would have required the applicant to convert some of his frontage to footway in order to accommodate an off-street parking place. However, these proposals were not agreeable to the applicant.

In April 2006 the applicant again contacted the Planning and Transportation Service to request that we reconsider the provision of an on-street designated parking place located where the existing waiting restrictions terminate. He stated that he could meet the conditions that would be required for this to be used legally and safely. Namely that he would park with the direction of traffic flow during hours of darkness and no longer abuse the current waiting restrictions in front of his property. This proposal was presented to South Yorkshire Police who agreed with the principle of the proposal but with a condition that if the parking place, once implemented, raises any road-safety or anti-social behaviour issues that a review of its merits be considered.

Although the proposal would reduce the amount of available kerbspace for the general public, priority parking should be afforded to the less abled in accordance with current Council and Government Policies. In this case the proposed location at the termination of the waiting restrictions is the only location which is acceptable to both the Council and the applicant. This will displace some residential parking, although the existing on-street parking operates on a first-come-first served basis. It is anticipated that residents and customers of the shop will be displaced further along the road.

8. Finance

The proposed changes will be funded from revenue budgets.

9. Risks and Uncertainties

A delay or failure to provide the designated parking place will continue to impede the disabled driver's accessibility to his home.

10. Policy and Performance Agenda Implications

The proposals are in line with the Council's priorities, particularly the Rotherham Safe agenda.

11. Background Papers and Consultation

-**June 2006** - Consultation with South Yorkshire Police

-**July 2006** - Statutory consultation with Local Ward Members (Ward 8) and PE12(emergency services etc).

-**September/October 2006** – Public consultation (1 objection and 6 signature petition received)

-**October/November 2006** - Consulted Local Ward Members (Cllrs Barron, Kaye & Walker) for comments on petition. (No comments received)

Appendix A – Copies of the objections

Appendix B – Plan of the area in question

Contact Name : *Richard Baker, Senior Technician, Ext. 2939,
Richard-eds.baker@rotherham.gov.uk*

776, Upper Wortley Road,
Thorpe Hesley,
Rotherham.
S. Yorkshire S61 2PL
6th October 2006

Head of Legal & Democratic services,
R.M.B.C.,
Civic Building,
Walker Place,
Rotherham S65 1UF

Dear Mr. Mumford,

We are writing in connection with the proposed designated parking bay for the resident of 38, Brook Hill, Thorpe Hesley.

As co - owners of the properties 26 - 36 Brook Hill, we are concerned that the proposed bay is not going to be outside 38, Brook Hill, but outside number 34. The reason for this, we understand, is because of the positioning of the double yellow lines, but these lines themselves cause us problems already as number 36 is The Village Store. Where else does a village store have no parking outside for customers? By placing the bay outside number 34, not only does it reduce any available parking for access to the shop during the day, but also means that one of our tenants unfairly loses their parking facility near their home.

After speaking with Councillor Sheila Walker, we understand that Rotherham Borough Council has already offered to look for funding to adapt the front of Mr. Smith's property so that his disabled bay can be outside his own home. This would be, in our opinion, a much safer option for Mr. Smith and a fairer option for everyone else concerned.

Yours sincerely,

M. Parramore

M. Parramore

K. Preston

K. Preston

E. Wallhead

E. Wallhead

For Noble, Noble & Parramore.

Also the following Tenants:

S. Kawarog
Arshid

30 BROOK HILL

26 BROOK HILL

J. CAUSER

28 BROOK HILL

LEGAL & DEMOCRATIC SERVICES			
10 OCT 2006			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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TO FILE			

23707

Streetside

LEGAL & DEMOCRATIC SERVICES			
28 SEP 2006			
TM			
FILE No.			
TO FILE Order 2005(amendment NO.22)Order 2006			

Mrs Diane Pryor
32 Brook hill
Thorpehesley
Rotherham
S612PY

Economic & Development

22/9/06
29 SEP 2006

To Mr T.C. Mumford
Head of legal and Democratic services

Following a recent Notice that Rotherham Borough Council proposes to make an order to create a named disabled persons parking bay outside property 34 Brook Hill, Thorpehesley, I write with my objections.

I object to this proposal as there is already limited resident parking due to yellow line road markings and the creation of this bay would reduce the available spaces further. The reduction of spaces could also lead to parking occurring on the opposite of the road, where there are no yellow lines. Although legitimate this parking would create an obstruction and a potential hazard especially at school crossing times.

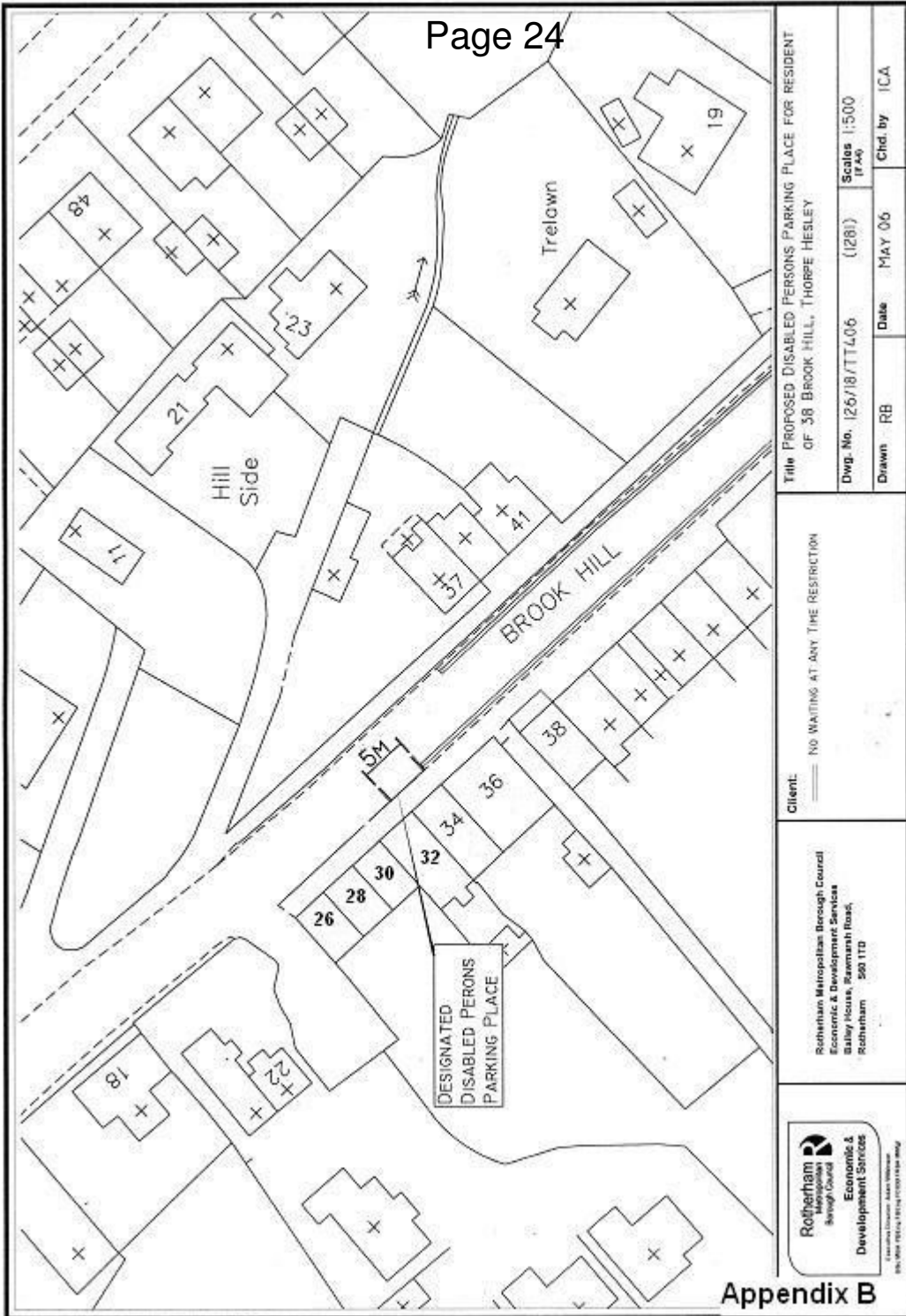
I further object as I feel that other opportunities are available to provide car parking facilities for the resident of number 38. Could the resident's garden area at the front of the property be adapted to accommodate a car parking space? Various other residents have had to adapt their outside properties along Brook hill to overcome this problem. In the row of cottages adjoining number 38 other residents park in front of their properties, no other resident has created a garden area.

Another suggestion for the provision of the designated parking area is to reduce the yellow lines outside the village shop, enough to accommodate a new parking area and so not to reduce the number of spaces available to other residents of the cottages. Please consider my objections to the above proposed order.

Thank you

Yours sincerely

MRS. P. Pryor



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	18 December 2006
3.	Title:	Proposed traffic calming – Grange Estate, Broom, Ward 15 Sitwell
4.	Programme Area:	Economic Regeneration and Development Services

5. Summary

To inform the Cabinet Member of the progress that has been made in developing the proposed traffic calming scheme on the Grange Estate, Broom.

To report the receipt of a number of objections from local residents regarding the proposed traffic management scheme. A summary of all the objectors and their queries is attached.

6. Recommendations

Cabinet Member resolve that:

- i) **The proposed 20mph speed limit zone is withdrawn and a scheme concentrating traffic calming on Spinneyfield is progressed.**
- ii) **a further information leaflet be produced informing residents of the proposed changes to the scheme.**

7. Proposals and Details

Cabinet Member may recall my report to the 18 August 2005 meeting (see Appendix 'A'). Following detailed design of the proposed 20 mph zone it became apparent that significantly more calming features would be required than had been originally anticipated to be wholly self enforcing. As such the scheme could no longer be sufficiently funded by developers of the adjacent residential property. The Council's accident database shows that there has only been one personal injury accident on the Grange Estate in the past six years, therefore there is little justification in using LTP funds to bridge any gap in funding. As a consequence of the above it was considered that a 30 mph traffic calming scheme be developed and key roads with alleged speeding problems then highlighted for vertical calming measures.

In June, 2006 a consultation leaflet was delivered to 811 households potentially affected by the proposed scheme. Of these 811 households 358 (44%) responded. From the 359 who responded 164 (46%) offered support for the scheme whilst 187 (54%) did not. Of the 187 people who did not agree with the proposed measures, 80 acknowledged that speeding was a problem (particularly on Spinneyfield) and 35 of those stated that some form of vertical traffic calming was required. (see Appendix 'B' for a breakdown of the consultation). During this period the Council also received a number of formal letters of objection to the road hump notices.

Consultations with South Yorkshire Police, South Yorkshire Fire and Rescue Service, South Yorkshire Metropolitan Ambulance and Paramedic Service, South Yorkshire Passenger Transport Executive and Local Ward Members have also been undertaken and no objections were received.

Following the feedback received from the consultation exercise, a number of comprehensive traffic surveys were undertaken to determine the extent of the alleged speeding problems on the majority of roads in the area. The results of these surveys indicate that with the exception of Spinneyfield there is generally good compliance with the 30 mph limit.

