

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

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

Date: Thursday, 1st February, 2007

Time: 2.00 p.m.

*Please note the change of date, venue and start time for this meeting.

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 the Local Development Framework Members' Steering Group held on 15th December, 2006. (copy attached) (Pages 1 - 3)
 - to note the discussion and progress.
4. Annual Business Inquiry Results. (report attached) (Pages 4 - 9)
Research and Spatial Development Officer to report.
 - to report the 2005 survey results
5. 2007/2008 Local Transport Plan Capital Expenditure Settlement. (report attached) (Pages 10 - 16)
LTP Delivery Manager to report.
 - to report the results of the DfT assessment of the 2nd South Yorkshire Local Transport Plan and details of the LTP Capital Programme Settlement for 2007/2008.
6. Application to the Magistrates' Court under Section 116 of the Highways Act 1980 to Stop-up part of the B6066 - Highfield Lane, Orgreave. (report attached) (Pages 17 - 19)
Team Leader, Highways Structures, to report.
 - to seek approval.
7. Meadowbank Road Footway (Southern Footway) - Gateway Improvements. (report attached) (Pages 20 - 23)
Principal Engineer to report.
 - to consider implementation of the scheme, subject to funding.

8. Revenue, Fee Billing and Trading resources monitoring report April 2006 to December 2006. (report attached) (Pages 24 - 32)
Service Accountant (Environment and Development Services) to report.
 - to report performance against budget.
9. Conferences/Seminars.
 - to consider attendance at any conferences/seminars.
10. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under those Paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006):-
11. All Saints Building Tenancies. (report attached) (Pages 33 - 34)
Principal Officer to report.
 - for discussion.(Exempt under Paragraph 3 [information relating to the financial and business affairs of any particular person (including the authority holding that information)]).
12. Grounds Maintenance. (report attached) (Pages 35 - 41)
Director, Streetpride to report.
 - to report progress.(Exempt under Paragraphs 3 [information relating to the financial and business affairs of any particular person (including the authority holding that information)] and 5 [information in respect of which a claim to legal professional privilege could be maintained in legal proceedings])

**ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 15th December, 2006**

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

together with:-

Andy Duncan	Strategic Policy Team Leader
Paul Gibson	Senior Transportation Officer
Hugh Long	Waste Management
Ken MacDonald	Solicitor, Legal Services
Ryan Shepherd	Senior Planner
Gordon Smith	Neighbourhoods
Phil Turnidge	Local Development Framework Manager
Nick Ward	Planner
Joanne Wehrle	Partnership Officer

1. INTRODUCTIONS/APOLOGIES

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

Apologies were received from:-

Councillor Susan Ellis	Cabinet Member for Neighbourhoods
Michelle Musgrave	Head of Neighbourhood Development
Adrian Gabriel	Waste Strategy Manager
Jeff Wharfe	Local Economic Development Partnership Manager

2. MINUTES OF THE PREVIOUS MEETING HELD ON 17TH NOVEMBER, 2006

Consideration was given to the minutes of the previous meeting held on 17th November, 2006.

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

3. MATTERS ARISING

Item 182 – Letter to South Yorkshire MPs

The Steering Group noted that a response had now been received from Parliamentary Under-Secretary of State Baroness Andrews; a copy of this letter would be distributed with the minutes of this meeting.

4. MINUTES OF A MEETING OF THE HOUSING RENEWAL PATHFINDER HELD ON 13TH NOVEMBER, 2006

Consideration was given to the minutes of the above meeting.

Reference was made to the report to be submitted to an early meeting of this Steering Group in respect of item 110 (Planning Issues for ADF Projects 2006-2008).

Resolved:- That the minutes be noted.

5. CORE STRATEGY PREFERRED OPTIONS DOCUMENT - PRESENTATION

The Steering Group received a presentation about the Core Strategy Preferred Options for the Rotherham Local Development Framework, with specific reference to these policies:-

PD1 Sustainable Communities
PD2 Housing
PD3 Industry and Commerce
PD4 Retail and Leisure
PD5 Waste Management
PD6 Transportation
PD7 Local Heritage
PD8 Efficient Use of Resources
PD9 Community Safety and Well Being

The presentation also made reference to:-

- the community strategy and the rural strategy for Rotherham;
- issues affecting the Dearne settlements and the urban area of Rotherham (including the town centre redevelopment);
- the urban fringe (eg: A631 Bawtry Road corridor to Wickersley and the M18 at Hellaby);
- the Rotherham/Sheffield corridor;
- outlying settlements (eg: Anston, Dinnington, Maltby and Thurcroft);
- the evidence base of the contents of the Local Development Framework;
- consultation arrangements.

The Steering Group's discussion of these issues included the following topics:-

- (a) industry and commerce and employment prospects (including the Rotherham town centre);
- (b) 19,000 new houses to be provided in the Rotherham Borough area

(although a minority might be located within the Sheffield area, on the Rotherham/Sheffield boundary);

(c) the Yorkshire Entertainment Sensation project was due to be considered by the Planning Board during January, 2007 (including a proposed Section 106 Agreement);

(d) land required for leisure purposes;

(e) land and facilities required for waste disposal – this issue might be considered on a South Yorkshire County-wide basis;

(f) the implications of road pricing and toll roads;

(g) local heritage;

(h) the consultants, Arup, had been retained by the Council to prepare a sustainability appraisal.

A report about the Rotherham Local Development Framework would be considered by the Cabinet on 10th January, 2007, after which there would be an exhibition in the Bailey Suite on 12th January, 2007 and a public consultation process during February and March, 2007.

6. ANNUAL MONITORING REPORT

The Steering Group noted that the annual monitoring report for the period 1st April, 2005 to 31st March, 2006 would be submitted to the Government Office for Yorkshire and the Humber by the due date of 31st December, 2006.

7. RECYCLING CONTAINERS - INCORPORATION INTO NEW BUILD

The Steering Group noted that the increasing emphasis on the recycling of waste material would lead to new development and buildings requiring additional storage space for the containers for this waste material. There would be a number of resource implications, not least because there would have to be adequate access into new developments for refuse collection vehicles.

The Steering Group discussed the need for Local Planning Authorities to establish appropriate planning policies to ensure developers' compliance with these new requirements.

8. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Steering Group be held on Friday, 26th January, 2007, commencing at 10.00 a.m. at the Town Hall, Moorgate Street, Rotherham.

