

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

Venue: Bailey House, Rawmarsh Road, Rotherham. **Date:** Monday, 19 February 2007

Time: 10.00 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Health, Welfare and Safety Panel held on 19th January, 2007 (Pages 1 - 3)
4. Minutes of a meeting of the Local Development Framework Members' Steering Group held on 26th January, 2007 (Pages 4 - 9)
5. Minutes of a meeting of the Parish Liaison Meeting held on 23rd January, 2007 (Pages 10 - 15)
6. Complaints Monitoring (Pages 16 - 23)
Customer Liaison Officer to report.
- to report on complaints received between 1 October and 31 December 2006.
7. Proposed Highway Improvements A633 Broad Street, Parkgate (Pages 24 - 29)
Transportation Unit Manager to report.
- to report on the further consultation.
8. Highways Asset Management Plan - Improvement Plan 2007-2010 (Pages 30 - 50)
Streetpride Principal Network Engineer to report.
- to request approval for the implementation of the Improvement Plan.
9. Streetpride Response Times (Pages 51 - 56)
Director of Rotherham Streetpride to report.
- to report performance October to December 2006.
10. Road Safety Around Schools in Rotherham - update (Pages 57 - 59)
Report referred by the Cabinet Member, Children and Young People's Services on 6th February, 2007

- for information.

The following two items were authorised for consideration by the Cabinet Member:-

11. Conferences/Seminars (Pages 60 - 65)
 - to consider attendance at the following:-

Local Government Association – Culture, Tourism and Sport Conference – “Shaping Places, Inspiring People” – 22nd March, 2007 – Sheffield (information attached)
12. Revenue, Fee Billing and Trading Resources - Environment and Development Services (Pages 66 - 74)
 - to report the January 2007 position.
13. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under the paragraphs, indicated below, of Part 1 of Schedule 12A to the Local Government Act 1972:-
14. Rotherham Waterways Strategy (Pages 75 - 77)
Director of Rotherham Streetpride to report.
 - to report on the Strategy.
15. Proposed Parkway Iconic Bridge A630 Sheffield Parkway, Catcliffe, Rotherham (Pages 78 - 84)
Project Officers to report.
 - to note the current position with the construction of this bridge and to authorise further works and expenditure, including the appointment of the R.I.B.A. to run the competition, subject to funding.

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 19TH JANUARY, 2007**

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

Apologies were received from Councillors Jack, Sharman and Whysall and from Mr. S. Frere (UNISON) and Mr. M. Tyas (GMB).

12. MINUTES OF THE PREVIOUS MEETING HELD ON 13TH OCTOBER, 2006

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 13th October, 2006, be approved as a correct record for signature by the Chairman.

13. ACCIDENTS, INJURIES AND INCIDENTS OF VIOLENCE TO EMPLOYEES

Consideration was given to a report of the Principal Health and Safety Officer containing the following statistics:-

(i) Corporate Monthly Accidents and Violence to Staff Incidents – 1 July to 30 September, 2006;

(ii) Programme Area Monthly Accidents and Violence to Staff Incidents – 1 June to 30 September, 2006; and

(iii) Summary of RIDDOR Reportable Injuries – 1 July to 30 September, 2006.

The Principal Health and Safety Officer also submitted a chart summarising reported accidents to all employees, occurring from the first quarter in 2004 to the fourth quarter in 2006.

Resolved:- (1) That the contents of the report and the statistical information be noted.

(2) That the Health, Welfare and Safety Panel continue to receive the statistical report (ie: the chart of quarterly accident and injury statistics) at each meeting.

(3) That, at intervals of six months, the Health, Welfare and Safety Panel shall receive the detailed reports about accident and injury statistics which are also considered by the Council's Corporate Management Team and provided for Heads of Service.

14. HEALTH AND SAFETY BULLETIN

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

Discussion took place on the legal definition of 'work equipment', which, in the case quoted involving the City of London Corporation, included the lift/elevator within an office/workplace building.

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

15. REPORTS ON VISITS OF INSPECTION HELD ON 8TH DECEMBER, 2006

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 8th December, 2006.

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

Particular reference was made to:-

(a) Thrybergh Comprehensive School (from September 2006 visit)

Panel Members noted that the gates would be locked in the morning as pupils arrived at this School and also during the afternoon as they were leaving School, in order to prevent the pedestrian-vehicle potential conflict along the access road into the School campus.

(b) Portable Appliance Testing

Panel members would be provided with information about the Portable Appliance Testing of items of electrical equipment within the workplace.

(c) No. 1 Treefield Close, Wingfield

The Panel required responses to the issues reported at the visit of inspection to these premises.

(d) Wingfield Swimming Pool

The Panel was of the view that the fencing must be removed from the enclosure to the rear of the swimming pool, as this area was becoming a place where refuse was dumped and youths were congregating.

(e) Treeton Day Centre

The Panel requested details of the examination of the gas boiler to these premises, as to whether a replacement boiler needed to be installed.

(f) Oakwood Swimming Pool

An additional item reported by the Panel was the presence of storage lockers which were obstructing the route to the boiler plant room; these lockers should be located elsewhere within the building. The Panel still required responses to all of the issues reported at the visit of inspection to the swimming pool building

(g) Mowbray Gardens Library

The Panel required responses to the issues reported at the visit of inspection to these premises.

(h) Oaktrees Centre, Wickersley Road

The Panel questioned whether a water sprinkler system was required for this building, in the event of fire.

16. CRINOLINE HOUSE - HOME CARE SERVICE - INSPECTION BY HEALTH AND SAFETY EXECUTIVE

The Principal Health and Safety Officer informed the Panel of the outcome and actions arising from the inspection of Crinoline House and especially the Home Care Service, by officers of the Health and Safety Executive, which had taken place on 20th December, 2006.

17. HEALTH AND SAFETY OFFICERS

The Chairman informed the Panel that both Mr. John Stapleton (Principal Health and Safety Officer) and Mr. Tony Clarkson (Health and Safety Officer) would shortly be leaving the Borough Council as they had obtained new employment.