As a result it is recommended that the original scheme is withdrawn and that a traffic scheme is developed that concentrates on Spinneyfield where traffic speeds are highest. This will give better value for money and lead to an effective reduction in vehicle speeds within the estate.

The other three measures outlined in minute number 61 are proceeding.

8. Finance

There should be no direct funding impact on the Council as it is intended to design the scheme to meet the available funding from the developer.

9. Risks and Uncertainties

The amended scheme may still receive objections which could delay the introduction of the calming measures. As with all schemes of this nature it is extremely unlikely that they will receive universal support.

10. Policy and Performance Agenda Implications

The proposals are in line with the Councils policy of improving road safety and encouraging a modal shift from the private motor car to public transport, cycling and walking.

11. Background Papers and Consultation

Minute No 61 of the meeting of Cabinet Member on 18 August 2005 - Appendix 'A'
Breakdown of consultation data – Appendix 'B'

Contact Name: *Gary Pritchard, Senior Technician, Planning and Transportation, ext 2970, gary.pritchard@rotherham.gov.uk*

61 **Appendix 'A'**

Proposed schemes in the Moorgate/Whiston/Broom area

Transportation Unit Manager to report.

- to inform Cabinet Member of proposals in these areas.

Additional documents:

- Map Moorgate, Whiston, Broom Map 2

Minutes:

Consideration was given to a report, presented by the Transportation Unit Manager, relating to proposed traffic calming and road safety schemes and the installation of facilities to assist pedestrians in the Moorgate/Whiston/Broom area.

Details of the following concepts and proposals were explained:-

- the introduction of a 20mph zone on the Spinneyfield/Grange Estate and an associated traffic calming scheme.
- six gap closures along A631 East Bawtry Road, between Whiston crossroads and Worrygoose roundabout.
- two signalised pedestrian crossing facilities, one located on A631 East Bawtry Road and the other on A618 Moorgate Road to assist pedestrians crossing.
- an experimental one way system on Oakwood Road West (travelling east to west)

The proposals were illustrated on Drawing No. 126/5E1GRP (a large scale copy of which was available at the meeting).

Members referred to:-

- vehicle movement in and out of the District General Hospital
- the need for larger signs for the 20 mph zones, possibly designed by children from local schools

The proposals were proposed to be funded from the South Yorkshire Local Transport Plan Integrated Transport Programme, supplemented with third party contributions.

The proposals were in line with the Council's policy of improving road safety and encouraging a modal shift from the private car to public transport.

Resolved:- (1) That the necessary consultations be undertaken regarding the proposals.

(2) That the detailed design be carried out and, subject to no objections being received, the scheme be implemented.

(3) That the scheme be funded from this and the subsequent Local Transport Plan Integrated Transport Programmes and third party contributions.

Appendix 'B'

Number of household delivered to
811

percentage response
44%

358 people responded

46% of those who responded support the scheme
54% of those who responded are against the scheme

20% of those leafleted support the scheme
24% of those leafleted are against the scheme

Address	Yes	No
Anonymous	1	6
Garden Crescent	5	5
Garden Walk	0	1
Grange Road	33	39
Hall Crescent	8	11
Lane End Road	6	7
Melrose Grove	9	13
Middlefield Road	11	14
Newman Court	1	3
Newman Road	22	15
Osbert Road	6	13
Parkson Road	3	4
Redrock Road	10	11
Renishaw Avenue	4	11
Shafton Road	2	5
Spinney close	1	0
Spinneyfield	33	30
Weetwood Road	10	5

164

187

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	18th December 2006
3.	Title:	Manor Farm Estate Housing Market Renewal Pathfinder Improvement Works Ward 7 Hoover
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the details proposed for 'Pathfinder' Improvements on Manor Farm Estate and so seek approval to proceed with the works now that HMRP funding has being made available.

6. Recommendations

It be resolved that:

The improvement works on Manor Farm Estate forming part of the 'Pathfinder' Investment Programme 2006-08 be implemented.

7. Proposals and Details

Within the Rawmarsh and Parkgate ADF area of the Rotherham Housing Market Renewal Pathfinder Investment Programme for 2006 to 2008 is a scheme on the Manor Farm Estate. HMRP local management, working with the Rawmarsh and Parkgate steering group, and with input from Streetpride, have established a desire within the estate for a mix of minor public realm improvements.

The proposed works are of four distinct types; additional parking, an additional footway, improved street lighting and improved 'signage'. In the case of the additional parking, the estate has abundant culs-de-sac interlaced with footways with numerous properties not having direct access on to the roads.

The roads are typically narrow with very limited parking. Some areas of pocket parking have already been introduced into the estate, but the opportunity exists to supplement these with additional pockets or by providing lay-bys without compromising existing green spaces or the aesthetics of the estate. Similar civil engineering works are also proposed in the form of a new footway to Symonds Avenue to improve pedestrian access.

With regard to the street lighting it is proposed to up-grade the existing low pressure sodium lighting (orange light) that characterises the estate to white lighting through a programme primarily of lantern replacement.

The final element of the works – 'signage' – consists of two parts, namely new street nameplates and 'direction plates', and three bespoke 'You Are Here' information signs at the three key entrances to estate to form effectively a 'gateway' feature.

The additional parking areas were selected by the Rawmarsh and Parkgate Steering Group from a more extensive list of options developed by Streetpride.

8. Finance

These works will be funded by Housing Market Renewal 'Pathfinder'. It is anticipated that the total scheme cost will amount to around £200,000, with works commencing early in the New Year.

9. Risks and Uncertainties

Only those normally associated with small scale construction works. The need to divert or protect statutory undertakers or utility companies equipment can cause delays and the exact position of utility services is not currently known. However preliminary investigations have been carried out, and these reveal that there are no conflicts likely to cause delay.

10. Policy and Performance Agenda Implications

The scheme will contribute to the 'Rotherham Proud' agenda by enhancing the appearance of the Manor Farm Estate and the residents pride in where they live. The

scheme will also contribute to 'Rotherham Safe' in that the public highway areas will be illuminated by white light rather than orange light thereby reducing the fear of crime.

11. Background Papers and Consultation

The Manor Farm Estate was identified through detailed consultation with the local community as part of the HMRP process, and all elements have been further considered in detail by the Steering Group.

Rotherham Housing Market Renewal Pathfinder Programme – Investment Programme 2006-08.

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

<p align="center">ROTHERHAM BOROUGH COUNCIL ECONOMIC & DEVELOPMENT SERVICES</p>
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1.	Meeting:	Economic & Development Services Delegated Powers
2.	Date:	18th December 2006
3.	Title:	“Rethinking.....EDS” Phase 3 – Update October 2006
4.	Programme Area:	Economic & Development Services

5. Summary

To inform the meeting of the findings of a review of progress on the ‘Rethinking.....EDS Programme’ and amendments to the framework and work programmes approved by EDS Management Team.

These changes resulted from assessment of the current situation and feedback from the CPA Corporate Assessment:

- Incorporate additional items to the work programs resulting from the CPA Corporate Assessment
- Stand down the Achievement Group and allocate its programmed workload to the other existing groups
- Reinstitute the Learning & Development Group - to work closely with the HR Manager on Workforce Development Issues and to represent their service areas and the EDS Workforce Development Panel.
- EDS Performance & Quality Team to work directly with Performance Management Group.
- Ensure closer cross group working – to be launched through a second and subsequent forums for all groups to be held in Bailey Suite
- Further review the structure and work programmes for the groups in March to support implementation of the proposals of the Our Future Groups.

6. Recommendations

That this meeting note the progress made and endorse the changes to the framework and to the work programmes.

7. Proposals and Details

“Rethinking.....EDS” Phase 3 was launched in March 2006 – with groups established and meeting from May onwards. The current position with the programme is set out below:

7.1. Overall Position

a) Membership

Current membership of the 7 active groups by service – excluding the Health & Safety Group – is as follows:

Asset Management	9
Business Unit	11*
Planning & Transportation	5
RiDO	7
Streetpride	11

*Includes specialist support from P&Q staff.

There is a minimum of 1 member per service area in each group, except Planning & Transportation who have no representation on the Ambition or Performance Management Groups.

b) Impact of the revised structure

Most groups acknowledge that where there has been more “hands on” involvement by the Head of Service Champion, this has given a more structured feel to the work of the group.

Likewise the pre-determined work programmes have generally proved useful in establishing the direction of the groups.

However, some of the groups have struggled to get to grips with the meaning of their allotted themes from the CPA Key Lines of Enquiry ie Ambition, Prioritisation, Capacity and Achievement. These groups may therefore have benefited from a more detailed explanation of their themes and the thinking behind their work programmes

c) Staff Development

Several group members have taken membership of the programme as an opportunity for personal development and have participated in modules of the Corporate Management Development Programme where appropriate to their group objectives. As a result, members have received training in the following areas:

Partnership Working
 Performance Management
 Effective Communications
 Consultation and Community Involvement
 How the Council Works
 Code of Conduct
 Policy Development

7.2. Progress to Date

Each of the 5 groups related to KLOE's now have Action Plans in place. Similarly, the Fairness and Sustainable Development groups have well developed plans in place – these being a continuation of the work of the previous Equalities and Environmental Management groups. A summary of the current position for each group is set below:

a) Ambition

The Ambition Group's Action Plan does not have any clear timescales and none of the allocated actions are reported as "completed" at this stage.

It is unclear how much real progress has been made against the actions in the plan.

The plan relies very heavily on input from the Change Coordinator – which indicates a lack of involvement from other members of the group.

Issues currently being progressed are:

Required Outcome	Action to Date	Comment
<i>Corporate Plan measures and targets base lined</i>	Group is examining information on Local Area Agreements(LAA)	No gap analysis of relevant Corporate Plan measures carried out at this stage
<i>Induction process is developed and standardized</i> <i>Ambition of individual officers – are plans stretching enough?</i>	Business Support induction has been shadowed – there are possible areas where the group may wish to comment	There has so far been no consideration given to a Staff Charter
<i>Work with Area Assemblies to deliver LAA</i>	The Area Assembly process is being researched	

The group has not really addressed:

The links between the council's ambitions and the way that these are translated into actions through the Planning and PDR processes.

The gap analysis to ensure Corporate Plan measures are in place and correspond to measures in Service and Team plans.

a) Prioritisation

This group reported its progress to PMT on 12th October:

Required Outcome	Action to Date	Comment
<i>"Information drives Improvement"</i>	Questionnaire circulated to managers – gap analysis to follow	Analysis delayed due to long term sickness Possibility of developing a methodology decision matrix for consultation
Policies and Strategies are systematically refreshed	List of key policies and strategies together with "good practice" checklist to be circulated	Close links to corporate policy review programme and work of Fairness group
<i>Consultation Database</i>		Possible issues to consider – Monitoring outcomes How is information shared
<i>Quality of Life Measures</i>	Awaiting outcomes of Quality of Life Survey (October)	Further clarification from Adam Wilkinson required – P&Q Manager to report on the outcomes of the Quality of Life Survey

Overall the group has a clear work programme and progress is being made.