RMBC – DELEGATED POWERS REPORT

1.	Meeting:	DELEGATED POWERS
2.	Date:	1 February 2007
3.	Title:	ANNUAL BUSINESS INQUIRY RESULTS
4.	Directorate:	ENVIRONMENT & DEVELOPMENT SERVICES

5. Summary

The Office for National Statistics (ONS) has recently released the results of the 2005 Annual Business Inquiry survey. This employer survey covers the number of jobs (recorded at the location of an employees workplace) held by employees within a district, broken down by sex, full / part-time, and industry. It also measures the number of workplaces in a district and their size, in terms of employees, broken down by industry. This report looks at the latest position in Rotherham and the changes since the start of the survey in 1998.

6. Recommendations

This report is for information and to note the following key points:

- **following several years of large increases in employee jobs within the borough data for 2005 indicates little change during the year**
 - **since the beginning of the ABI in 1988 employee jobs in Rotherham have increased by over 29%, over three times the national rate and double the rate of the next best performing authority in South Yorkshire**
 - **over 5,000 manufacturing jobs have been lost in Rotherham since 1998 but this has been more than offset by significant increases in other sectors, particularly in the banking, finance and insurance sectors and in the public sector**
 - **extra jobs have been split almost equally between men and women but the majority of positions filled by women have been part-time**
 - **Rotherham continues to rely more heavily on large companies for employment compared to the national average**
-

7. Proposals and Details

The Government's Annual Business Inquiry (ABI) produces estimated data, on a workplace basis, of the number and types of jobs, the number of workplaces and size of businesses, and a breakdown by industry. Although the ABI is a survey and will therefore be subject to a degree of variance (particularly at small area level), it is the best official source of job numbers and businesses within an area and is invaluable in demonstrating general trends, particularly over longer periods of time.

The 2005 results indicate that Rotherham has experienced little change in the number of employee jobs located in the borough after several years of substantial rises. Figure 1 below shows how the number of jobs has increased since the beginning of the ABI in 1998 (all figures are rounded to the nearest 100).

Figure 1.



Source: Annual Business Inquiry, NOMIS Crown Copyright

This apparent stagnation in the number of jobs in Rotherham could be partly due to natural variances in the yearly data caused by the sample size used in the ABI survey but may also be a sign that jobs growth is slowing as local employment rates (although these are measured on a residence basis) have approached the national average. Table 1 below compares Rotherham's rate of increase with the other South Yorkshire authorities, the region and nationally.

Table 1.

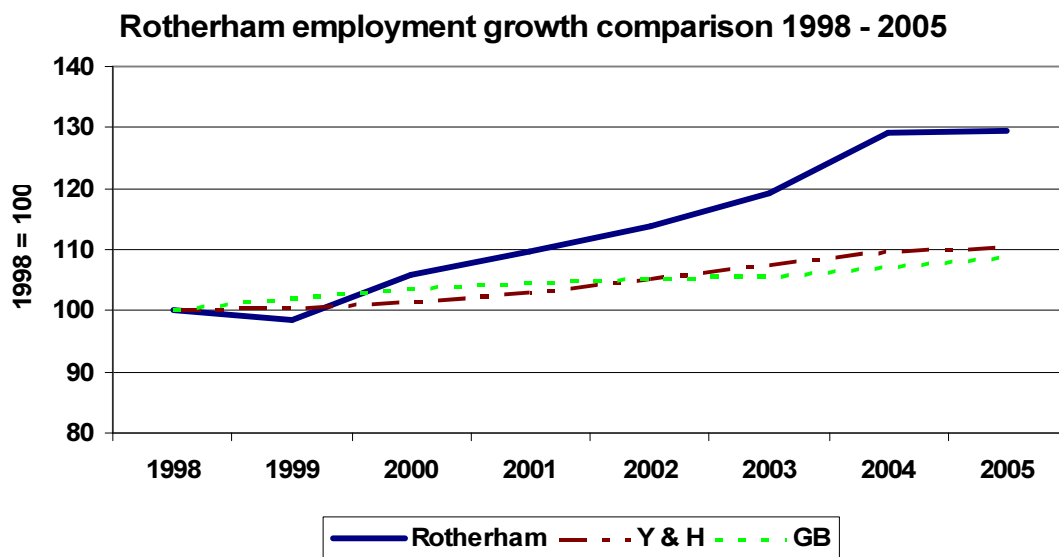
	1998	1999	2000	2001	2002	2003	2004	2005	% Increase 98 - 05	Last year 04 - 05
Rotherham	80,900	79,700	85,600	88,800	92,000	96,400	104,600	104,700	29.4%	0.1%
Barnsley	71,500	69,500	72,200	69,300	73,700	74,500	75,100	74,200	3.8%	-1.2%
Doncaster	105,100	97,700	101,200	100,400	105,600	107,700	111,200	113,900	8.4%	2.4%
Sheffield	223,800	218,800	224,500	231,400	233,700	239,700	246,700	255,500	14.2%	3.6%
South Yorkshire	482,500	466,800	484,600	490,000	505,000	518,200	537,500	548,200	13.6%	2.0%
Yorks. & Humber	2,049,700	2,057,400	2,078,100	2,113,900	2,154,500	2,199,400	2,249,400	2,262,400	10.4%	0.6%
Great Britain	24,355,000	24,827,400	25,214,600	25,490,300	25,593,700	25,710,600	26,067,500	26,503,100	8.8%	1.7%

Source: Annual Business Inquiry, NOMIS Crown Copyright

Rotherham has seen a smaller increase over the year 2004 to 2005 than regionally or nationally. Sheffield, and to a lesser extent Doncaster, have seen steady increases in job numbers although Barnsley has actually recorded a fall in jobs over the year.

However the last years data must be set against the significant increases seen in Rotherham since 1998 - a rise of 29.4%, well above the national (8.8%) and regional (10.4%) rates of increase as shown in Figure 2, and over double the rate of Sheffield, the next best performing district in South Yorkshire.

Figure 2.



Source: Annual Business Inquiry, NOMIS Crown Copyright

This increase has not been uniform across all sectors, with falls seen in the number employed within manufacturing (-5,000) but offset by large increases in the public sector (administration, education & health) and service sectors (banking, finance, insurance and other services). The manufacturing sector remains more important in Rotherham (16.1%) compared to the national average (11.1%) but the public sector (24.6%), distribution, hotels and restaurants sectors (23.9%), and banking, finance and insurance sectors (17.3%) now employ more staff within the borough. The employment changes since 1998 within each broad industry sector in Rotherham are shown in Table 2.