The Panel placed on record its appreciation of the excellent services of Mr. Stapleton and Mr. Clarkson to this Council and wished them both well with their future careers.

ROTHERHAM LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
Friday, 26th January, 2007

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

together with:-

Paul Gibson	Senior Transportation Officer
Ken MacDonald	Solicitor for EDS, Legal Services
Phil Turnidge	Local Development Framework Manager
Helen Sleigh	Senior Planner
Joanne Wehrle	Partnership Officer
Gordon Smith	Specialist Support Manager
Jeff Wharfe	Local Economic Development Partnership Manager

195. INTRODUCTIONS/APOLOGIES

The Chairman welcomed those present and introductions were made.

Apologies were received from:-

Councillor R. S. Russell	
Councillor D. Hall	
Hugh Long	Partnerships & Development Co-ordinator
Adrian Gabriel	Waste Strategy Manager
Michelle Musgrave	Director, Neighbourhood Development

196. MINUTES OF THE PREVIOUS MEETING HELD ON 15TH DECEMBER, 2006

Consideration was given to the minutes of the previous meeting held on 15th December, 2006.

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

197. MATTERS ARISING

(i) Minute No. 182 of the meeting held on 17th November, 2006 re: Letter to South Yorkshire MPs

A copy of correspondence, between John Healey MP (Wentworth Constituency) and Baroness Andrews, regarding issues in respect of the Local Development Framework process, and the proposed Housing and Planning Delivery Grant, was submitted for information.

- (ii) Feedback from discussions between ADF/HMR and LDF officers

It was pointed out that discussions had taken place and feedback would be given at Minute No. 200.

- (iii) Waste Disposal

It was reported that discussions were on-going about a joint Waste Document for South Yorkshire (excluding Sheffield). The issue would need to be resolved before the next Local Development Scheme was submitted to Government Office at the end of March.

- (iv) Reporting/Consultation – progress on

It was reported that the LDF Core Strategy Consultations document had been reported to Cabinet on 10th January, 2007 and approved (Minute No. 168).

Reference was made to:-

- the launch evening held at the Bailey Suite on 12th January
- Parish Liaison meeting held on 23rd January
- involvement of Area Assembly Councillors
- workshops with Rotherham Chamber and for the membership of Rotherham South Area Assembly, together with Community Planning officers
- further meetings planned to the end of February
- PowerPoint presentations given to the Safer Theme Board and to the Strategic Housing Partnership.
- planned presentation to the Achieving Board (in conjunction with Jeff Wharfe) for mid February
- proposed meetings with the Disabled Peoples' Liaison Group and the Bio-Diversity Forum
- joint approach with Planning Aid Services to work with Rema and the Black and Ethnic Minorities

- (v) Annual Monitoring Report (AMR)

It was reported that the 2nd AMR had been submitted on time to Government Office in December 2006.

198. DRAFT REVISIONS TO THE LOCAL DEVELOPMENT FRAMEWORK MEMBERS' STEERING GROUP CONSTITUTION AND SCHEME OF DELEGATION

Consideration was given to a report, presented by the Local Development Framework Manager, putting forward proposed revisions to the Steering Group's constitution and delegation scheme in the light of corporate re-organisation and operational experience over the last two years in

preparing the Local Development Framework.

It was explained that the revisions had been proposed in order to keep to the prescribed timetable, taking into account the need to balance speed of decision making with member input and democratic processes. The Solicitor outlined the general requirements under the Regulations.

It was pointed out that the Planning Advisory Service had highlighted the formation of Steering Groups, such as Rotherham's, as good practice.

Members referred to the current decision making system within the Council, in particular the Cabinet Member portfolios. It was emphasised that there was a need for an holistic approach. Members were mindful of setting a precedent for other issues. Consideration was also given to whether there was a role for the Regeneration Scrutiny Panel. Members suggested that the most appropriate forum to debate the proposed revisions was at Cabinet.

Resolved:- (1) That the revised Local Development Framework Steering Group Constitution and Delegation Scheme be referred to Cabinet for consideration.

(2) That, subject to Cabinet approving the revised Local Development Framework Steering Group Constitution and Delegation Scheme, the Cabinet recommends to Full Council its adoption.

199. CORE STRATEGY PREFERRED OPTIONS SUSTAINABILITY APPRAISAL

Consideration was given to the Non Technical Summary of the Sustainability Appraisal report on the Local Development Framework Core Strategy produced by Arup Consultants.

It was pointed out that copies of this Summary would be sent out to all consultees identified in the Regulations.

The LDF Manager referred to:-

- Page 17 of the report , Section 3.1 Rotherham Sustainability Appraisal Objectives – which linked to the Community Strategy
- Why sustainability appraisals were required
- Methodology used, which was in line with DCLG Guidance
- How well the material in the LDF satisfied the sustainability objectives

In summary it was reported that the overall result of the report indicated that the direction of the document was satisfactory.

However, some recommendations for enhancement were made in respect of:-

Economic:- suggested extending scope to look at links within the town centre and the district centres rather than between them; ensuring evidence base identifies development needs of particular areas.

Environmental:- higher profile needed to be given to sustainable design and flood risk aspect in all policies; reference to climate change in the light of recent Government Guidance; wider bio-diversity conditions to be incorporated particularly re: transport corridors, green networks.

Social:- an increased profile for social cohesion.

The next step would be to refine the Sustainability Appraisal of the Core Strategy document in readiness for submission to the Secretary of State.

Resolved:- That the content and purpose of the report be noted.

200. HMR PATHFINDER/LDF INTEGRATION - PRESENTATION

Consideration was given to a copy of a PowerPoint presentation relating to the integration of the Housing Market Renewal Pathfinder and the Local Development Framework.

It was noted that this presentation had been given to the joint HMR meeting of the Cabinet Members for Neighbourhoods and Adult Services and Economic Regeneration and Development Services on 22nd January, 2007.

Members discussed:-

- What was the best way forward?
- How to ensure spend on HMRP?
- How and what to prioritise?
- The need to avoid duplication and to dovetail where ever possible
- The need to synchronise consultation between HMRP Master planning and Planning.