Work on Quality of Life Measures is key as Government White Paper – Strong and Prosperous Communities (Oct 2006) – moves the focus away from output based BVPIs to Quality of Life indicators.

b) Capacity

This group has the broadest ranging remit and the most comprehensive action plan:

Required Outcome	Action to Date	Comment
<i>Working with Members</i>	Research to be drafted into a briefing note for induction. New starters may be able to observe Delegated Powers meeting as part of induction process	

<i>Working with Partners</i>	Now have a list of partnerships in 3 sections – formal, informal and stakeholder – to be placed on intranet	
<i>Develop ICT Capacity</i>	Considering an Image Library focus group and guidance on camera purchase	Working in conjunction with EIG Coordinator to develop EDS ICT Strategy
<i>Meaningful Risk Management</i>	Focus on: <ul style="list-style-type: none"> • Risks linked directly to delivery of corporate objectives • Project based risk management • Establishing a formal reporting framework within PA 	
<i>Workforce Planning</i>	A register of management skills / qualifications to be baselined – possibly through PDR process	
<i>Project Management</i>	Produced guidance which has been piloted and proved useful.	Now working on next phase of toolkit – see note below
<i>Value for Money</i>	Self assessment for CPA to be followed up within EDS. Full cost recovery options being discussed with RCP.	

Can the group systematically determine whether partnerships fit for purpose – the group may want to examine the use of EM Regional Centres of Excellence Checklist to determine this and to encourage improvement?

The group needs to confirm that any Project Management guidance complements the corporate guidance and methodology developed by Projects and Partnerships – Majid has worked very closely with Brian Barrett in the development of this.

The work on Workforce Development needs to be coordinated with the new Workforce Development Plan being produced by the HR Manager.

d) Performance Management

The group is currently progressing the following:

Required Outcome	Action to Date	Comment
<i>Internal Performance Management processes are Quality Assured</i>	Group to support the quality assurance of 07/08 Service Plans	To work with P&Q Team on this
<i>Integrated performance monitoring within the PA</i>	Volunteers to champion Performance Plus are to be coordinated	To work with P&Q Team on this
<i>Performance Information is communicated</i>	Group to pilot a regular publicity piece in EDlines on performance across whole PA	

There is much development in Performance Management being introduced by the Corporate P&Q Team – it is important therefore that the group has close links with these changes at an operational level, and is able to contribute fully to the implementation of the corporate model.

The group is the only one which has no direct specialist support from the P&Q Team. However, for the reasons set out above, its work is closely linked to the ongoing work of the P&Q Team and would therefore benefit from direct membership from P&Q.

e) Achievement

The group is researching the 5 sub themes of this KLOE:

Sustainable Communities and Transport
 Safer, Stronger Communities
 Children and Young People
 Older People
 Healthier Communities

None of these sub themes have as yet reported fully – however some progress has been made, notably in relation to C&YP regarding the Youth Cabinet.

When Phase 3 was being developed, consideration was given to not having an Achievement Group because:

- Gaps identified in KLOE baselines were “service specific” – not EDS wide
- EDS does not contribute to all the sub themes ie there is no contribution to Healthier Communities

Owing to the apparent difficulties of this group in developing its Action Plan PMT may want to stand down this group. In order to capture the progress that has been made the work (and members) should transfer to other groups eg Youth Cabinet work to Fairness Group.

f) Fairness

The Fairness Group replaced the previous Equalities Group from Phases 1 and 2 of the programme.

It continues to work under the guidance of the EDS Equalities Coordinator – the members acting as Equalities Champions within their particular services.

The plan is based around the four themes from the Equality Standard with the addition of *Procurement and Voluntary and Community Sector* as good practice.

The group is currently:

- Ensuring effective consultation/community involvement takes place, inclusive of all sections of the community. So far, three major consultation exercises have taken place with regard to Emergency Planning.
- Helping to achieve the requirements of BVPI 156 and ultimately the Corporate Access Strategy in meeting the needs of our customers as required by the DDA
- Working to analyse results of year one Equality Impact Assessments and to implement resultant equality action plans. Ensuring year two EIA's are in progress with one third of the programme now completed.
- Working with EDS HR manager by continuing to analyse employee representation in all EDS Service Areas against BVPI 11a, 11b, 11c, 16a, and 17a.
- Encouraging managers to use PDR meetings positively to identify and arrange reasonable adjustments for disabled employees, EDS demonstrates commitment to work life balance, review job descriptions/person specifications and advertisements in light of the new legislation on age.

All services will be asked to focus on the outputs of Equalities Monitoring to inform their Service Planning processes in 2007/08. The group will need to work closely with the Performance Management group and the P&Q Team to quality assure this aspect of the plans.

The group is beginning work with the P&Q Team and the corporate Equalities Unit to formalise the reporting processes within the Programme Area. This is being undertaken to develop a model that will then be rolled out across the whole of RMBC.

g) Sustainable Development

The Sustainable Development Group replaced the previous Environmental Management Group from Phases 1 and 2 of the programme.

The group is currently progressing the following:

- Corporate “Sustainability Appraisal Tool” is being developed and identification of opportunities to use it.
- Survey of past, current and proposed actions to further the cause of sustainability
- Investigation of Beacon Councils” practices – this has been completed and the group is hoping to agree some information gathering sessions with relevant authorities
- Good practice is also being sourced internally – for example Building Design and Construction and Highways.

7.3. Future Developments

a) CPA Corporate Assessment Report

The CPA Corporate Assessment Report – published 10th October – makes a number of recommendations for improvement which may be integrated into the work of the groups.

The headline recommendations are set in the table below. The EDS contribution to delivery of the required improvements would, in the majority of instances, impact across all services and all programme groups. However, the table indicate the “lead” group for each of the recommendations.

Ambition	Examine the council's experience of neighbourhood working to enhance to ways that residents access services and participate in the democratic process
Prioritisation	Engagement with local communities on the ground should include developing a better understanding with ethnic minority groups of the scope and results of consultation
Capacity	<p>Focus on shared governance arrangements with the LSP and other partners:</p> <ul style="list-style-type: none"> • Consideration of potential joint commissioning of share service provision • Development of more integrated ICT arrangements with its partners <p>Value for money – more work needs to be done on evaluation of current arrangements and options appraisal</p> <p>Examine arrangements for commissioning from the voluntary sector</p>
Performance Management	Enhanced performance management and development of a learning culture related to partnership working

Achievement*	-
Fairness	Reinforce efforts to reduce inequalities within the borough itself
Sustainability	-
Learning & Development**	Work to embed workforce development – particularly in relation to sickness and recruitment and retention

*Dependant upon the decision to integrate the Achievement role into the work programmes for the other groups

**Dependant upon the decision to reinitiate a Learning & Development Group

The EDS P&Q Team have carried out a more detailed analysis of all the recommendations in the report and it is proposed to discuss these in detail with the relevant groups at the next round of group meetings.

b) RMBC Corporate Future Groups

The fundamental strategic review of the Council currently underway will, when it reports, highlight operational areas for development and propose changes which the Rethinking.....EDS groups will play a part in implementing.

Groups should be briefed on progress of the review as appropriate – the review of the ICT contract and partnership working has direct links to the work that the Capacity group is currently undertaking.

On completion of the review, operational improvements will be fed into the work programmes for the groups.

c) Learning & Development and Workforce Planning

The absence of an L&D group has highlighted some problems in communicating L&D information and processes to the services.

In addition the increasing workload around workforce development has direct links to important L&D issues.

The L&D aspects of the existing groups' work programmes have been diluted too widely and would therefore benefit from coordinating through a single L&D group once more.

Members of this group would act as “staff champions” for L&D issues and could represent their services on the newly convened Workforce Development Panel.

d) Joint Working between the Groups

As envisaged at the commencement of the programme there are clearly areas of overlap between the work of the different groups. For example, the Prioritisation group is tasked with assessing Service Plans to ensure that they contain clear reference to Council and EDS priorities and objectives whilst the Performance Management group is tasked with (in conjunction with the P&Q Team) ensuring that they comply with the corporate guidelines and Quality Assurance checklist. Clearly there is a need for joint working between groups on these issues.

The on going development of the programme should therefore see more cross group working than is taking place at the moment – this should be launched via an all group session similar to the Phase 3 launch event in the Bailey Suite. Groups could be asked to present their current progress and future plans, focussing particularly on those areas that they feel need cooperation with other groups.

8. Finance

The ongoing RethinkingEDS programme will continue to be funded from existing Programme Area budgets.

Service Improvements arising from the work of the groups will contribute to delivery of efficiency targets

9. Risks and Uncertainties

Rethinking EDS programme continues to be an effective agent for improvement within the PA.

However, it requires further refinements in order to deliver internal service improvements to enable the PA to achieve its required efficiency savings in 2006 – 2007 and beyond.

10. Policy and Performance Implications

The programme has contributed directly to moving towards the corporate goal of becoming an Excellent Authority and indirectly to delivery of all the Corporate Priorities as set out in the RMBC Corporate Plan 2005 – 2010.

It will further contribute to the implementation of change identified in the ongoing Corporate Future review and to the implementation of those changes indicated in the recent Local Government White Paper – Strong and Prosperous Communities.

Contact name(s):

Richard Garrad, Performance & Quality Manager – Economic & Development Services, (01709) 823886 richard.garrad@rotherham.gov.uk

Fran Panizzi, Quality & Change Co-ordinator – Economic & Development Services, (01709) 822901 francesca.Panizzi@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	ECONOMIC REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	18 December 2006
3.	Title:	REACHOUT 14 SURVEY REPORT: THE PHYSICAL ENVIRONMENT - ALL WARDS
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

The report summarises the elements relating to the Physical Environment covered by the 14th Reachout survey.

6. Recommendations

That it be resolved that;

- a) the results of the Reachout Survey be noted, and
- b) appropriate bids for Capital investment in the road and footway assets be submitted for consideration by Members.

7. Proposals and Details

Rotherham Reachout surveys have been undertaken over a number of years. This survey was the first of the series undertaken by Ipsos MORI on our behalf.

The aims of the 14th survey were, amongst other areas of enquiry, to establish views on the physical environment. The survey took the form of a self-completion postal questionnaire sent out to a sample of randomly selected residential addresses across the borough. Fieldwork took place between 5th June and 4th August 2006. In total 3,500 questionnaires were despatched and 1,107 were returned – a response rate of 32%.

The section relating to the physical environment centred round services provided by Streetpride, asking about:

- customer satisfaction,
- perceived change in service, and
- expected time for Streetpride to respond to problems.

The survey report relating to this element of the survey is attached as an appendix.

Questions relating to customer satisfaction have been a feature of previous surveys and consistently satisfaction with street lighting has been highest and satisfaction with the quality of road and footway surfaces the lowest. This pattern was repeated in Reachout 14 with 76% of respondents satisfied with the street lighting service but only 43% & 33% satisfied with footways and carriageways respectively. The “neither / nor” option was introduced to the options available since the last survey which has contributed to the reduction in the percentage satisfied.