Table 2.

INDUSTRY:	1998	2005	Change	% Change
Agriculture & Utilities	900	1,300	400	44.4%
Manufacturing	21,900	16,900	-5,000	-22.8%
Construction	4,700	6,400	1,700	36.2%
Distribution, hotels and restaurants	19,800	25,100	5,300	26.8%
Transport and communications	4,300	7,000	2,700	62.8%
Banking, finance and insurance	8,700	18,100	9,400	108.0%
Public administration, education & health	17,900	25,700	7,800	43.6%
Other services	2,700	4,200	1,500	55.6%
TOTAL	80,900	104,700	23,800	29.4%

Source: Annual Business Inquiry, NOMIS Crown Copyright

The new employee jobs in Rotherham have been split almost equally between men and women with 61% being full-time positions. However the majority of positions filled by women have been part-time – a full gender and full/part-time split is shown in Table 3.

Table 3.

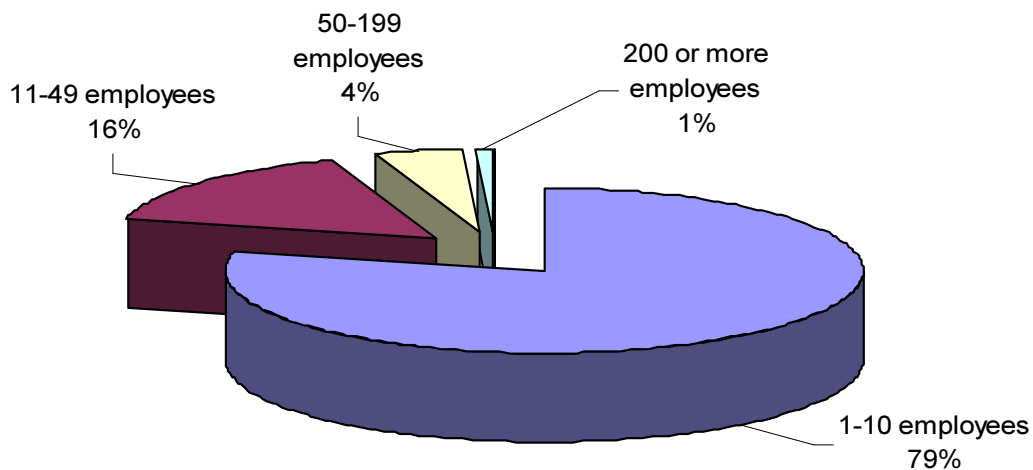
GENDER / FULL & PART-TIME	1998	2005	Change	% Change
Male Full Time Workers	37,100	46,900	9,800	26.4%
Male Part Time Workers	5,100	7,400	2,300	45.1%
Female Full Time Workers	19,100	23,800	4,700	24.6%
Female Part Time Workers	19,600	26,600	7,000	35.7%
TOTAL	80,900	104,700	23,800	29.4%

Source: Annual Business Inquiry, NOMIS Crown Copyright

In Rotherham, as in Great Britain, the vast majority of businesses are small. In 2005, 79% of businesses in Rotherham employed under 11 people, 16% of businesses employed between 11 and 49 people, 4% employed between 50 and 199 people and only 1% employed 200 or more staff.

Figure 3.

Breakdown of Rotherham Businesses by size (number of employees), 2005

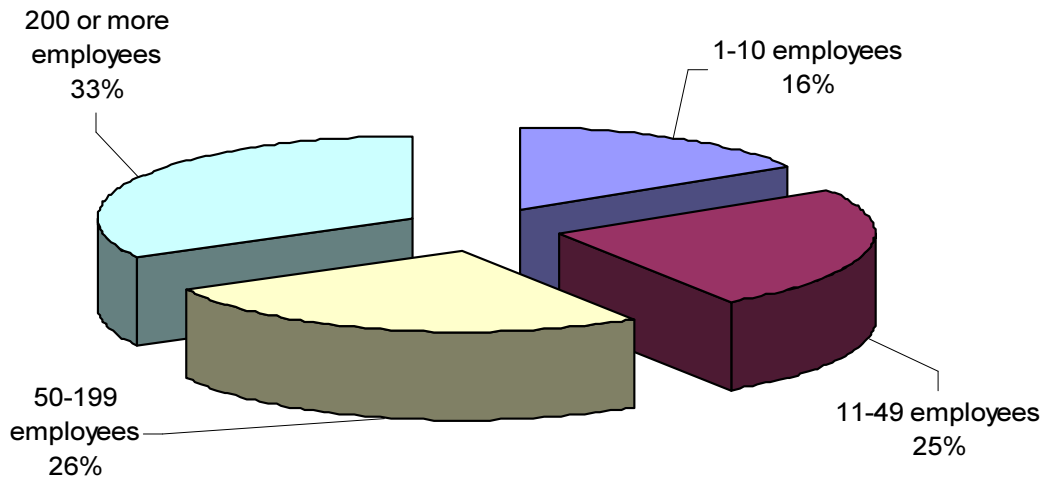


Source: Annual Business Inquiry, NOMIS Crown Copyright

These large firms (200 or more staff) did however account for 33% of employment in Rotherham compared to 16% employed in small businesses (fewer than 11 employees).

Figure 4.

**Share of Employment in Rotherham by size of business,
2005**



Source: Annual Business Inquiry, NOMIS Crown Copyright

This highlights Rotherham's heavier reliance on large companies for employment compared to the national average – in Great Britain large companies (employing 200 or more) accounted for just 30.6% of employment (33.1% in Rotherham) with small companies (those employing less than 11) accounting for 20.6% of employment (16.2% in Rotherham).

8. Finance

None.

9. Risks and Uncertainties

As the ABI is a survey (although with comprehensive coverage), when looking at a local authority the size of Rotherham it must be appreciated that all figures will be subject to a degree of variance. It is important to take this into consideration when comparing one year's data with another – more important is to consider the trend over a longer period of time.

10. Policy and Performance Agenda Implications

This has links to the Community Strategy themes of:
 Achieving – increasing the number of local jobs is a key measures of progress under this theme. Increasing the number and variety of jobs in Rotherham will help to reduce levels of economic inactivity and unemployment, reduce the need for outward commuting, and encourage more people of working age to remain within or move to Rotherham.