It was reported that a sites schedule had been prepared. It now needed planning comments to be added in respect of the housing sites and priorities identified, particularly where sties needed to be included in the LDF Allocations Document. This work needed to be progressed quickly with appropriate joint working arrangements between Planning and the HMR Team.

Members were reminded that in the production of Development Plan Documents it was critical the procedure was followed because the consultation soundness element would be looked at by the Inspector.

Resolved:- That the presentation and progress being made be noted.

201. POLICY DIRECTIONS - OPEN DISCUSSION (SUMMARY OF NINE POLICY DIRECTIONS)

Consideration was given to a report setting out some broad definitions in respect of the main spatial effects of the Core Strategy Preferred Options (representing how the Council might develop over the next 15/20 years).

Reference was made to a sustainable settlements hierarchy being the principal building block in the Borough's Core Strategy and this was reflected in the Key Diagram.

It was noted that the policy and spatial directions of the Core Strategy Preferred Options Document would be determined in more detail in the submission of the Core Strategy and the supporting Policies and Allocations Development Plan Documents.

Members considered the following, and gave their views using the following:-

Green = unreserved support
Amber = support with reservations
Red = not supported

Sustainable Communities:- the four broad components of the policy direction were afforded GREEN status

Housing:- the five broad components of the policy direction were afforded GREEN status

It was emphasised that the accompanying maps for each category were only indicative at this stage.

Those present discussed:-

- the definitions of "growth" as opposed to "change"
- green belt/brownfield
- future use of community buildings
- the drive from private sector interest
- design and the need to keep local characteristics
- seeking of developer contributions
- Government proposals in respect of the use of Planning Gain Supplement

Resolved:- That work continue on the remaining Policy Directions at the next meeting of the Steering Group (i.e. to look at Industry and Commerce; Retail and Leisure; Waste Management: Transportation: Local Heritage; Efficient use of resources, community safety and well being).

202. ANY OTHER BUSINESS

The following items were raised:-

(i) UDP Saved Policies

It was reported that the Government Office require the Council to submit an application by 1st April, under the Saved Policies Protocol, specifying which UDP documents it wished to save.

It was anticipated that the sections relating to Housing, Economy and Transport would be replaced more quickly than the others eg. Environment.

Resolved:- That a report on the proposed UDP Saved Policies be submitted to the next meeting of the Steering group for consideration.

(ii) Local Development Scheme

It was reported that Government Office required the Council to submit its updated LDS by 1st April.

Resolved:- That the Local Development Scheme be submitted to the next meeting of the Steering Group for consideration.

203. DATE, TIME AND VENUE OF NEXT MEETING

Resolved:- That the next meeting of the Steering Group be held on Friday, 23rd February, 2007, at 10.00 a.m. at the Town Hall, Rotherham.

**PARISH LIAISON
TUESDAY, 23RD JANUARY, 2007**

Present:- Councillor Gerald Smith, Cabinet Member for Economic Regeneration and Development Services (in the Chair)

Councillor Pickering, Vice-Chairman of the Planning Board

Councillor Philip Wardle, Ward 4 and Dinnington Town Council

Mr. M. Gazur, Anston Parish Council Representative
 Mr. A. Armitage, Aston Parish Council Representative
 Mr. A. Hodkin, Aston Parish Council Representative
 Mr. T. Kelsley, Bramley Parish Council Representative
 Mr. B. Jolly, Catcliffe Parish Council Representative
 Mr. G. McIntosh, Catcliffe Parish Council Representative
 Mrs. P. A. Davies, Dinnington Town Council Representative
 Mr. I. Lloyd, Harthill with Woodall Parish Council Representative
 Mr. D. Kiggin, Hooton Roberts Parish Council Representative
 Mr. C. Nash-Ruffell, Hooton Roberts Parish Council Representative
 Mr. T. Stanway, Laughton-en-le-Morthen Parish Council Representative
 Mr. D. Morton, Maltby Town Council Representative
 Mr. D. Rowley, Ravenfield Parish Council Representative
 Mr. B. Larcombe, Thrybergh Parish Council Representative
 Mr. A. Scholes, Thrybergh Parish Council Representative
 Mr. C. Pantry, Todwick Parish Council Representative
 Mr. R. Swann, Woodsetts Parish Council Representative

Also in attendance:-

Karl Battersby, Head of Planning and Transportation

Phil Turnidge, Local Development Framework Manager

Apologies were received from:-

Orgreave Parish Council

Wales Parish Council

17. INTRODUCTION

The Chairman welcomed everyone to the meeting and explained its purpose, which was to discuss any areas of concern relating to the Planning and Transportation Service.

18. MINUTES OF THE PREVIOUS MEETING HELD ON 23RD MARCH, 2006

The minutes of the meeting held on 23rd March, 2006 were agreed as a correct record.

19. MATTERS ARISING

Minute No. 4 (6) (a)

Karl Battersby, Director of Planning and Transportation, confirmed he was happy to visit any Parish Council to discuss any generic planning issues or attend to do a specific presentation.

Minute No. 4 (6) (b)

The latest version of the guide to the planning system would be circulated to Parish Councils. This had been delayed due to the changes in the planning regulations.

Minute No. 4 (6) (c)

The concerns raised by Parish Councils about their objections against certain planning applications being taken account of were noted.

Minute No. 4 (7) (b)

Parish Councils would, in future, be included as part of the consultation, on Traffic Regulation Orders.

Minute No. 4 (7) (c)

A number of options were being considered for improvements to Ravenfield crossroads, but the detail was yet to be decided.

Minute No. 4 (7) (d)

The details of the criteria for assessing the need for pedestrian crossings had been circulated to Parish Councils. However, if any Parish Council had any particular issues in their area or were requesting a crossing the request would be considered. It was noted that not all requests met the criteria and the Local Transport Plan only provided funds in the region of £100,000 for the full year.

20. LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY

Phil Turnidge, Local Development Framework Manager, gave a presentation on the Core Strategy Preferred Options. The presentation drew specific attention to:-

- The Local Development Framework.
- Initial LDF Documents.
- Core Strategy Stages.
- PD1 Sustainable Communities.
- Sustainable Settlement Hierarchy.
- PD2 Housing.
- Potential Housing Land Available to 2021.
- PD3 Industry and Commerce.
- Employment Land Potential to 2021.

- PD4 Retail and Leisure.
- Retail Centre Hierarchy.
- PD5 Waste Management.
- PD6 Transportation.
- PD7 Local Heritage.
- PD8 Efficient Use of Resources.
- PD9 Community Safety and Well Being.
- Spatial Planning Zones.
- Dearne Settlements.
- Rotherham Urban.
- Urban Fringe.
- Rotherham/Sheffield Corridor.
- Outlying Settlements.
- Evidence Base.
- Consultation Arrangements.

A discussion and question/answer session ensued and the following issues were raised:-

- Infill developments and the impact on local heritage and village life.
- Consultation with Parish Councils on green spaces, affordable housing and rural need.
- Determination of housing need in Rotherham in sustainable and accessible locations, such as Waverley.
- Housing requirement and allocation and risks to the Green Belt.
- Demand for housing, regeneration of older housing areas and population increases.
- Protection of the Green Belt from abuse and additions/deletions.
- Concerns about the Barker Review.
- Objectives of the Local Development Framework and its links to the Community Strategy and Corporate Plan.
- Regional Assemblies and the authority they possessed.
- Waste management in Rotherham and the recycling of plastic.
- Research on current housing developments taking place in Rotherham, the use of derelict properties and their contribution to the indicated housing need.
- Local Development Framework's contribution to the regeneration of Rotherham.
- Ease and simplicity of Parish Councils lobbying objections to some planning applications.
- Any proposals for the recycling of batteries.
- Renewable energy resources.

Agreed:- (1) That Phil Turnidge be thanked for his very informative presentation.

(2) That the comments and discussion points be welcomed.

(3) That an update and options available on the recycling of plastic in

Rotherham be sought from the Waste Strategy Manager.

(4) That an update be sought on the contribution of derelict properties to the new dwellings figure required.

21. LOCAL ISSUES REPORTED BY PARISH AND TOWN COUNCILS

Discussion took place on the following local issues, which were reported by representatives of the Parish and Town Councils:-

- (a) Reduction of the Speed Limit at Anston Burial Ground from 50 mph to 30 mph, or alternatively to provide adequate footpath – Submitted by Anston Parish Council.

A representative from Anston Parish Council explained about the problems experienced by the forty year old burial ground, which housed some six hundred graves. It was located a quarter of a mile from the village with access down a narrow country lane.

Requests to assist with the problem of vehicle speed or for a footpath to be provided had been made to the Council, especially for people with pushchairs and the fact that this was a bus route. The local landowner had offered to provide land for a footpath to be provided down this strip of road.

The Council representative agreed to take this issue back and reconsider what action, if any, could be taken. There was an issue with the carriageway width to accommodate a footpath and this was the reason for a request being turned down previously on the grounds of cost and acquisition of land.

However, all avenues would be explored and the Parish Council would be informed of the outcome.

- (b) Bramley Traffic Management Scheme – Submitted by Bramley Parish Council.

A representative from Bramley Parish Council explained about the problems being experienced in Bramley and was led to believe that further consultation would now take place.

The Council representative explained the rationale behind the traffic management scheme, the consultation process, the reasons why it was established and the funding by Persimmon Homes.

A great deal of time and effort was put into making the scheme accommodate traffic and improve road safety issues.

Further information was also provided on the consultation process, the concerns and impact on trade, parking and the reasons for

proposals for two way and one way traffic through Bramley.

The representative from Bramley Parish Council acknowledged the reasons for the scheme, but was expressed concern at the route that had to be taken enforced by the one way system and the narrow carriageway now used by heavy goods vehicles.

The representative from the Council explained about the zones for consultation and the questionnaires that would be sent out hopefully from mid-February. It was hoped to involve the Parish Council to gain the most effective level of consultation and to consider whether a pilot area could be established initially.

The intention was to tweak the scheme and make it effective. The publicity given by the press had created further problems, but it was hoped that following consultation the scheme would be amended to meet the needs of all the residents of Bramley.

A representative from Ravenfield Parish Council also suggested that consideration be given to extending the feeder lane a the junction of Cross Street to the traffic lights in Bramley as congestion often arose in this area.

The representative from the Council pointed out that changes had been made to the signal times and this should be analysed before any move to extending the feeder lane up the carriageway.

22. PLANNING BOARD TRAINING PROGRAMME 2007

The Planning Board training programme was submitted for information and suggestions for training sessions were welcomed by Parish Councils.

It was suggested that training sessions be arranged at various times during the day and evening.

The representative from the Council welcomed this suggestion, but also pointed out that should any Parish Council wish to have specific training on any particular issue or if a few Parish Councils would like to get together for individual training sessions, this could be arranged.

In the main Parish Councils found the training sessions beneficial, but expressed some concern at the cancellation of the some sessions at short notice.

23. ANY OTHER BUSINESS

- (a) A representative from Maltby Parish Council asked for a view, from a planning perspective, on the selling of a parish hall or the disposing of a valuable community asset.

The representative from the Council pointed out that if the site was not allocated for a community use in the current Unitary Development Plan, then an application could be submitted for demolition of a building if it was considered no longer of community use.

In terms of disposal this was up to the Parish Council if they owned it as long as they could demonstrate there was no longer a need.

- (b) A representative from Hooton Roberts Parish Council asked if a meeting could be arranged to consider the safety of traffic through the village and the location of a bollard obstructing the view for traffic users exiting The Wapping.

The representative from the Council confirmed that if the Parish Council made contact he would ensure that a meeting be arranged with a Traffic Engineer to consider the problems.

24. CLOSING REMARKS

Councillor Smith thanked the Parish Councils' representatives for their attendance and closed the meeting at 8.00 p.m.

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

1.	Meeting:	Delegated Powers
2.	Date:	19 February 2007
3.	Title:	Complaints Monitoring
4.	Directorate:	Environment and Development Services

5. Summary

To report on complaints received between 1 October and 31 December 2006.