For the first time in a Reachout survey respondents were also asked whether services had improved or deteriorated since the launch of Streetpride. Modest improvement was reported against those elements of service where response times (street lighting) and service level (street cleansing, graffiti removal and bin provision) have been improved. The areas of service where expenditure has reduced most, road (a net -36% change in surface quality) and footway quality (-17%), were reported to be worse than three years ago.

Respondents were also asked what would be a reasonable time for the Council to deal with various requests for work. In the majority of cases the target Streetpride response times meet or exceed expectations. The significant exception being street lighting faults which nearly half of all respondents would expect to be undertaken within 24 hours compared to our target time of 3 days.

A question on the survey was also included to mirror the two Rotherham Alive targets contained within the Corporate Plan:

	Reachout 14 response	Corporate Plan target (by 2010)
Satisfaction with cleanliness of streets	59%	85%
Satisfaction with condition of highways	39%	80%

From these results it can be seen that the cleanliness satisfaction result is relatively close to the interim target of 65% contained within the Annual Performance Plan 2006-

07. However, satisfaction with highway conditions is a long way below the interim 58% target for 2006/07 in the Streetpride Service Plan.

The final question related to how satisfied people were that their own area was kept clear of vandalism, graffiti and rubbish. Twice as many respondents are satisfied as are dissatisfied (54% are satisfied compared to 24% dissatisfied). This a fairly pleasing result but is significantly short of the Rotherham Safe target of 80% for 2010 in the Corporate Plan.

8. Finance

Routine maintenance of the highway assets and street cleansing are funded through the Streetpride Revenue Account which also funds limited programmes of road and footway surface treatments and maintenance schemes.

A Highway Maintenance allocation of Capital funds is provided as a part of the LTP allocation annually although the formula allocation did reduce by 56% between 2004/05 and 2006/07.

A Strategic Capital bid was submitted for funding for additional footway renewal from 2006/07, which has still to be confirmed, and a Maintenance Capital allocation of £150,000 was received for road surface treatments in the current year.

9. Risks and Uncertainties

To a degree the results of the survey, particularly on road surface quality represent an unreasonable expectation on behalf of users. Current PI performance would indicate that Rotherham's network is in above average condition. It might be that the poor condition of limited lengths of our Principal Road network which carries the majority of traffic, including the sites effected by expanding materials such as Centenary Way, are a factor.

10. Policy and Performance Agenda Implications

- **Achieving** – A well maintained road network aids the attraction of inward investment
- **Alive** – target for 80% public satisfaction with highway conditions and 85% with cleanliness by 2010
- **Safe** – Good quality road and footway surfaces with an absence of trips, adequate skidding resistance, drainage and appropriate precautions taken against snow and ice are required to safeguard users. High standards of lighting and tackling "enviro-crime" reduces crime and fear of crime.
- **Proud** – Devolved budgets to Area assemblies. Residents consulted on all maintenance schemes.
- **Sustainable Development** – through recycling of all excavated materials, reduced use of primary aggregates and use of long life materials.
- **LTP** – Good quality roads aid public transport and good standards of footway surface and high lighting standards can encourage modal shift.

11. Background Papers and Consultation

Rotherham Reachout 14 Survey Report (extract attached as appendix), October 2006

12. Contact Name : *Robert Stock, Network Principal Engineer, Streetpride, telephone ext. 2928, e-mail address bob.stock@rotherham.gov.uk*

4.3 The Physical Environment

4.3.1 Satisfaction with the physical environment

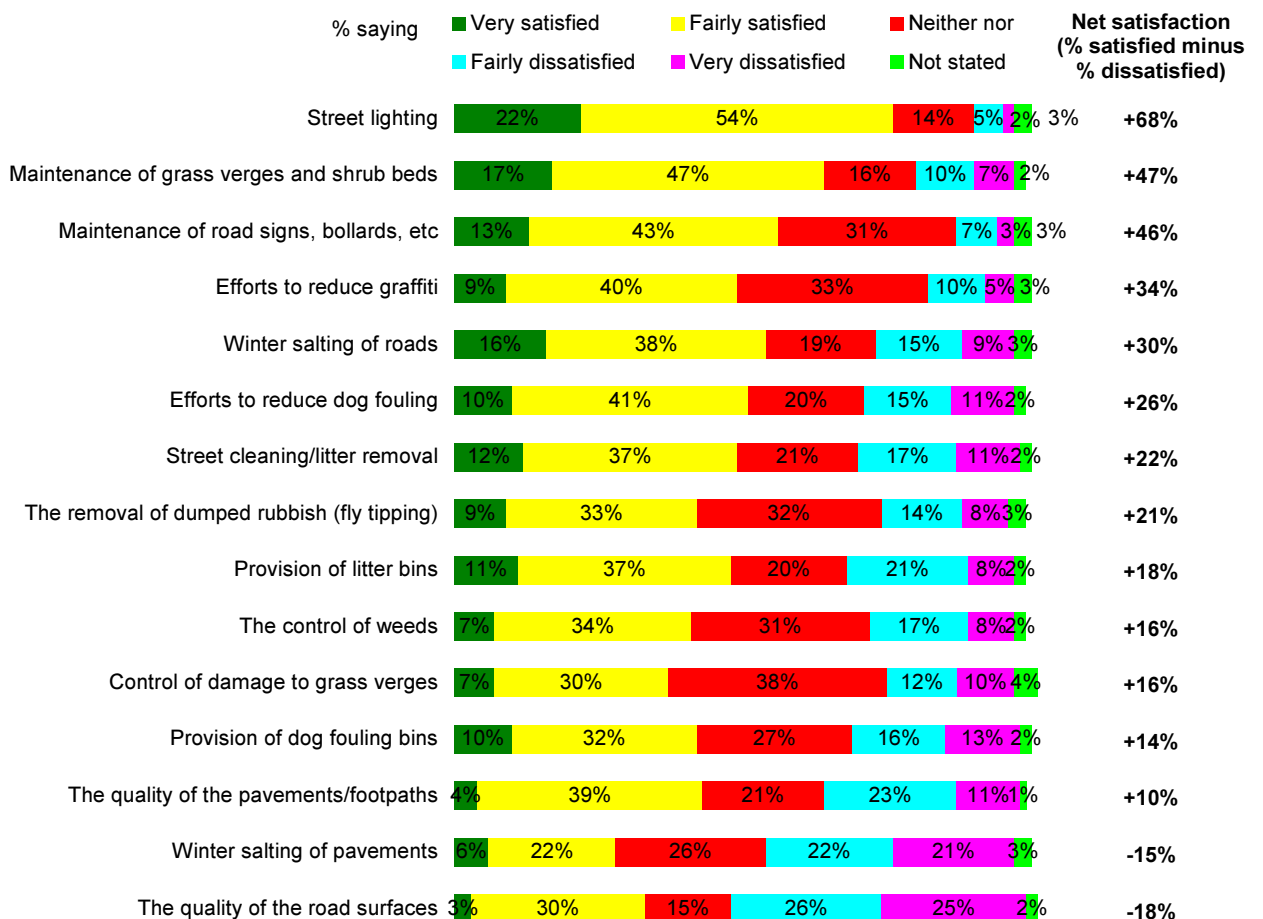
Satisfaction is highest with regard to :

- street lighting (76% satisfied)
- maintenance of grass verges and shrub beds (64%)
- maintenance of road signs, bollards, etc (56%)
- winter salting of roads (54%)

Satisfaction is lowest for :

- winter salting of pavements (27% satisfied)
- the quality of the road surfaces (33%)

Figure 18 : Satisfaction with the physical environment
Base : All respondents - 1107 (weighted)



Looking at net satisfaction (the % saying satisfied minus the % saying dissatisfied) shows that on balance respondents are satisfied with all aspects except winter salting of pavements and the quality of the road surfaces.

Looking at the results at Area Assembly level shows that :

- satisfaction with **quality of road surfaces** is highest in Wentworth North (47% satisfied), dissatisfaction is highest in Rother Valley South (63% dissatisfied) and Wentworth Valley (58%)
- satisfaction with the **quality of pavements/footpaths** is highest in Wentworth North (58%), dissatisfaction is highest in Wentworth South (45%)
- there are no differences in satisfaction with **street lighting** across the areas, although dissatisfaction is highest in Wentworth North (15% dissatisfied)
- levels of satisfaction are even across the areas with regard to **maintenance of grass verges and shrub beds**, ranging from 61% satisfied in Rother Valley South and Wentworth Valley to 69% in Rotherham South
- satisfaction with the **salting of roads in winter** is highest in Rotherham North (63%) and Wentworth North (60%)
- satisfaction with **winter salting of pavements** is highest in Rotherham South (37% satisfied), dissatisfaction is highest in Rother Valley West (48% dissatisfied), Wentworth South and Wentworth Valley (both 46%)
- satisfaction with **street cleaning/litter removal** is highest in Rotherham North (60%)
- satisfaction with **maintenance of road sign, bollards, etc** is highest in Rotherham South (65% satisfied), dissatisfaction is highest in Rother Valley West (14% dissatisfied)
- there are no real differences in levels of satisfaction and dissatisfaction with **removal of fly tipping** nor **control of weeds** across the areas
- satisfaction with **efforts to reduce graffiti** are highest in Rotherham North and Wentworth North (55% satisfied in both areas), dissatisfaction is highest in Rother Valley West (22% dissatisfied) and Wentworth South (21%)
- with regard to **efforts to reduce dog fouling** there are no differences in levels of satisfaction and dissatisfaction across the areas
- satisfaction with **control of damage to grass verges** is highest in Wentworth North (44% satisfied) and Rother Valley West (43%), dissatisfaction is highest in Wentworth South (28% dissatisfied) and Wentworth North (26%)