11. Background Papers and Consultation

Office for National Statistics – Annual Business Inquiry 2005

Background information about the ABI is available from the following article:

http://www.nomisweb.co.uk/articles/ref/ABI_lmt_may2000.pdf

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic Regeneration and Development Services
2.	Date:	1st February 2007
3.	Title:	2007/08 Local Transport Capital Expenditure Settlement
4.	Directorate:	Environment and Development Services

5. Summary

The second South Yorkshire LTP (2006-2011) has been rated as “Fair” and the Delivery Report on the First South Yorkshire LTP (2001-2006) has been rated as “Satisfactory to Good” by the Department for Transport. The Department for Transport have also informed the Council of the Integrated Transport and Maintenance settlements for 2007/08. A separate letter has also been received, informing South Yorkshire of the additional road safety element, as a consequence of changed funding arrangements for Safety Camera Partnerships

6. Recommendations

That Cabinet Member resolves to: -

**(a) note the Local Transport Capital Expenditure Settlements for 2007/08,
and**

(b) refer the matters to Cabinet and Regeneration Scrutiny for information.

(c) receive a further report on the details of the 2007/08 Local Transport Capital Programme.

7. Proposals and Details

The Department for Transport (DfT) issued their settlement letter to the South Yorkshire authorities on 18th December 2006. The letter outlined the DfT's assessment of the Delivery Report of the First LTP and the Second LTP and set out the allocations for South Yorkshire for 2007/08, as shown in the table below:-

Funding Block	2007/08	2006/07
Integrated Transport	£19,293,000	(£18,907,000)
Extra Allowance (related to former Objective 1 designation)	£3,226,000	(£3,147,000)
Maintenance	£15,759,000	* (£15,538,000)
TOTAL	£38,278,000	(£37,592,000)
<p><i>N.B. Last year's figures are shown in brackets for comparison. Additional road safety funding has been allocated under a separate "Grant Determination" letter, as a consequence of the changed funding arrangements for. Safety Camera Partnerships.</i></p> <p><i>* Last year's Maintenance settlement included £2.310m relating to the Rotherham Great Eastern Way exceptional bid scheme.</i></p>		

(a) Performance Assessment and impact on the Integrated Transport block

LTP areas that achieved an "Excellent" assessment for their Second LTP submissions received a +12.5% adjustment to their Integrated Transport (IT) block funding allocations and those assessed as "Good" received a +3% adjustment. LTP areas achieving an "Excellent" assessment for their First LTP Delivery Reports received a +12.5% adjustment, which will be added to any increased funding from their LTP2 assessment, e.g. areas assessed as "Excellent" for both submissions received +25% adjustments. These adjustments will be applied for each year from 2007/08 to 2010/11. As neither our Second LTP nor our First LTP Delivery Report achieved these levels of assessment, then no such 'additions' have been applied to the South Yorkshire IT block funding allocations.

Although no reductions have been applied to the previously published, 2007/08 IT block guideline figures, the DfT has advised LTP authorities of revised allocations for each of the subsequent three programme years (2008/09 to 2010/11). One of the reasons for doing this is in order to provide rewards for those authorities assessed as "Excellent" or "Good". The impact on South Yorkshire's future IT block funding is set out in the table below.

South Yorkshire IT Block Funding	2007/08 Confirmed	2008/09 Indicative	2009/10 Indicative	2010/11 Indicative
Previously advised Guidelines	£22,519,000	£23,552,000	£24,632,000	£25,761,000
Latest Guideline	£22,519,000	£22,524,000	£22,899,000	£23,235,000

Difference	£0	-£1,028,000	-£1,733,000	-£2,526,000
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Members will note that these indicative allocations have been reduced by a total of £5,287,000 which will clearly impact on Partners' ability to deliver the planned Second LTP programme and, therefore, achievement of targets. The South Yorkshire IT block funding, however, does include about £3.3m a year extra allowance related to the area's Objective 1 designation, which the DfT has confirmed will continue to the end of the second LTP period.

(b) Allocation of Integrated Transport block to Partners

It has been agreed by the SY Planning and Transportation Steering Group, at their 8 January 2007 meeting, that the Integrated Transport (IT) block be divided amongst the five South Yorkshire Partners on the same basis as in previous years, i.e. pro-rata on latest population estimates after a 25% 'top-slice' to the PTE. The Government Office has advised that 75% of the South Yorkshire IT Block (i.e. £16,889,000) has already been divided on the same basis as last year (i.e. based on mid-2004 populations), and included in the revenue support grant settlement announced last year. They intend to pay the remaining £5,630,000 as direct grant within the single pot. Following the PTSG meeting, the GOYH will be advised how this is to be allocated to each Partner. Using the latest mid-2005 populations, the splits will be as shown below.

PARTNER	MID 2005 POP'N	% SPLIT	IT Funding
Barnsley MBC	222.1m	12.96%	
Doncaster MBC	289.6m	16.89%	
Rotherham MBC	253.2m	14.77%	
Sheffield CC	520.7m	30.38%	
SYPTTE	-	25.00%	

Appendix A to this report details how the 2007/08 local transport capital funding has been distributed amongst the South Yorkshire Partners. Members will note that it is suggested the extra £3,226,000 allowance (relating to South Yorkshire's Objective 1 status), be held centrally by the PTA, which reflects the approach adopted during the current 2006/07 programme, until the 2007/08 programme can be finalised.

(c) Maintenance

The DfT are allocating a total of £14,159,000 to the South Yorkshire Partners in respect of their 'formulaic' highways capital maintenance allocation. This is just over £1 million higher than guideline figures suggested. In addition, £1,600,000 has been allocated for major maintenance and strengthening on the primary route network in relation to the following:-

Barnsley: A629, Major Wall Maintenance = £250,000.
 Sheffield: A630, Parkway / Handsworth Road = £1,000,000.
 Sheffield: A61, Lady's Bridge = £350,000.