6. Recommendations

- (i) That the report be considered.

7. Proposals and Details

Statistics on the complaints received in the period October 2006 to December 2006 are on the attached document Appendix A.

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

- (i) Customer satisfaction questionnaires were sent to complainants covering the period May – July 2006. Unfortunately only 2 out of 15 were returned which is too small a sample to analyse.
- (ii) Staff in Planning and Transportation are having difficulty in dealing with Stage 1 complaints in the 10 working days target.

This may be due to the complexity of the type of complaints they have to deal with.

- (iii) Reporting of Stage 2 and Stage 3 complaints have been on the basis of whether or not they are upheld. It is evident that it is not always that clear and next year a category of partially upheld will be introduced on the appendix.

8. Finance

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

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

Not applicable.

11. Background Papers and Consultation

The complaints are kept centrally in the Administration Section.

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

ECONOMIC AND DEVELOPMENT SERVICES

COMPLAINTS STATISTICS APRIL 2006 – DECEMBER 2006Number of complaints at Stage 1

	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	3	3	3	6	2	8		
Business Unit	-	-	1	1	2	3		
Planning and Transportation	8	8	3	11	4	15		
RiDO	2	2	0	2	1	3		
Streetpride	4	4	5	9	8	17		
Total	17	17	12	29	17	46		

Stage 1 complaints by category

Actions of staff	11	11	6	17	6	23		
Quality of service	-	-	4	4	7	11		
Lack of service	5	5	1	6	4	10		
Delay in service	-	-	1	1	-	1		
Cost of service	-	-	-	-	-	-		
Lack of information/communications	1	1	-	1	-	1		
Other	-	-	-	-	-	-		
Total	17	17	12	29	17	46		

Stage 1 complaints dealt within timescale

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	100	100	100	100	50	87.5		
Business Unit	-	-	100	100	100	100		
Planning and Transportation	25	25	100	45.5	50	46.6		
RiDO	100	100	-	100	100	100		
Streetpride	100	100	100	100	100	100		

Stage 1 - Summary of complaints

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

Asset Management – 2 complaints

Failure to deal with Stage 1 complaint adequately

Lack of cover – School Crossing Patrol

Business Unit - 2 complaints

Freedom of Information response

Problem regarding discussing parking fine on phone in reception

Planning and Transportation – 4 complaints

Development Control

Failure to respond to correspondence

Complainant was not aware his comments were not confidential

Conflicting information

Traffic Management

Failure to respond to impact surveys - Bramley

RIDO – 1 complaint

Compensation – All Saints Building

Streetpride – 8 complaints

Community Delivery

Grass Cutting

Overhanging trees – cycle paths

Highway Network

- Failure to deal with Freedom of Information request in timescale.
- Lack of signs to show Drummond Street is a pay and display car park.
- Parking issues – HGV vehicles in Thorpe Hesley
- Attitude of staff in Car Parking Section
- Refusal to replace Car Parking permit
- People parking in disabled bays – lack of action

Complaints at stage 1 were from the following wards

<u>Ward</u>	<u>Number of Complaints</u>
1 Anston and Woodsetts	2
5 Hellaby	1
10 Rawmarsh	1
12 Rotherham East	4
13 Rotherham West	2
16 Swinton	1
17 Valley	4
18 Wales	2
Total	17

Number of complaints at Stage 2

	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	1	1	1	2	-	2	-	-
Business Unit	-	-	1	1	-	1	-	-
Planning and Transportation	2	2	1	3	2	5	-	-
RiDO	-	-	-	-	-	-	-	-
Streetpride	-	-	1	1	1	2	-	-
Total	3	3	4	7	3	10		

Stage 2 complaints by category

Actions of staff	1	1	3	4	2	6
Quality of service	-	-	-	-	1	1
Lack of service	1	1	1	2	-	2
Delay in service	-	-	-	-	-	-
Cost of service	-	-	-	-	-	-
Lack of information/communications	1	1	-	1	-	1
Other	-	-	-	-	-	-
Total	3	3	4	7	3	10

Stage 2 complaints completed and dealt with in timescale

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

Stage 2 complaints upheld

<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
0	0	33	17	0	20		

Number of complaints at Stage 3

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

Stage 3 complaints by category

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

<u>Stage 3 complaints dealt with in timescale</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	-	-	-	-	100	100		
Business Unit	-	-	-	-	-	-		
Planning and Transportation	-	-	-	-	-	-		
RiDO	-	-	-	-	-	-		
Streetpride	-	-	100	100	-	100		

<u>Stage 3 complaints upheld</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
	-	-	0	0	0	0		

<u>Number of complaints that went to the Ombudsman</u>	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	-	-	-	-	-	-	-	-
Business Unit	-	-	-	-	-	-	-	-
Planning and Transportation	-	-	3	3	-	3	-	3
RiDO	-	-	-	-	-	-	-	-
Streetpride	1	1	-	1	-	1	-	1
Total	1	1	3	4	-	4	-	4

Ombudsman complaints by category

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

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	19 February 2007
3.	Title:	Proposed highway improvements. A633 Broad Street, Parkgate. Ward 10 - Rawmarsh
4.	Directorate:	Environment and Development Services

5. Summary

To report the outcome of the further consultation for the proposed improvements to A633 Broad Street, Parkgate.

6. Recommendations

Cabinet Member resolve that:

- i) the results of the public consultation and traffic regulation order procedures be noted.**

7. Proposals and Details

The South Yorkshire Passenger Transport Executive (SYPTE) and RMBC carried out a follow up consultation exercise to that undertaken during spring 2006 regarding the changes identified for Broad Street, Parkgate. This spring 2006 consultation was the subject of a report to the Cabinet Member meeting for Economic Regeneration and Development Services on 17 July 2006 (minute number 51 refers, a copy of which is attached as Appendix A). The follow up consultation took the form of a leaflet and public exhibition.