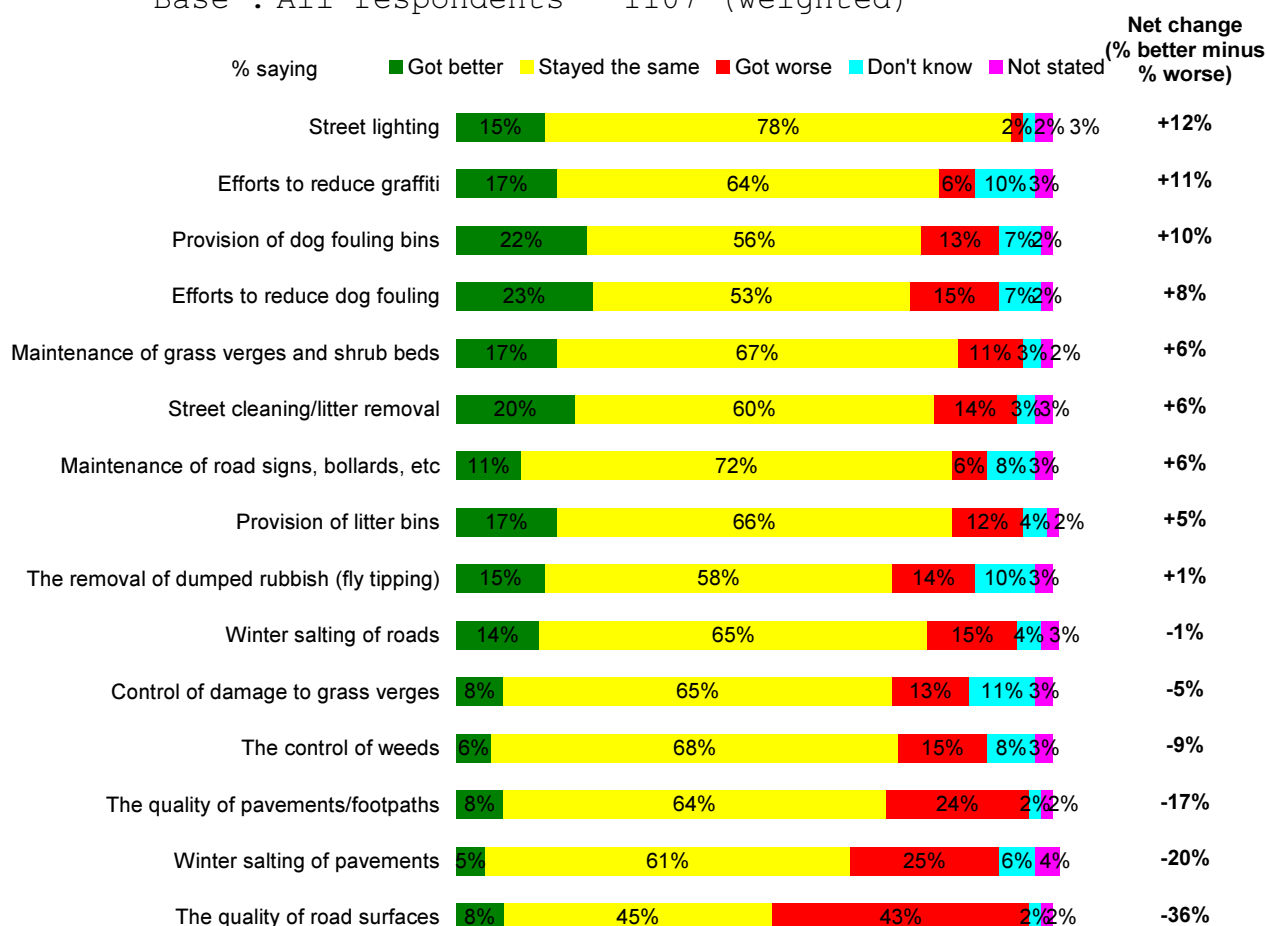
- respondents in Rotherham South are the most satisfied with **provision of litter bins** (61% satisfied)
- satisfaction with the **provision of dog fouling bins** is highest in Rotherham North (49% satisfied) and Wentworth Valley (47%), dissatisfaction is highest in Wentworth South (36% dissatisfied).

4.4 Perceived change to the physical environment

Net change is the % saying something has got better minus the % saying it has got worse. The majority of factors in the physical environment are seen, on balance, as having got better. The greatest net improvement is seen with regards to :

- street lighting (+12% net change)
- efforts to reduce graffiti (+11%)
- provision of dog fouling bins (+10%)

Figure 19 : Perceived change in physical environment
Base : All respondents - 1107 (weighted)



Six factors are seen, on balance, to have deteriorated. The greatest net deterioration is seen in :

- the quality of road surfaces (-36% net change)
- winter salting of pavements (-20%)
- quality of pavements/footpaths (-17%).

The greatest improvements are seen in cleanliness : efforts to reduce dog fouling (23% say this has got better), provision of dog fouling bins (22%) and street cleaning/litter removal (20%).

The greatest deterioration is seen in the quality of the road surfaces (43% say this has got worse), salting of pavements in winter (25%) and the quality of pavements/footpaths (24%).

With regard to **quality of road surfaces** the greatest deterioration is seen in Rother Valley South (59% say the roads have got worse) and Wentworth Valley (55%). Rotherham North and Wentworth North are the areas where most respondents say the roads have got better (12% and 11% respectively).

The greatest deterioration in **quality of pavements/footpaths** is reported in Rother Valley West (33% say this has got worse) whilst respondents in Wentworth North are the most likely to say things have got better (18%)

Respondents in Rother Valley South are the least likely to say **street lighting** has got better (6% say it has got better, 84% that it has stayed the same). In all other areas 14% or more say street lighting has improved.

Respondents across the borough are equally likely to say that the **winter salting of pavements** has got worse (ranging from 21% in Rotherham North to 28% in both Wentworth North and Wentworth Valley). Only respondents in Wentworth South are more likely to say this has got better and even here this is a small proportion (9% say it has got better).

Efforts to reduce graffiti are most likely to be seen to have got better by respondents in Rotherham South and North (26% and 24% respectively), no area is more likely to say it has got worse.

Respondents across the borough are equally likely to say the **provision of dog fouling bins** has got better (ranging from 19% in Rother Valley West to 28% in Rotherham North), however respondents in Wentworth South are more likely than respondents in other areas to say the provision has got worse (22% compared to 13% overall).

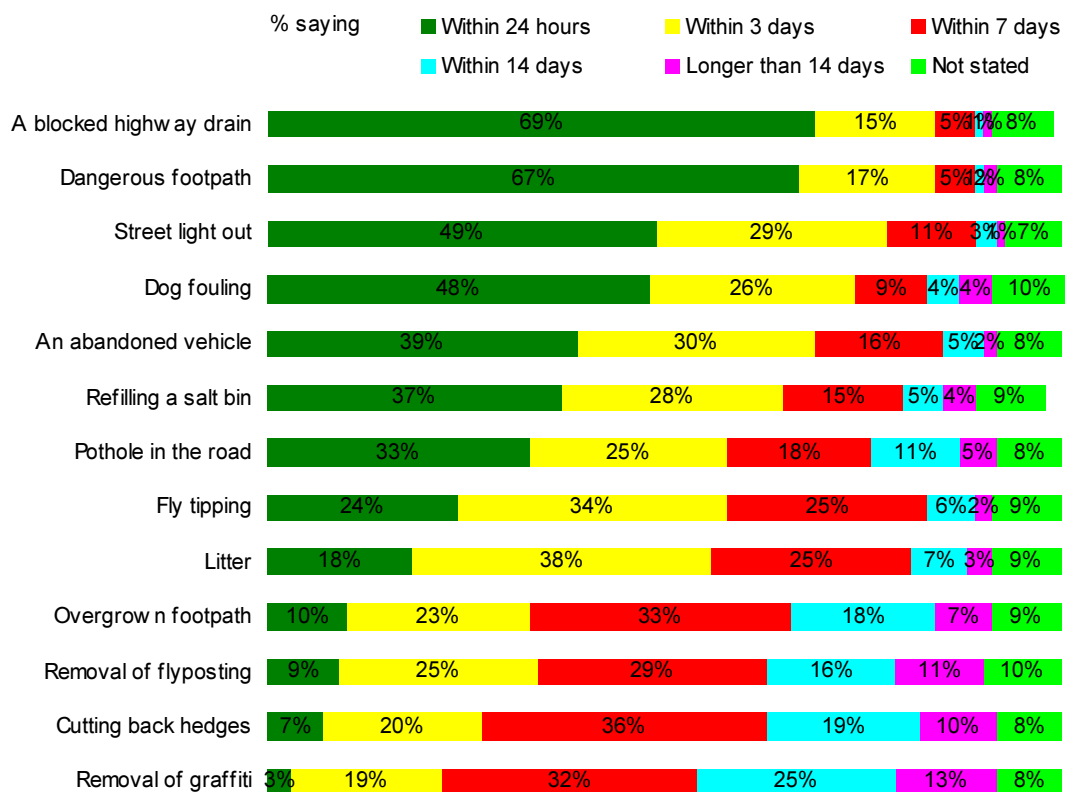
4.5 Problems in the physical environment

Respondents were asked about how long would be a reasonable time for the Council to deal with reported problems in the physical environment.

The problems seen as most important to resolve quickly relate to getting about in safety :

- blocked highway drain (69% say this should be dealt with within 24 hours)
- dangerous footpath (67% say this should be dealt with within 24 hours)

Figure 20 : Reasonable time to deal with problems
Base : All respondents - 1107 (weighted)



Conversely, those problems relating purely to the appearance of the local area are considered less important to deal with immediately :

- removal of graffiti (37% are willing to wait for more than 7 days for this to be dealt with)
- cutting back hedges (30% say a wait of 7 days or more is acceptable)

There are few differences across the demographic groupings in views about how quickly problems should be dealt with. There are differences across the Area Assemblies; in general, respondents in Rotherham South are most likely to want

problems dealt with quickly whilst those in Wentworth Valley are the most willing to wait.

Looking at each problem in detail at an Area Assembly level shows :

- with regard to clearing a **blocked highway drain** respondents in Rotherham South are most likely to say this should be dealt with quickly (74% say it should be within 24 hours) whilst those in Rotherham North are the most likely to say it can wait more than 7 days (6% say this is reasonable)
- respondents in Rotherham South are also the most likely to say that **removing graffiti** should be done within 24 hours (7% say this is reasonable compared to 3% overall). Respondents in Wentworth North are the least concerned about this – 42% say a wait of more than 7 days is reasonable
- more than half of respondents in Rotherham South (54%), Rother Valley West (52%) and Wentworth Valley (52%) feel that **dog fouling** should be dealt with within 24 hours whilst one in ten of those in Wentworth Valley and Rother Valley South say they would wait more than 7 days (10% in both areas)
- 44% of respondents in Rotherham South feel a **pothole in the road** should be dealt with within 24 hours, 22% of those in Wentworth Valley are willing to wait more than 7 days for this problem to be sorted out
- respondents in Wentworth Valley and Rotherham North are the most likely to consider more than 7 days an acceptable wait for clearing up **litter** (14% and 16% respectively say this is the case)
- three-quarters of respondents in Wentworth South (75%) want a **dangerous footpath** resolved within 24 hours, 6% of those in Rother Valley South are willing to wait for more than 7 days
- respondents in Wentworth North are the most likely to say that more than 7 days is a reasonable time to deal with **fly tipping** (13% say so)
- these respondents are also the most likely to be willing to wait for a **salt bin to be refilled** (14% (in Wentworth North) would wait more than 7 days) whilst those in Rotherham South, Wentworth Valley and Wentworth South are the most likely to want this sorted out in less than 24 hours (45%, 43% and 42% respectively)
- one third of those in Rother Valley South (32%) say they would wait more than 7 days for an **overgrown footpath** to be dealt with
- six in ten (60%) of respondents in Rotherham South want a **broken street light** dealt with in 24 hours, those in Wentworth North and Rother Valley South are the most willing to wait (7% in both areas would wait for more than 7 days)
- the **removal of fly posting** is of most concern to those in Wentworth South, Rother Valley West and Wentworth North (15%, 14% and 11% respectively want this resolved within 24 hours)

- there are no differences in opinion about how quickly **hedges should be cut back**

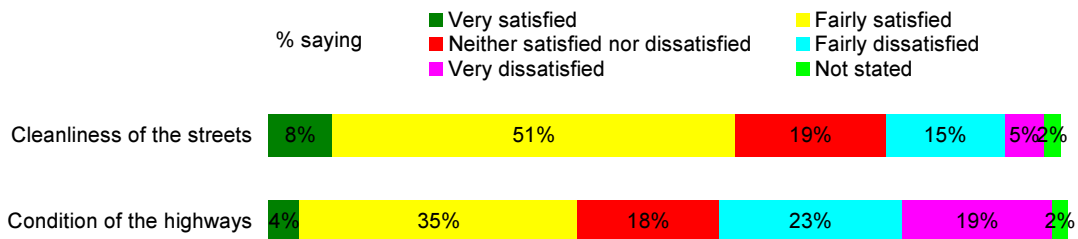
- half of respondents in Rother Valley West (49%) want **abandoned vehicles** dealt with within 24 hours, 12% and 13% of those in Rotherham North and Wentworth North respectively consider a wait of more than 7 days reasonable.