A total of £15,759,000 is, therefore, being allocated to the four South Yorkshire Highway Authorities. As with the IT block, 75% of this funding (i.e. £9,508,000), has been included in the revenue support grant settlement announced last year. The remaining £6,251,000 will be paid as direct grant within the single pot, as detailed in **Appendix A** to this report. Following receipt of the settlement letter the GOYH have provided a breakdown of the maintenance allocations per District and these are shown in the table below:-

		Highways	Structures	Street Lighting	Totals
Barnsley	2006/07	2,239,000	605,000		2,844,000
	2007/08	1,999,000	767,000	0	2,766,000
	Diff	-11%	27%		-2.74%
Doncaster	2006/07	2,262,000	801,000		3,063,000
	2007/08	2,180,000	1,605,000	0	3,785,000
	Diff	-4%	100%		23.57%
Rotherham	2006/07	1,212,000	395,000		1,607,000
	2007/08	1,281,000	473,000	255,000	2,009,000
	Diff	6%	20%		25.02%
Sheffield	2006/07	3,883,000	1,281,000		5,164,000
	2007/08	3,376,000	1,620,000	604,000	5,600,000
	Diff	-13%	26%		8.44%

The DfT has advised that, following the spending review, they propose to make a three year settlement for maintenance for the remainder of the Second LTP period. They are also proposing to review arrangements for future funding and, therefore, hope to set up a group, including participation from local authority representatives. The South Yorkshire Maintenance Working Group will identify appropriate representatives from this area, and advise GOYH accordingly.

(d) Safety Camera funding

Members will be aware that 2007/08 is the first programme year during which Safety Camera funding is to be integrated into the LTP system. The allocation of capital and revenue funding amongst the four South Yorkshire Highway Authorities is based on the DfT's road safety needs formula and qualitative assessments of the road safety elements of our First LTP Delivery Report and Second LTP submission. The road safety element of delivery reports about first local transport plans have been classified as demonstrating evidence of strong delivery, minimum requirements met or minimum requirements not met. The delivery report has been assessed as meeting minimum requirements. The road safety element of the final second round local transport plans have

been classified as excellent, good, fair or weak. This element of the SYLTP has been assessed as being **good**.

The following table details the additional funding allocations made to South Yorkshire.

South Yorkshire Safety Camera funding	2007/08 Confirmed	2008/09 Confirmed	2009/10 Indicative	2010/11 Indicative
Capital	£444,998	£425,708	£423,047	£407,001
Revenue	£2,000,042	£1,913,346	£1,901,385	£1,829,265
Totals	£2,445,040	£2,339,054	£2,324,432	£2,236,266
Previously advised totals	£2,533,823	£2,421,655	£2,324,433	£2,236,266
Difference	-£88,783	-£82,601	-£1	£0

Members will note that the confirmed allocations (i.e. for 2007/08 and 2008/09), are less than those previously advised, i.e. a total of -£171,384. At the time of writing, detailed information concerning the basis on which these allocations had been made was not available. Sheffield City Council has responsibility for administering the Safety Camera Partnership funding and Planning and Transportation Steering Group, at it's meeting on 8 January 2007, agreed that the funding would be allocated to them for 2007/08.

A meeting with the DfT and GOYH was held on 12 January 2007 at which representatives from the DfT and GOYH provided some more detail of how the assessments had been carried out and how the assessment and scoring system had been applied to the SYLTP submission on a nationally consistent basis. A further meeting between Margaret Jackson, Director of GOYH and the SY Chief Executives is planned for 23 January which will give an opportunity for the Chief Executives to hear first hand about the assessment of the LTP and what we can do to improve it although it is very unlikely that allocations will change.

A suggested programme of schemes for Rotherham is now being prepared and a further report will be submitted to the Cabinet Member prior to the start of the new financial year.

8. Finance

South Yorkshire has been allocated £38,278,000 in 2007/08 (excluding major scheme funding). Rotherham will be allocated £2,849,829 for Integrated Transport and £2,009,000 for maintenance. The funding for transport schemes and projects that support the Objective 1 programme has yet to be apportioned to partners.

For comparison purposes, the equivalent figures for last year (2006/07) are £37,592,000, £2,798,000 and £1,607,000. Members may recall that in

addition to last years maintenance allocation Rotherham was awarded £2,310,000 specifically for the Great Eastern Way maintenance scheme.

9. Risks and Uncertainties

There are no significant risks or uncertainties associated with this report but it is important that we spend and deliver on transport schemes and projects that enable us to meet the objectives and targets set in the LTP.

10. Policy and Performance Agenda Implications

Transport and the LTP Delivery Report 'score' are crucial to the Councils CPA and CA assessments. As a means to various ends, accessibility and high quality transport systems and infrastructure are vital if we are to achieve the aims of the Community Strategies and the Corporate Plan. Reduced funding will affect our transport related performance and hence BVPIs.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2001-2006

South Yorkshire Local Transport Plan Delivery Report 2006

South Yorkshire Local Transport Plan 2006-2011

Letter to Chief Executive from Margaret Jackson GOYH - dated 18 December 2006 - 2007/2008 Local Transport Capital Expenditure Settlement

Contact Name:

Dave James, Local Transport Plan Delivery Manager, Planning and Transportation Service, extension 2954, dave.james@Rotherham.gov.uk

APPENDIX A – Local Transport 2007/08 Capital Funding Allocations

	BMBC	DMBC	RMBC	SCC	SYPTA/A	SOUTH YORKSHIRE
Integrated Transport Block – SCE(R) <i>(already included in RSG settlement)</i>	£1,878,000	£2,454,000	£2,143,000	£4,384,000	£6,030,000	£16,889,000
Integrated Transport Block – Direct Grant	£621,791	£805,521	£706,829	£1,476,609	£2,019,250	£5,630,000
Integrated Transport Block Totals	£2,499,791	£3,259,521	£2,849,829	£5,860,609	£8,049,250 <i>(see NOTE A)</i>	£22,519,000
Safety Camera (capital) funding Totals	£0	£0	£0	£444,998 <i>(see NOTE B)</i>	£0	£444,998
Maintenance – SCE(R) <i>(already included in RSG settlement)</i>	£2,133,000	£2,297,000	£1,205,000	£3,873,000	£0	£9,508,000
Maintenance – Direct Grant <i>(to be paid directly by the DfT)</i>	£883,000	£1,488,000	£804,000	£3,076,000	£0	£6,251,000
Maintenance Totals	£3,016,000 <i>(see NOTE C)</i>	£3,785,000	£2,009,000	£6,949,000 <i>(see NOTE D)</i>	£0	£15,759,000
TOTALS	£5,515,791	£7,044,521	£4,858,829	£13,254,607	£8,049,250	£38,722,998

NOTE A – The SYPTA/E Integrated Transport block allocation includes the £3,226,000 allowance (related to former Objective 1 status).