The leaflet, which was delivered during the week commencing 16 October 2006, informed consultees which of the two proposed options had been selected for further development, the extent of the Traffic Regulation Orders (TRO) proposed and invited attendance at a public exhibition where concerns could be discussed or further information obtained.

The public exhibition was held in Rawmarsh Library on Thursday 19 October 2006 between 14:00 and 18:00 and on Friday 20 October 2006 between 10:00 and 16:30. The exhibition was staffed by officers from both SYPTE and Rotherham Metropolitan Borough Council. Twenty one people attended the exhibition over the two days and raised two main concerns; the road safety implication of the additional traffic on Bear Tree Road and that the real traffic problem was at Parkgate Retail World and that there would be no improvement until this was resolved.

It is expected that some of the vehicles which currently turn left out of Greasbrough Road into Broad Street will divert onto Bear Tree Road and Bear Tree Street, with others diverting to alternative routes. Given this and the fact that some of this turning traffic will be locally generated it is anticipated that the reversal of the current one way restriction on Bear Tree Street will not lead to a material increase in traffic on Bear Tree Road.

The Rotherham to Dearne Quality Bus Corridor (QBC) Study identified that improvements at the Greasbrough Road junction with Broad Street would contribute to easing congestion along the QBC. This study was the subject of a report to the Cabinet Member and Advisors meeting for Economic and Development Services on 9 January 2006.

Proposed TRO were advertised on street from 20 October 2006 to 17 November 2006 and in the Rotherham Advertiser on 20 October 2006 and no objections were made.

Consultees were given opportunities to object to the proposed scheme with the first consultation leaflet and then when TRO notices were advertised. Objections received as a result of the first consultation leaflet were resolved by the revised scheme which was then presented for information in the second consultation leaflet prior to the TRO being advertised.

With reference to Minute 51 of the 17 July 2006 meeting the timing of the two pelican pedestrian crossings has been investigated. The operation of these

crossings has been optimised to maximise traffic flow. It is considered that the effect of linking them with the signals at Broad Street would lead to a negligible effect on traffic flow on the A633.

With further reference to Minute 51 of the 17 July 2006 meeting a site visit, to which Councillors of the three Area Assembly Wards (No.10 Rawmarsh, No. 14 Silverwood and No. 17 Valley) were invited to attend, took place on 10 August 2006.

It is proposed that works to widen Broad Street and improve the Greasbrough Road junction will commence during February 2007 and will finish by July 2007. The SYPTE will deliver a further leaflet to consultees explaining what works will be taking place before works commence.

8. Finance

The scheme is estimated to cost £350,000. Funding is available from the Local Transport Plan Integrated Transport Capital Programme for 2006/07 and 2007/08 and the Housing Market Renewal Programme.

9. Risks and Uncertainties

The estimated cost is subject to detailed examination regarding the need to divert Statutory Undertakers apparatus; discussions are currently on going as to the diversion work required.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

Minute 165 of the Delegated Powers meeting for Economic and Development Services, 17 July 2006 is attached as Appendix A.

A plan showing the layout of the proposed scheme is attached as Appendix B.

Contact Name: *Matthew Lowe, Engineer, Ext. 2969,
Matthew.lowe@rotherham.gov.uk*

Resolved:- (1) That the proposed projects under the "Liveability" element of NRF, as detailed in the report now submitted, be approved.

(2) That the proposals for the Streetpride Devolved Budget to Area Assemblies, as set out in Appendix 1 to the report, be approved.

(3) That the Head of Streetpride agree the NRF Liveability Contract.

51. PROPOSED HIGHWAY IMPROVEMENTS - A633 BROAD STREET, PARKGATE

Further to Minute No. 165 of the meeting of the Cabinet Member for Economic Regeneration and Development Services held on 9th January, 2006 consideration was given to a report, presented by the Principal Traffic Officer, detailing the outcome of public consultation in respect of proposed improvements to the A633 Broad Street, Parkgate.

Reference was made to a study, commissioned jointly by SYPTTE and the Council, to identify congestion hotspots and propose remedial measures.

It was reported that the study had identified that limited widening of Broad Street from the A6123/A633 Taylors Lane roundabout to Foundry Street, together with changes to the junction of Greasbrough Road and Broad Street would assist in reducing congestion and improve bus journey time reliability on the Quality Bus Corridor.

Details of the proposals were illustrated on the accompanying plan 129/A633.1/SK/01.

The preferred option was discussed, which was to prohibit the left turn out of Greasbrough Road at the Broad Street/Greasbrough Road junction, provided that changes were also made to Bear Tree Street and more roadside parking being provided for the existing businesses on Broad Street.

Cost estimate of this preferred option, which could be funded from the Local Transport Plan Integrated Transport Capital Programme for 2006/2007 and the Housing Market Renewal Programme, were detailed in the report.

Those present suggested that the timing of the two pelican pedestrian crossing further up Rawmarsh Hill should also be examined to see if improvements in traffic flow could be achieved.

Concern was expressed that Councillors from each of the three affected Wards needed to be consulted.

4A ECONOMIC REGENERATION AND DEVELOPMENT SERVICES - 17/07/06

Resolved:- (1) That consideration of this issue be deferred, pending a site visit, to which all the Councillors of the three Area Assembly Wards (No.10 Rawmarsh, No. 14 Silverwood and No. 17 Valley) should be invited.

(2) That a copy of this report be sent to the Ward Councillors.

(3) That the Principal Traffic Officer discuss the issue of the timings of the pelican crossings with the Traffic Signals section.

(The Chairman authorised consideration of the following item in order for the issue to be investigated.)

52. PETITION - ILLEGAL FOOTPATH - TO THE REAR OF HOLIWELL CLOSE, MALWOOD WAY AND SPRINGWELL CLOSE, MALTBY.

Consideration was given to a petition containing twenty signatures in respect of “an illegal footpath that has been made by off-road motorcycles, dog walkers, horse riders and gangs of kids” on the edge of the field directly at the back of Holiwell Close, Malwood Way and Springfield Close, Maltby.