4.6 The streets

Six in ten respondents (59%) are satisfied with the cleanliness of Rotherham's streets : one in five (20%) are dissatisfied.

Four in ten (38%) are satisfied with the condition of the highways and a similar proportion (42%) are dissatisfied.

Figure 21 : Satisfaction with the streets in Rotherham
Base : All respondents - 1107 (weighted)



Generally, female respondents are more likely to be satisfied than male and those in social rented housing are more likely than owner occupiers and private tenants to be satisfied. Respondents who have lived in the area for more than 21 years are the least likely to be satisfied.

With regard to the cleanliness of the streets, satisfaction is highest in Wentworth North (71% satisfied) and Rotherham North (69%) and lowest in Wentworth Valley (49% satisfied) and Wentworth South (52%).

Figure 22 : Satisfaction with the cleanliness of the streets by Area Assembly

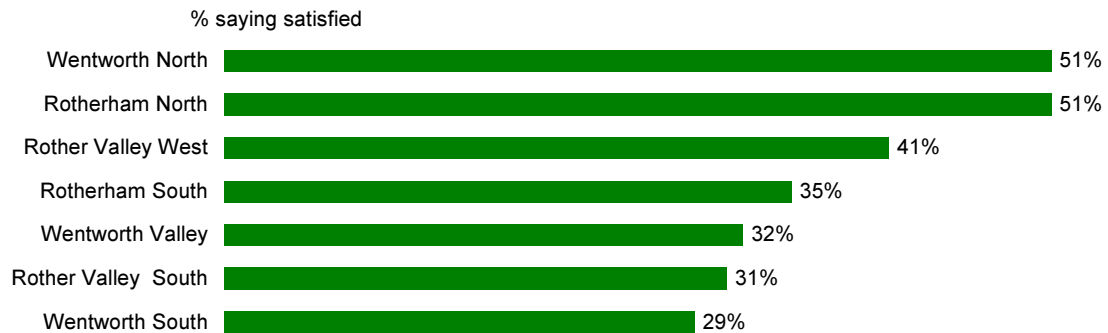
Base : All respondents - 1107 (weighted)



With regard to the condition of the highways, satisfaction is highest in Wentworth North and Rotherham North (in both areas 51% are satisfied) and lowest in Wentworth South (29% satisfied) and Rother Valley South (31%).

Figure 23 : Satisfaction with the condition of the highways
by Area Assembly

Base : All respondents - 1107 (weighted)

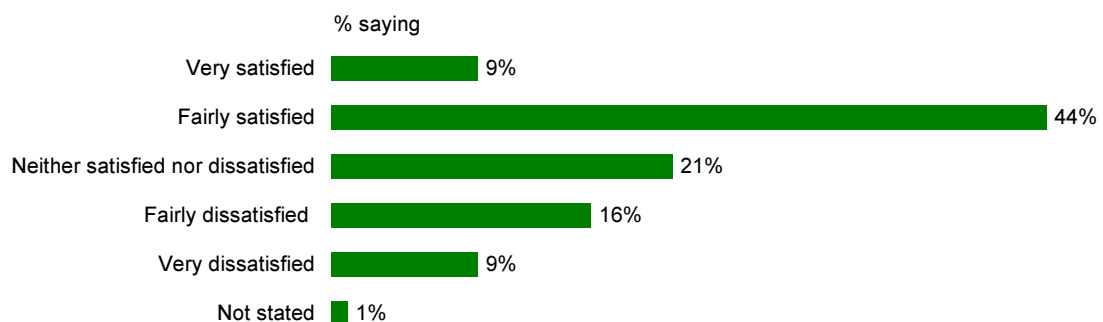


4.7 Vandalism, graffiti and rubbish

Twice as many respondents are satisfied with how well their area is kept clear of vandalism, graffiti and rubbish as are dissatisfied (54% are satisfied compared to 24% dissatisfied).

Figure 24 : Satisfaction with how well the area is kept clear of vandalism, graffiti and rubbish

Base : All respondents - 1107 (weighted)



There are few differences across the demographic groups, although female respondents are more likely to be satisfied (62% vs 45% of male respondents).

Satisfaction is highest in Wentworth North (61% satisfied) and Wentworth Valley (59%) and lowest in Rother Valley West (41% satisfied) and Wentworth South (49%).

Figure 25 : Satisfaction that area is kept clear of vandalism, graffiti and rubbish by Area Assembly
Base : All respondents – 1107 (weighted)



4.8 Summary

- Over half (59%) are satisfied with their local area as a place to live, 25% are dissatisfied. The main drivers to satisfaction are concerned with :
 - the physical environment; then
 - getting along well with neighbours; and
 - perceived opportunities to participate in local decision making
- when considering the physical environment, satisfaction is highest with regard to:
 - street lighting (76% satisfied)
 - maintenance of grass verges and shrub beds (64%)
 - maintenance of road signs, bollards, etc (56%)
 - winter salting for roads (54%)
- it is lowest with regard to :
 - winter salting of pavements (27% satisfied)
 - the quality of road surfaces (33%)
- on balance the majority of factors in the physical environment are seen to have improved. The greatest net improvements (% saying better minus % saying worse) are seen for :
 - street lighting (+12% net change)
 - efforts to reduce graffiti (+11%)

provision of dog fouling bins (+10%)

- the greatest net deteriorations are seen for :
the quality of road surfaces (-36% net change)
winter salting of pavements (-20%)
quality of pavements/footpaths (-17%)
- problems relating to safety and travelling around are the issues respondents want dealt with most promptly; for example a blocked highway drain or dangerous footpath (69% and 67% respectively say this should be dealt with within 24 hours). Problems to do with the appearance of the local areas are seen as least important; for example removal of graffiti and cutting back hedges - 37% and 30% respectively are willing to wait for more than 7 days for these to be sorted out
- 59% are satisfied with the cleanliness of Rotherham's streets, 38% are satisfied with the condition of the highways
- twice as many respondents are satisfied with how well their area is kept clear of vandalism, graffiti and rubbish as are dissatisfied (54% vs 24%).

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	ECONOMIC REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	18 December 2006
3.	Title:	HIGHWAYS ASSET MANAGEMENT : THE CARRIAGEWAY NETWORK - ALL WARDS
4.	Programme Area:	ECONOMIC AND DEVELOPMENT SERVICES

5. Summary

The report summarises the factors influencing levels of service in maintaining the carriageway element of the Highway Asset and makes certain recommendations for future actions to be incorporated within the HAMP Improvement Plan.

6. Recommendations

That it be resolved that:

- a) the general recommendations for action be agreed for incorporation within the HAMP and the Improvement Plan,
- b) that the option to maintain overall carriageway condition be adopted as part of the HAMP, and
- c) that the report be referred to Regeneration Scrutiny Panel for information.

7. Proposals and Details

Following a report to Cabinet Member on 31 July 2006 the format to be adopted for the HAMP was agreed. The structure of the document includes individual assessments of current service levels, the identification of any gaps in the service provided and options for future service provision of the individual elements of the highway asset.

This report summarises the assessment and identifies the principal gaps in service in the maintenance and management of the carriageway element of the highway asset and makes recommendations for improvement and options for future service provision. The assessment outlines the key elements of the current service and factors to be considered in determining a desired level of service. The carriageway element of the highway asset represents almost 70% of the total highway asset value.

Current Performance

- The aim of the service is to maintain carriageways to a safe and consistent standard across the Borough appropriate to the traffic using them.
- From the BVPI data the current service can be regarded as Good on most elements of the network; currently 7% of Principal Roads need investigation, 16% of B & C class roads, and 8% of unclassified roads. DfT advise that an indicator of <12% on any part of the network represents a Good service level.
- Resurfacing and renewal programmes are prioritised on a “worst first” basis. Annual programmes of work are produced. Carriageways discovered to have inadequate skidding resistance are always given priority.
- Repairs to ensure safety and routine patch repairs are identified during inspections undertaken on all streets as defined within the local “Code of Practice for Highway Inspection and Assessment”.
- The extent of repairs identified is based on risk assessments. The volume of patch repairs to the road network has fallen over the last three years as available resources have reduced.
- The level of customer satisfaction with carriageways, as reported in Reachout 14, is the lowest of any of the highway asset groups with only 33% of respondents satisfied with road quality.
- The increasing proportion of all structural maintenance expenditure on footways to 41% in 2006/7 has reduced funds available for road maintenance.
- Performance in the identification and rectification of safety defects, undertaken with adjacent footways, is good (99.6% and 99.1% respectively).

From the Service Level matrix reported in July the principal gaps within current performance can be seen to be:

- Customer satisfaction is low
- Lack of forward programme
- Defects remain following inspection (resource constraints)
- Condition data for B & C class roads of concern.