NOTE B – The Safety Camera funding is to be administered by Sheffield CC. The settlement also provides £2,000,042 revenue funding for 2007/08.

NOTE C – The Maintenance total for Barnsley MBC includes £250,000 for A629 Major Wall Maintenance.

NOTE D – The Maintenance total for Sheffield CC includes £1,000,000 for A630 Parkway / Handsworth Road and £350,000 for A61 Lady's Bridge.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting	Economic Regeneration and Development Services
2.	Date	Thursday 1 February 2007
3.	Title	Application to the Magistrates' Court under Section 116 of the Highways Act 1980 to Stop-Up Part of the B6066 Highfield Lane, Orgreave. Ward 11, Rother Vale
4.	Directorate	Environment and Development Services

5. Summary

To seek Cabinet Member's approval to Stop-Up part of the B6066 Highfield Lane, Orgreave following the opening of the New Highfield Lane Bridge.

6. Recommendations

That Cabinet Member Resolves to: -

i Request the Head of Legal Services to process an application to the Magistrates' Court under Section 116 of the Highways Act 1980 to Stop-Up part of the B6066 Highfield Lane, Orgreave as shown on the attached drawing no. 182/4/31N/misc17.

ii Receive a further report following the hearing at the Magistrates' Court.

7. Proposals and Details

The report to this meeting on 5 March 2001 sought Members approval for the construction of a new road bridge across the existing railway and for a Compulsory Purchase Order and Side Roads Order. Subsequently, Cabinet Member will recall formally opening the completed bridge on Monday 6 February 2006.

The old Highfield Lane bridge is owned by Network Rail who at the present time does not have funding available for it to be dismantled and so the old bridge has been left in place. Network Rail has requested the Council to arrange for the highway on the old bridge to be stopped up in accordance with Section 116 of the Highways Act 1980. The current road over the old bridge is now redundant and this order will allow Network Rail to dismantle the bridge when funding becomes available.

8. Finance

The costs of arranging the Stopping-Up Order will be contained within the Local Transport Plan Capital Budget.

9. Risks and Uncertainties

The Statutory consultation process has been followed and no objections to the proposed stopping up have been received. However, if objections to the closure are raised at the hearing in the Magistrates' Court, the Magistrate could decline to approve the application although this is considered to be very unlikely. In that event, Network Rail would not be permitted to dismantle the old bridge.

10. Policy and Performance Agenda Implications

This procedural order is part of the overall Highfield Lane Bridge scheme which contributes to both Rotherham Safe and Rotherham Achieving.

11. Background Papers and Consultation

Assessment Certificates produced by Network Rail, 4 March 1994.

Report to Cabinet Member and Advisors for Economic Regeneration and Development Services, 5 March 2001.







Contact Name : Peter Dixon, Team Leader, Highway Structures, Ext 2919



Old Highfield Lane Bridge (Network Rail Bridge No. MAC3/148)

New Highfield Lane Bridge

KEY

-  Former alignment of B6066 highfield Lane
-  New alignment of B6066 highfield Lane
-  Area of highway to be stopped up
-  British Telecom fibre optic cable
-  National Grid pilot cable
-  Yorkshire Electricity Distribution Limited supply cable

Title PROPOSED NEW BRIDGE - B6066 HIGHFIELD LANE, ORGREAVE
 HIGHWAY TO BE STOPPED UP UNDER SECTION 116 OF HIGHWAYS ACT 1980

Dwg. No. 182/4/31N/misc17

Scales 1:500
(if A4)

Drawn WO / CRW

Date MAY 06

Chd. by PSD/CRW

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	1st February 2007
3.	Title:	Meadowbank Road Gateway Improvement Works (Southern Footway) Ward 13 Rotherham West
4.	Directorate:	Environmental and Development Services

5. Summary

To report on the details proposed for 'Gateway' works on the southern side of Meadowbank Road, (opposite South Street and Jordan Crescent) and so seek approval to proceed with the works subject to HMRP funding being made available.

6. Recommendations

It be resolved that:

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

7. Proposals and Details

Cabinet Member may recall minute number 165 of the Regeneration and Asset Board on 17th May 2006 reviewing the Gateway Improvement Plan for 2005/6 and approving the proposals for 2006/7 plan. The Meadowbank Road (Phase 1) project was approved by Cabinet Member on 30th October (minute number 129 of Cabinet Member for Economic Regeneration and Development Services 2006), and provided for improved footways on the northern side of Meadowbank Road between South Street and Oakdale Road. The scheme covered by this report seeks to supplement the previous works and represents part of Meadowbank Road (Phase 2) within the Gateway Plan for 2006/7.

The works consist primarily of new tarmac footway with concrete edging in the existing wide verge opposite South Street and Jordan Crescent. The new footway will therefore front 'Roebuck and Clarke Galvanising' and will link the existing footway which currently finishes at the former 'Sweet Centre' to the east of Roebuck and Clarke with the existing bus stop to the west of the Roebuck and Clarke. This bus stop and shelter is currently isolated from any footway link and bus users must cross Meadowbank Road to access footway provision.

In the longer term it is anticipated that this footway will form part of a much larger 'shared use' footway and cycleway scheme on the south side of Meadowbank Road stretching from the 'Sweet Centre' (now 'Akbar's Restaurant') to junction 34 of the M1 motorway. This would complement the advisory cycle lane on the north side of Meadowbank Road. The footway that forms this scheme has therefore been designed for future conversion to shared use, and is set back 2m from the kerb edge to give future cyclists protection from traffic.

The Gateway project team within RIDO have ensured the local community have been consulted.

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

8. Finance

These works will be funded from the Housing Market Renewal 'Pathfinder' funding stream subject to approval by the Transform South Yorkshire Board and their advisors. It is anticipated that total scheme costs will amount to around £25,000, with works commencing late February 2007.

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

The scheme will contribute to the 'Rotherham Proud' agenda by enhancing the main 'gateway' routes into the Borough with high quality public realm works. The scheme will also contribute to 'Rotherham Safe' in that it will provide new footway for pedestrians with the eventual shared use by cyclists as well.

11. Background Papers and Consultation

Consultation has taken place as described above in section 7.