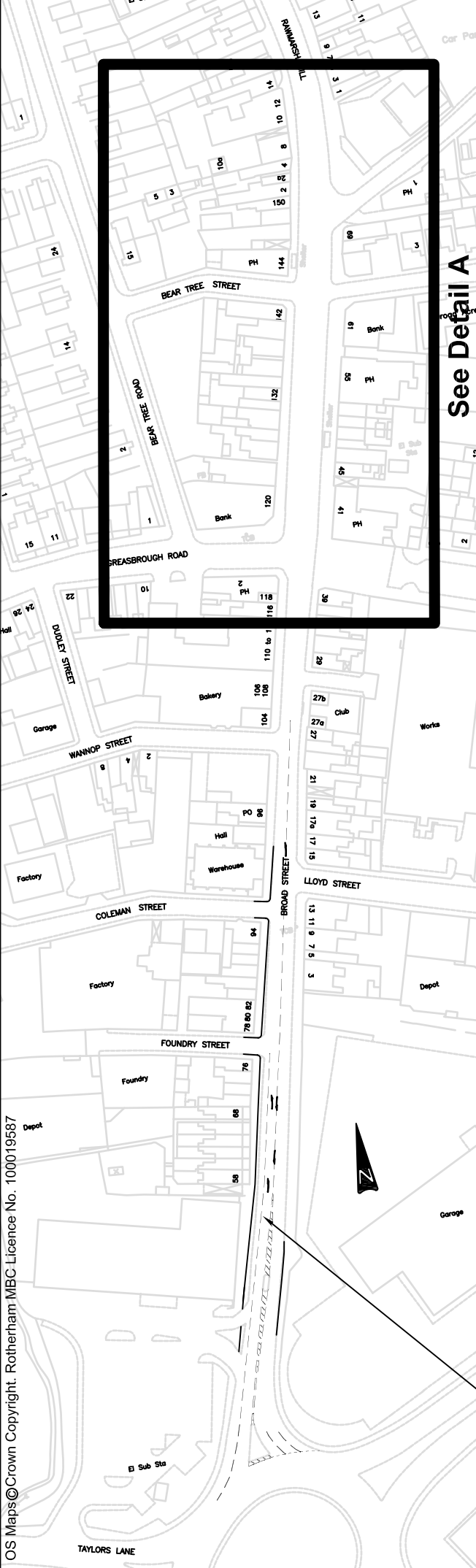
Resolved; That the petition be received and referred to the Off-Road Motor Cycle Officer and Public Rights of Way Officer for investigation.

53. EXCLUSION OF THE PRESS AND PUBLIC

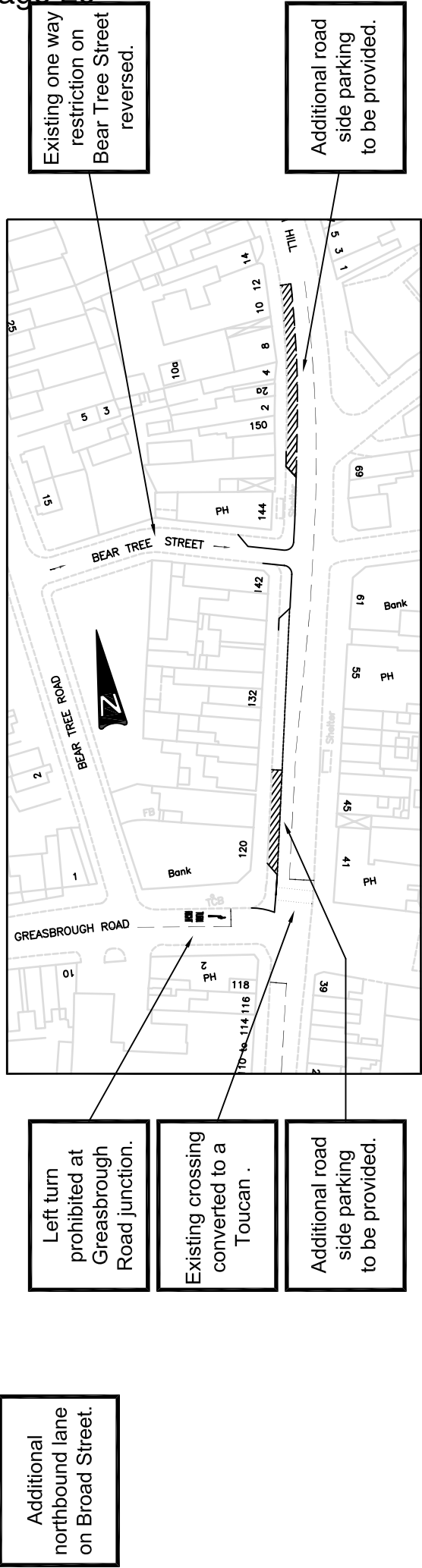
Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 – information relating to the financial or business affairs of any particular person (including the Council).

54. GROUNDS MAINTENANCE ISSUES

Consideration was given to a report, presented by the Head of Streetpride, informing the Cabinet Member of a potential dispute developing between the Council and its Strategic Partner for Grounds Maintenance.



See Detail A



Detail A

Updated for 19 Feb 2007 DPM.

Client:

Rotherham Metropolitan Borough Council
Economic & Development Services
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

Title

A633 Broad Street, Parkgate Improvement
Rotherham to Dearne (South) QBC

Dwg. No.	129/A633.1/SK/01	Rev.	A	Scales (if A3)	NTS
Drawn	ML	Date	06/06	Chd. by	ASB

Rev.	Description



Executive Director: Adam Wilkinson
BSc MBA PEEng FBEEng FCIQB FRSA MIIMgt

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	ECONOMIC REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	19 February 2007
3.	Title:	HIGHWAYS ASSET MANAGEMENT PLAN : 2007-10 IMPROVEMENT PLAN ALL WARDS
4.	Directorate:	ENVIRONMENT AND DEVELOPMENT SERVICES

5. Summary

To request approval for the implementation of an Improvement Plan for highways asset management in Rotherham for the period 2007-10 (plan attached as appendix).

6. Recommendations

It be resolved that the Highways Asset Management Improvement Plan 2007-10 presented to the meeting be implemented from April 2007 subject to an annual review and progress report to Members.