Factors in determining desired level of service

Customer Expectation –

As part of the 2006 Quality of Life Survey respondents identified “maintaining the roads and pavements” as their second highest priority to receive additional funding behind tackling crime (47% said this should be a priority). Other points to consider are:

- Road quality is the top priority for residents
- Very low satisfaction levels
- Agreement that skidding risk sites are highest priority
- Surface dressing unpopular for residential roads

Life-cycle Maintenance –

Heavily trafficked (Principal) roads are designed for a 20 year life. This can be extended with timely maintenance. An appropriate life-cycle for such routes might be:

Year	Treatment
0	New build
12	Surface treatment or thin surfacing
25	Resurface (surface / binder course)
37	Surface treatment or thin surfacing
50	Strengthen

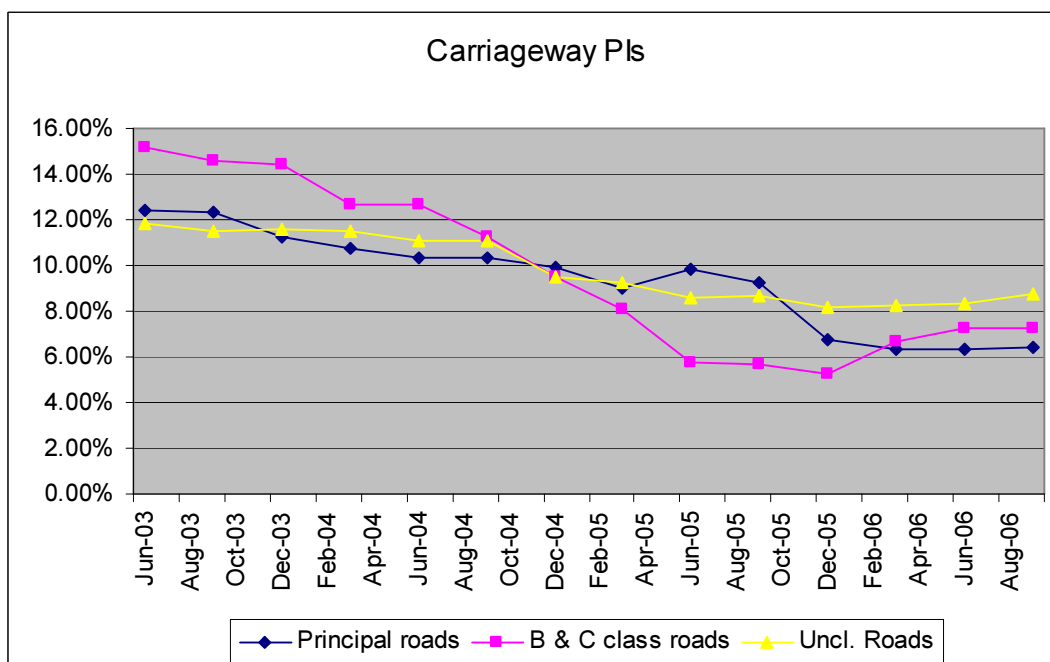
Examination of the maintenance history of non-Principal roads shows that if the period between surface treatments extends beyond a 15 year cycle the cost of pre-patching becomes excessive.

Survey Data –

Data on carriageway condition is extensive comprising:

- Coarse visual inspection (CVI) data on the whole network
- Deflectograph data on Principal roads
- SCANNER data on all classified roads
- Skidding resistance data on Principal roads and other important classified roads

Current Asset Condition –



Road conditions are comprehensively monitored by the CVI and SCANNER data. The chart above shows that carriageway conditions as measured by CVI surveys

have shown progressive improvement over the last three years but that this looks to be bottoming out.

Service Risks –

Current safety inspection and repair procedures have allowed for the majority of third party highway claims made against the Council to be successfully defended. Maintaining current performance will become more onerous unless more extensive repair and resurfacing programmes can be delivered.

In addition to annual programmes for skid resistance testing any reports of accidents where skid resistance is stated as a possible contributory factor are surveyed following report. Rectification of sites where there is a significant loss of skid resistance is given early priority for action and where appropriate warning signs are erected pending rectification.

Whole Life Costs –

The use of long-life base courses presents the lowest WLC option for structural maintenance and their use has been adopted as standard practice when reconstructing Principal Roads. Wherever practicable and if justified by the level and nature of traffic carried use of these stiffer base materials will be extended for use on other classified roads.

Different surfacing options have varying service life. The selection of most appropriate surface treatment will be made based on the most economically beneficial option taking into account unit cost, service life, traffic carried, stakeholder preference and site configuration. Some proprietary surface treatments have delivered over 10 years satisfactory service on Principal Roads.

Sustainability / Environmental Management –

A number of sustainable options for maintenance exist and their increased application forms part of the Streetpride Environmental Action Plan.

- Microasphalt surfacing and other surface treatments have a significantly lower content of primary aggregate than conventional surfacing.
- A number of thinner proprietary surfacing systems are being developed nationally.
- Existing materials can be recycled in situ as part of treatments like retread and in-depth recycling.
- All excavated materials are taken for recycling.

Congestion Management –

All works are programmed to avoid disruption to traffic within traffic sensitive periods. Well planned programmed maintenance causes less disruption to traffic than frequent small scale reactive repairs. Improved co-ordination of maintenance and improvement work across the highway asset would assist in avoiding the potential for duplication of disruption to traffic.

Gaps between Current and Desired Service Levels

The carriageway element of service is currently rated “**Good**” but the PIs are showing signs of slippage.

Routine Maintenance

Current safety inspections and urgent repairs procedure are in line with national code. Response times for urgent repairs are perceived to be reasonable and may even exceed customer expectations and overall represent a good level of service.

Detailed inspections are undertaken in line with the local code of practice. Increased costs in responding to customer reports and urgent defects, together with revenue funding adjustments below inflation has reduced the effectiveness of routine maintenance procedures. The reduction in the level of timely localised repairs will have an increasing impact on PI performance.

Renewal

As road maintenance is aimed at providing 20 years life then strengthening, resurfacing or surface treatment should as a minimum be carried out on 5% of the network each year. Over the last 5 years the actual percentage of road length treated has reduced from 5.75% in 2001/02 to 2.61% in 2005/06. This reduction has been almost entirely due to reductions in LTP Maintenance allocations.

For 2006/07 an additional length of carriageway was resurfaced enabled by an allocation of £150,000 for surface treatments as part of the Maintenance Capital programme but this has been moderated by a switch of funds towards footway renewal as part of the LTP programme.

There exist a number of roads affected by expanding fill materials. Some of these are part of the Principal Road network and rectification of these may be possible through exceptional bids. Where estate roads are affected, additional bids are not possible and the work on these roads will at some point need to be funded from routine allocations.

Improvement

Significant network improvements can occasionally be delivered by the construction of major improvement schemes such as A631 West Bawtry Road or as wide scale redevelopment such as that planned for the Westgate Area of Rotherham Town Centre.

Priority for Action / Resource implications

DfT guidance on the preparation of LTP Second Edition states ***“The Department does not expect authorities to set local targets to abolish maintenance backlogs by a certain date, where the authority would consider such a target to be unrealistic. The Department will however expect, as a minimum requirement, local authorities to aim to ensure no overall deterioration in local road conditions from 2004/05 levels.”***

In light of this statement the minimum option must be to maintain present overall carriageway condition.

With the range of different construction thickness and surface types used in the maintenance of carriageway structures it is not possible to estimate outputs from simple unit rates as it is for footway treatments. That is the reason we are attempting to model within our Pavement Management System what will result from varying levels of carriageway expenditure using a more complex range of treatment costs..

It is assumed that maintaining the level of maintenance need at a constant level will equate to maintaining overall network condition. From the analysis undertaken across the three segments of the network the approximate annual spending levels to maintain the current level of backlog were (excluding exceptional schemes)

Road Class	Expenditure to prevent growth in maintenance need	Estimated outturn 2006/07** (works costs)
Principal "A" Roads	£260,000	£247,000
Classified "B&C" Roads	£340,000	£385,000
Unclassified Roads	£760,000	£336,000
Totals	£1,360,000	£968,000

** includes LTP Capital, Capital Maintenance & Revenue

That is, it is estimated that an additional annual expenditure of £400,000 might be required to maintain current network conditions.

In reporting carriageway conditions the SCANNER survey report uses the traffic light warning system.

RED	"Plan maintenance soon"	Sections of carriageway contributing to the PI. Normally where structural failure has occurred, severe surface deterioration or loss of skid resistance.
AMBER	"Plan investigation soon"	Roads that are deteriorating but where the integrity of the structure can often be protected and life of the road extended with timely action.
GREEN	"Generally good condition"	Defects few in number or minor in nature.

The roads falling in the RED sector are those contributing to the BVPI figures. The AMBER sections will deteriorate into a RED condition in the short to medium term. It must be remembered that not all of the RED part of the network requires immediate action. Once a carriageway structure has failed and requires reconstruction it is beneficial to delay action until the point where its condition is unacceptable to users.

The most cost effective way to use maintenance funds is to seek to extend the life of roads rated as AMBER using the range of resurfacing and surface treatment options at much lower unit cost rather than to reconstruct roads rated RED. Only those critical roads in the RED sector where immediate action is needed should be programmed.

This does present a significant choice in priorities for the Council as direction of travel and quartile performance on the BVPI figures are what the Council are judged on when it comes to external inspection. In order to provide effective maintenance and to start to reduce the current backlog of maintenance funding over and above that indicated above would be required.

The current maintenance backlog on carriageways is estimated to be:

Principal 'A' Roads	£6,500,000
Classified 'B&C' Roads	£10,600,000
Unclassified Roads	£7,800,000
TOTAL	£24,900,000

LTP maintenance allocations are formula based with the condition of the various elements of the highway network influencing the maintenance allocation received. The majority of any road strengthening undertaken will need to rely on this source of funding.

Other allocations for carriageway maintenance should be targeted towards resurfacing and surface treatment programmes to aim to prevent the deterioration of sites where there is a risk of this occurring over the short term.

Recommendations for Improvement Plan

General

- Funding from LTP allocation should be distributed across the road classes in such a way as to maximise performance rather than to seek to follow the DfT formula indicative allocations.
- Further exceptional maintenance bids should be submitted as part of the LTP process to continue to address the problems due to expansive materials under a number of Principal roads.
- A minimum 3 year programme of proposed works to be included as part of the Implementation Plan based on current resource levels together with a reserve programme to a value of £2,000,000.
- Trials should be undertaken of alternative surface materials to increase the range of options available for varying site characteristics and conditions.
- Collection of construction thickness data for classified roads using Ground Penetrating Radar should be considered for use in scheme identification and design.
- Current inspection and assessment regimes are in accordance with Well-maintained Highways and should be supported.
- Annual programme of SKID testing should be enlarged to deliver fully the strategy within the Local Code of Practice.
- More formal procedures for the use of accident data to identify sites for further investigation should be developed.
- Current good PI performance should be positively marketed and regular publicity opportunities taken to better inform residents about proposed treatment programmes.

Options

Maintain Overall Carriageway Condition

Within reasonable financial restraints the best prospect for achieving this target will be to increase the resources directed towards preventative maintenance and thin surfacing solutions.

- A future Budget Issue Paper (BIP) be considered once the level of routine maintenance expenditure required to maintain a steady state across the network has been established.
- Capital Maintenance bids to be submitted to allow for an increased programme of thin road surfacings and the continuance of the expanded surface treatment programme enabled for 2006/7.
- PMS models to be further developed and monitored to evidence change in network condition and changes in asset value.

- Annual progress reports to be submitted to Cabinet Member.

To Improve Towards a Sustainable Service

In addition to the above:

- Consider a Strategic Capital bid to address the backlog of structural repairs on Principal roads by 2012 (£5m. over the 5 year period) and to subsequently target other classified roads.

8. Finance

Issues included within the body of the report.

9. Risks and Uncertainties

The redirection of maintenance funds from one element of the asset to another in order to improve poor BVPI performance (such as the switch in emphasis from road to footway maintenance) is likely to result in reductions in the measured condition of those assets.