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

Council Minute number 129 of Cabinet Member for Economic Regeneration and Development Services 2006 (30th October)

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

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

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	1st February 2007
3.	Title:	Revenue, Fee Billing and Trading resources monitoring report for 2006/2007
4.	Directorate:	Environment and Development Services

5. Summary

This report advises on the performance against budget for the Environment and Development Services Directorate's Revenue, Fee Billing and Trading resources for the period – **April 2006 to end December 2006**. The Directorate is currently forecasting to achieve a balanced budget by the end of the financial year.

6. Recommendations

That Members note the anticipated outturn position for the Environment & Development Services Directorate Budget as at end December 2006.

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

7. Proposals and Details

Members are asked to receive and comment upon budget monitoring reports on a monthly basis from June onwards. This report reflects financial performance against budget for the period 1st April 2006 to 31st December 2006. The attached **appendices** give a summary of the projected 2006/07 revenue position for the Directorate;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

- Following the December round of budget meetings the Directorate has identified that it is likely to achieve a balanced budget against its total net revenue budget of £17,104,000.

Rotherham Investment and Development Office

At this point in the financial year the Department is reporting a balanced position against its revenue budget. The Department had been reporting a £150,000 underspend against its budget as a consequence of the funding bid received from Transform South Yorkshire. However the equivalent budgetary sum has now been transferred corporately to support the balancing of the overall Council position as part of the Council's revised estimates process. As part of this same process the Service has received £100,000 from the Chief Executive's budget to cover contributions payable to Phoenix Enterprises. Despite the above and cost pressures including a shortfall on outdoor markets rental income, the overall position on the account should realise a balanced budget.

Planning and Transportation

The overall position on this account is currently a projected balanced budget, however there are cost pressures on Land Charges (£123,000) and the Transportation (£113,000) budgets which are currently compensated for by additional fee income from Development Control (£251,000).

Asset Management

At this point in the financial year the Service has a projected balanced budget as a consequence of an expected surplus from Rotherham Construction Partnership's fee income for 2006/07 being used to off-set now confirmed pressures. However £80,000 has been transferred corporately to support the balancing of the overall Council position. Budgeted pressures exist in respect of unbudgeted Office Accommodation costs across such areas as repairs and maintenance (£116,000), utility price increases (£76,000) and other facilities based costs (cleaning, rental payments and costs associated with opening of new Customer Services Centres). As these costs are unavoidable, service management will find it difficult to effect sufficient savings to address this level of overspend within the existing budget. Consequently a bid is made against the Authority's capital minor works fund to cover these costs, with a separate bid being made to the Authority's contingency reserve will also be made in respect of the unfunded utility price increase. The current forecast outturn position is based on the assumption that these bids will both be successful.

Streetpride

There are pressures in respect of the Service's car-parking budget, but these are currently being managed through savings on works budgets and design and contract management. Further to reports presented to Cabinet member on the 17th July 2006

and 16th October and Regeneration Scrutiny Panel on the 3rd November 2006 there is now a confirmed (following the Adjudicator's decision) issue in respect of contractual and litigation costs of £389,508 which have now been made paid to Ringway in respect of the Authority's ground maintenance contract (5th January). These costs are for the 2005/06 financial year. However as a consequence of this decision a provisional estimate suggests that there are also a further £200,000 in unbudgeted costs which will have to be found in 2006/07. The total £590,000 cannot be contained within the existing budget due to the size of the cost pressure and so a bid against the corporate Contingency Fund to cover both the 2005/06 and 2006/07 elements will be made in a report to CMT on the 15th January. The current forecast outturn position is based on the assumption that these bids will both be successful.

Business Unit

There is a significant cost pressure (£134,000) in respect of the Directorate's vacancy management budget, which is nominally managed by the Business Unit. But currently there are sufficient savings from across the Directorate to off-set this position..

8. Finance

Please refer to the attached appendices for detailed financial analysis.

9. Risks and Uncertainties

The projected outturn position is based on firm indications of rising cost pressures and identifiable savings. These are examined as a matter of urgency but they may have an impact on the accuracy of the currently reported position. There is a risk associated with the accuracy of the currently reported Asset Management and Streetpride positions as they are dependent on successful bids against corporate funding sources, which at this time cannot be known with certainty. The overall Directorate balanced position is a combination of cost pressures currently being compensated for by savings/additional income being generated elsewhere within the Service. The Strategic Director and Cabinet Member have determined this is an acceptable way of balancing the budget currently in accordance with Financial Regulation Virement Note Section 11, without the need for implementing virement.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

This is the seventh budget monitoring report for the Directorate for 2006/07 and reflects the position from April 2006 to December 2006. This report has been discussed with the Strategic Directors and Director's of Environment and Development Services and Financial Services.