10. Policy and Performance Agenda Implications

- **Achieving** – A well maintained road network aids the attraction of inward investment
- **Alive** – target for 80% public satisfaction with highway conditions by 2010
- **Safe** – Good quality surfaces with adequate skidding resistance, drainage and appropriate precautions taken against snow and ice are required to safeguard users.
- **Sustainable Development** – through recycling of materials, reduced use of primary materials and use of long life materials
- **LTP** – Good quality, well drained carriageways benefit Public Transport. Well planned maintenance can reduce disruption and congestion.

11. Background Papers and Consultation

(Draft) A Highway Asset Management Plan for Rotherham, Section 4 (for fuller details)
Reachout 14 Survey Report, Ipsos MORI, October 2006

Contact Name : *Robert Stock, Network Principal Engineer, Streetpride, telephone ext. 2928, e-mail address bob.stock@rotherham.gov.uk*

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Delegated Powers Meeting – Cabinet Member for Economic Development Services
2.	Date:	18 December 2006
3.	Title:	Parking Charges - Saturdays
4.	Programme Area:	Economic Development Services

5. Summary

This report gives details of the Free Saturday parking trial and proposes the re-introduction of charges with effect from 6 January 2007

6. Recommendations

a) In view of the unsuccessful outcome of the free Saturday parking trial, it is recommended that parking charges are re-introduced on Saturdays, at the same level as those which apply between Monday and Friday, with effect from 6 January 2007

7. Proposals and Details

In April 2006, a trial period of 6 months free parking on Saturdays (after 10 a.m.) was introduced in an attempt to improve business for the retail sector in the town centre. It was hoped that the free parking initiative would help to increase footfall in the retail outlets in the town centre, which would in turn increase business.

The town centre footfall figures have been monitored by Town Centre Management and whilst they do show a small increase from 2005 to 2006, it is significant that midweek footfall has increased by 3.2%, although Saturday footfall has increased by only 2.95%. The figures detailed above relate to the first 19 weeks of the financial year. This data seems to confirm that although footfall is encouragingly increasing, the Saturday trial period does not seem to have added significantly to this increase as it was hoped. It therefore follows that the free Saturday parking initiative would seem not to have had a significant positive effect on Town Centre footfall, nor has it succeeded in its main objective of attracting additional retail business in the town centre.

The detailed footfall figures (2005 v 2006) are shown in the Appendices to this report.

In the light of the lack of success of the free Saturday parking initiative, it is proposed to re-introduce charges with effect from 6 January 2007 at the same levels as those applied between Monday and Friday. The charges currently in force are shown below.

Off-Street Parking Charges

Location	Duration	Charge
St Ann's / York Road	All day (long-stay car parks)	1.20
Wellgate Multi-Storey Car Park & Town Centre Pay & Display Surface Car Parks	Up to 2 hours	1.00
	Up to 4 Hours	2.50
	Over 4 hours	5.00

8. Finance

This proposal will assist in bringing income projections from car parking charges closer to budget for 2006/7.

9. Risks and Uncertainties

It is not possible to calculate the level of lost income specifically attributable to free parking on Saturdays, as there are other factors which have caused reduced ticket sales.

10. Policy and Performance Agenda Implications

The re-introduction of charges may result in complaints from retailers / shoppers, although the decision can be justified by the lack of success of the 6 month trial.

11. Background Papers and Consultation

The Town Centre Manager has been consulted informally about the proposal to reintroduce car park charges on Saturdays. She has expressed concern about the possible negative effect on future footfall that the reintroduction of charges might bring.

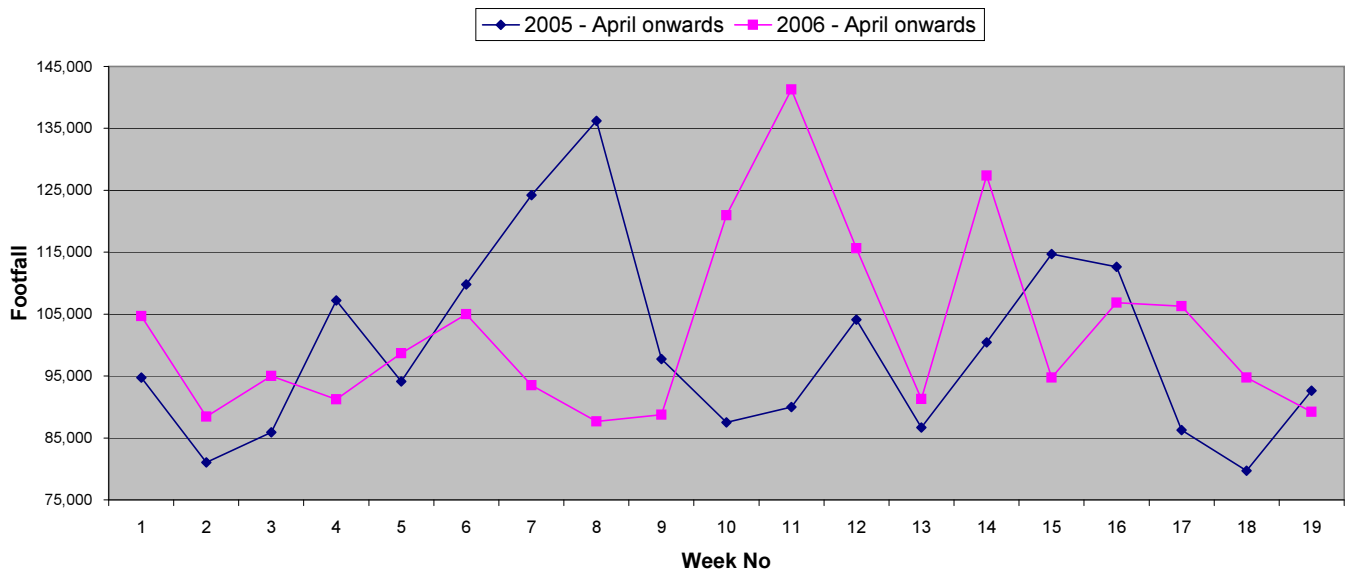
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Town Centre Footfall - 2005 v 2006 - (weeks 1-19) (week 1 = 1st Week April)

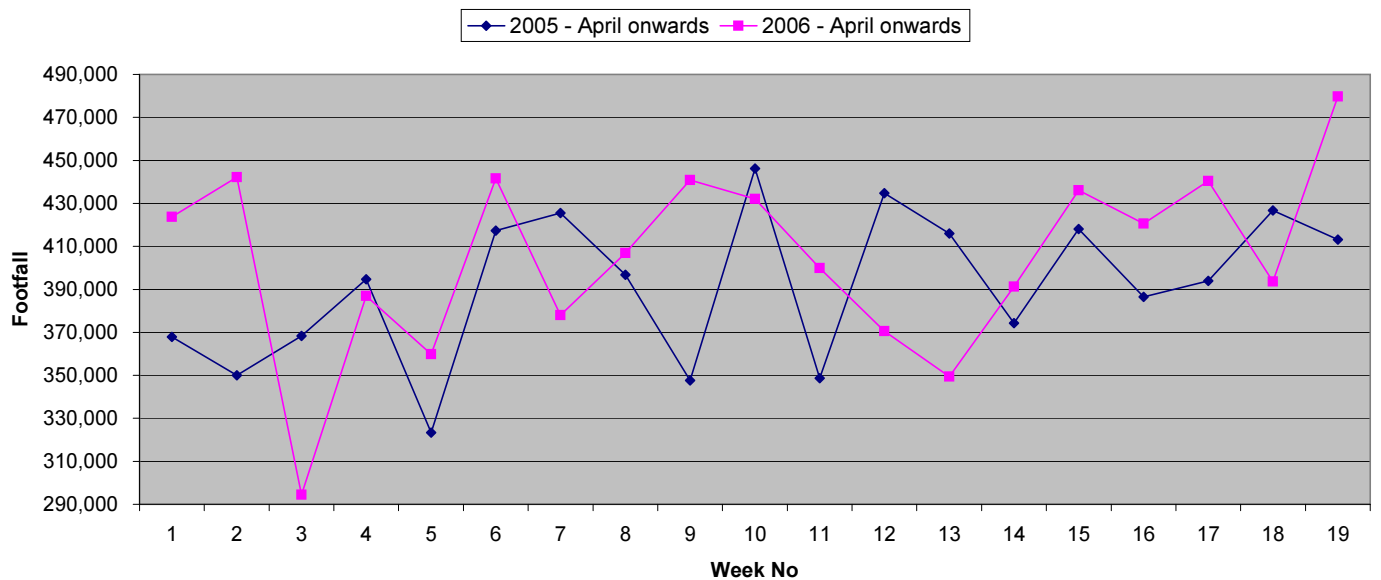
2005			
Wk	Sat 2005	Midweek 2005	Total 2005
1	94,757	367,875	462,632
2	81,049	350,011	431,060
3	85,918	368,373	454,291
4	107,212	394,702	501,914
5	94,119	323,368	417,487
6	109,791	417,267	527,058
7	124,192	425,563	549,755
8	136,212	396,798	533,010
9	97,746	347,604	445,350
10	87,486	446,184	533,670
11	89,968	348,724	438,692
12	104,121	434,823	538,944
13	86,681	416,055	502,736
14	100,461	374,222	474,683
15	114,683	418,001	532,684
16	112,658	386,545	499,203
17	86,275	394,002	480,277
18	79,722	426,710	506,432
19	92,643	413,210	505,853
	1,885,694	7,450,037	9,335,731

2006						
Wk	Sat 2006	diff	Midweek 2006	diff	Total 2006	diff
1	104,688	9,931	423,786	55,911	528,474	65,842
2	88,440	7,391	442,187	92,176	530,627	99,567
3	95,032	9,114	294,537	-73,836	389,569	-64,722
4	91,216	-15,996	386,945	-7,757	478,161	-23,753
5	98,674	4,555	359,776	36,408	458,450	40,963
6	104,961	-4,830	441,613	24,346	546,574	19,516
7	93,497	-30,695	377,982	-47,581	471,479	-78,276
8	87,652	-48,560	406,936	10,138	494,588	-38,422
9	88,740	-9,006	440,822	93,218	529,562	84,212
10	120,937	33,451	432,028	-14,156	552,965	19,295
11	141,271	51,303	399,925	51,201	541,196	102,504
12	115,633	11,512	370,531	-64,292	486,164	-52,780
13	91,279	4,598	349,476	-66,579	440,755	-61,981
14	127,396	26,935	391,261	17,039	518,657	43,974
15	94,753	-19,930	436,070	18,069	530,823	-1,861
16	106,850	-5,808	420,601	34,056	527,451	28,248
17	106,289	20,014	440,388	46,386	546,677	66,400
18	94,726	15,004	393,685	-33,025	488,411	-18,021
19	89,240	-3,403	479,697	66,487	568,937	63,084
	1,941,274	55,580	7,688,246	238,209	9,629,520	293,789
		2.95%			3.20%	3.15%

Town Centre Saturday Footfall



Town Centre - Midweek Footfall



Town Centre - Total Footfall