Contact Name : Andrew Kidder EDS Finance and Accountancy Manager,
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REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Rotherham Investment & Development Office	0	Funding from external funding sources and fees earned will off-set mainstream budget costs on Development and Work Implementation team accounts.	G	No action recommended at this stage.		G
Planning & Transportation	0	Cost pressures on Land Charges fee income (£123k) and Transportation account (£113k) off-set by Development control income levels (-£265K).	G	To contain shortfall within overall Service position and seek corrective action to restore Land Charges to balanced position		G
Asset Management	0	Now confirmed costs on office accommodation in respect of repairs and maintenance, utility prices and facility services costs. However these are off-set by a projected fee-billing surplus over and above current budget target on Projects and Partnerships and Consultancy Management accounts after allowing for impact of actions proposed.	A	Funding bids are being prepared to the capital programme and corporate contingency to cover the repairs and maintenance and utilities prices issues. For management to explore urgently where savings can be made, although the nature of the expenditure makes this a difficult task. A BIP for 2007/08 of £250,000 for unbudgeted office accommodation costs is within the current budget process.	To restore budget to a balanced position as far as is practicable.	G
Streetpride	0	Nil variance at this stage in the financial year. The contractual dispute with Ringway has now received legal opinion which has resulted in significant unbudgeted additional costs being incurred (£389k) for compensation and litigation for 2005/06 with a further estimated £200k in unbudgeted costs likely in 2006/07. This risk was reported to EDS Cabinet Member on the 17th July 2006 and the 16th October. An income shortfall has now been confirmed in Car parking which is being covered by savings across the Service	A	Due to the size of the cost pressure it will not be possible to cover from savings in other areas. Consequently CMT are being asked to approve release of the corporate Contingency Fund to cover both the payment made for 2005/06 and the estimated shortfall in budget for 2006/07 of £200k. The achievement of a balanced budget is therefore dependent on corporate support being approved.	To restore budget to a balanced position.	G
Business Unit	0	Nil variance at this stage in the financial year.	G	No action recommended at this stage.		G
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Rotherham Investment & Development Office	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Business Development	0	Nil variance at this stage in the financial year	G	No action required.		
Commercial Properties	0	Anticipated underpsend due to slower vacation of properties and therefore consequent loss of income has now been off-set by £40k payment due on Effingham Street (Bus Station - SYPTE) for landlord responsibilities.	G	No action required.		
Development Promotion	-50	New funding bid to Transform South Yorkshire and other fee income which will off-set mainstream budget costs.	G			
Strategy Development	0	Nil variance at this stage in the financial year	G	No action required.		
Programmes	0	Nil variance at this stage in the financial year	G	No action required.		
Work Implementation	0	Nil variance at this stage in the financial year	G	No action required.		
Business Centres	0	Nil variance at this stage in the financial year	G	No action required.		
RERF	0	Nil variance at this stage in the financial year	G	No action required.		
Town Centre Mgt	0	Nil variance at this stage in the financial year	G	No action required.		
Valuation Group (Fee Billing)	0	Nil variance at this stage in the financial year	G	No action required.		
40 Bridegate	0	Nil variance at this stage in the financial year	G	No action required.		
Tourism	0	Nil variance at this stage in the financial year	G	No action required.		
Markets	50	Outdoor markets rental income shortfall (£40k) and utility prices (£10k)	A	To contain shortfall within overall Service position.	Will restore budget to a balanced position.	
Town Centre Management	0	Nil variance at this stage in the financial year	G	No action required.		
Externally funded schemes	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Planning & Transportation Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Forward Planning	16	Sales publication income not being achieved as public opt for internet searches.	R	To contain shortfall within overall Service position.		A
Planning Support	0	Nil variance at this stage in the financial year	G	No action required.		
Management	0	Nil variance at this stage in the financial year	G	No action required.		
Land Charges	122	Cost pressures in respect of a reduction in fee income from statutory search fees as clients opting for cheaper personal search fee option. A BIP of £180k was sought for 06/07, with £100k being awarded. A BIP for 07/08 for £100k has been re-submitted.	R	To contain shortfall within overall Service position.		A
Development Control	-251	Planning application fee income exceeding budgeted level as a consequence of current market conditions.	G	No action required.		G
Building Control (72% Trading)	0	Nil variance at this stage in the financial year	G			G
Building Control (28% Revenue)	0	Nil variance at this stage in the financial year	G	No action required.		
Transportation	113	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Asset Management	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status	Swing
Facilities Management	0	Nil variance at this stage in the financial year	G	No action required.			
Facilities Management (Education Premises)	0	Nil variance at this stage in the financial year	G	No action required.			
Community Buildings	0	Nil variance at this stage in the financial year	G	No action required.			
Office Accommodation	135	There are now confirmed cost pressures on unbudgeted office accommodation in respect of repairs and maintenance (£116k), utility prices (£76k) and facility services costs etc (£135k). The headline figure of £135k is based on the assumption that the funding sources identified under actions proposed are made available.	A	Funding bids are being prepared to the capital programme and corporate contingency to cover the repairs and maintenance and utilities price elements of the cost pressure respectively and management will urgently explore where further savings can be made, although the nature of the expenditure makes this a difficult task. A BIP for 2007/08 of £250,000 for unbudgeted office accommodation costs is within the current budget process.	To restore budget to a balanced position as far as is practicable.	G	
Environmental Management	0	Nil variance at this stage in the financial year	G	No action required.			
Caretakers	0	Nil variance at this stage in the financial year	G	No action required.		G	
Public Conveniences	0	Nil variance at this stage in the financial year	G	No action required.			
Bailey Suite	0	Nil variance at this stage in the financial year	G	No action required.		G	
Emergency and Safety	0	Nil variance at this stage in the financial year	G	No action required.			
Swinton District Heating	0	Nil variance at this stage in the financial year	G	No action required.			
Misc. Fee Accounts	0	Nil variance at this stage in the financial year	G	No action required.			
Strategic Support Team	0	Nil variance at this stage in the financial year	G	No action required.			
Miscellaneous Properties	0	Nil variance at this stage in the financial year	G	No action required.			
Building Cleaning	0	Nil variance at this stage in the financial year	G	No action required.			
Fee Billing - Projects & Partnerships	-67	Projected fee-billing surplus earned over and above current budget target.	G	Continue to monitor and review likely surplus in year			
Fee Billing - Consultancy Management	-68	Projected fee-billing surplus earned over and above current budget target.	G	Continue to monitor and review likely surplus in year			
Transport	0	Nil variance at this stage in the financial year	G	No action required.		A	
TOTAL	0						0

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Streetpride	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Community Delivery Teams	0	The contractual dispute with Ringway has now received legal opinion which has resulted in significant unbudgeted additional costs being incurred (£389k) for compensation and litigation for 2005/06 with a further estimated £200k in unbudgeted costs likely in 2006/07. This risk was reported to EDS Cabinet Member on the 17th July 2006 and the 16th October. A	A	Due to the size of the cost pressure it will not be possible to cover from savings in other areas. Consequently CMT are being asked to approve release of the corporate Contingency Fund to cover both the payment made for 2005/06 and the estimated shortfall in budget for 2006/07 of £200k. The achievement of a balanced budget is therefore dependent on corporate support being approved.	To ensure budget meets a balanced position.	G
Trees & Woodlands	0					
Schemes & Partnerships	0	Nil variance at this stage in the financial year	G	No action required.		
Network Management	0	Nil variance at this stage in the financial year. However there are pressures in respect of car parking's income budget but this is currently been covered by identified savings in works' budgets and design and contract management.	A	Continue to monitor the level of car parking shortfall and therefore requirement for savings to be identified.	To ensure budget achieves a balanced position.	G
Corporate Accounts - Streetpride	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2006)

Business Unit	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Administration Services	0	Nil variance at this stage in the financial year	G	No action required.		
Training	0	Nil variance at this stage in the financial year	G	No action required.		
Payments to RBT Management	0	Nil variance at this stage in the financial year.	G	No action required.		
Business Support	0	Nil variance at this stage in the financial year	G	No action required.		
Performance & Quality	0	Nil variance at this stage in the financial year	G	No action required.		
Plan Printing	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

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