7. Proposals and Details

The decision to develop an asset management plan for our highway network in Rotherham was made following guidance from the Department for Transport for the preparation of the Second Edition of Local Transport Plans that strongly recommend the development of documented asset management plans. It is becoming clear that the Department attach increasing importance to this approach and it is likely that Council's progress in developing asset management for transport and highways will at some point in the future influence LTP allocations.

The programme for the development of Rotherham's first Highways Asset Management Plan (HAMP) targeted the completion of the Plan in time for its implementation in April 2007. Whilst there have been some delays in progressing the work on the Plan the presentation of discrete reports on some critical elements of the highway asset has enabled some of the more significant issues to be brought before Members prior to the completion of the document.

During the development work on the Plan it became apparent that the teams responsible for the maintenance and management of the various elements of the highway asset were at different stages in the implementation of their management systems and procedures. Therefore, for practical reasons the Plan has been limited to an initial three year period during which further development work may be undertaken towards production of a more rigorous and broader HAMP for an extended period to operate between 2010 to 2015.

At the end of this initial three year period a comparison of performance data against expenditure levels should enable the necessary resources required for a steady state condition of the network to be defined much more accurately.

The draft of the HAMP for 2007-10 is now substantially complete and will be submitted to Members for approval prior to submission to DfT as evidence of progress. The Improvement Plan attached to this report has been based on the standard service planning format and the proposed actions drawn from the findings within the HAMP relating to the various elements of the highway asset.

Having a formal documented HAMP is new to Rotherham although some of the principles of asset management planning have been practiced for a number of years. Within the Plan a wide range of influences on how we should endeavour to maintain the highway asset were examined in an attempt to identify ways in which the management of the asset can be improved. From this elemental review a number of headline objectives for the service could be identified.

- With current resource levels for maintenance below those identified for effective life cycle maintenance of many elements of the network priority should be given to programmes of work that will extend the life of the assets.
- An annual programming cycle should be adopted for effective coordination extending the forward programme of works across the highway asset to a 5-year term by 2010.
- Improved procedures should be developed to ensure that "maintainability" be built into highway improvement and development proposals.

- More comprehensive knowledge on the condition of individual assets should be built up to ensure more effective utilisation of available resources.
- Regular reports should be made to Members illustrating the effects of resource allocations.
- An appropriate level of priority needs to be given to cyclic maintenance activities that serve to reduce instances of service failure.
- We should continue to seek to provide equitable standards of service across the Borough.

The aim in delivering the Improvement Plan will be to maximise the effectiveness of spending on the value and future life of the highway asset through:

- Closely coordinating activities between highway maintenance and other improvement programmes, including grant funded initiatives such as Housing Market Renewal, in addition to other programmes of work under the LTP.
- Broadening the range and level of use, where appropriate, of preventative maintenance and thin surface solutions in conjunction with our delivery partner.
- Use of the most sustainable option in specifying treatments to support the Sustainability Action Plan.
- Developing economic modelling to identify best use of resources.
- Working with adjacent authorities on collaborative procurement initiatives.

It is important that the HAMP is kept under continuous review and that the Improvement Plan is updated regularly. The review of the HAMP will be integrated within the Council's service planning process and progress against the Improvement Plan will be reported to Members annually.

Substantial customer consultation has taken place over the last 3 years. The intention is to use stakeholder involvement in the development of future maintenance policy and practice in addition to the tracking of satisfaction levels as a performance measure. It is proposed that the HAMP be published along with the Improvement Plan and customer feedback sought to contribute to the review process.

8. Finance

The level of resources available for the maintenance of the highway asset throughout the period of the Improvement Plan could not be forecast with any accuracy. Actual resource levels will be determined by the success or otherwise of bids submitted for additional Revenue and Capital funding and by any savings sought from Streetpride's budgets. Therefore, it is not possible to be prescriptive about the extent of programmes that might be delivered during the term of the plan.

9. Risks and Uncertainties

Current LTP allocations for maintenance are significantly below levels received during the first LTP period presenting a risk that current asset conditions will not be maintained (the minimum permissible LTP target). Recent survey data indicates that the Principal Road network is particularly at risk.

The collection of condition data on additional elements of the asset as part of the Improvement Plan may highlight further areas of service failure and additional funding pressures.

Low satisfaction with highway conditions amongst residents evidenced within recent surveys to a degree indicate unreasonable expectations from the service which will be difficult to manage.

10. Policy and Performance Agenda Implications

Vision Theme	Objectives / delivery issues
Rotherham Achieving	<p>The provision and maintenance of quality highway surfaces and amenities plays a significant part in making the Town Centre an attractive place to visit.</p> <p>Well maintained highways also help the Council present the right image to prospective investors and developers.</p>
Rotherham Alive	<p>Highway facilities that enable people with mobility problems to travel about their local area assist them to retain an element of independence.</p> <p>To increase satisfaction with the cleanliness and condition of highways (2010 targets 85% & 80%)</p>
Rotherham Safe	<p>Maintenance of the highway asset to a high standard helps provide the safe well maintained environment that people can enjoy and take pride in.</p> <p>It is well documented that a high standard of public lighting is one of the most effective ways of reducing both crime and the fear of crime in local neighbourhoods.</p>
Rotherham Proud	<p>Area Assemblies have devolved budgets that can be used to improve highway amenity. Local people are consulted about all programmed maintenance schemes through the Engineers on Street Corners process.</p>
Sustainable Development	<p>Reduced percentage of primary materials used in works on the highway network.</p>
Fairness	<p>Accessibility issues addressed as part of highway maintenance and highway improvement programmes.</p>

11. Background Papers and Consultation

A number of documents have influenced the development of Rotherham's draft HAMP including:

- (i) Framework for Highway Asset Management, County Surveyors' Society, April 2004
- (ii) Highway Asset Management Procedures: Guidance on the Requirements for the Production of Highway Asset Management Plans and a Simple Valuation Methodology, Transport Research Laboratory, Jan. 2006

- (iii) Highways Asset Management “Health Check” Report, Mouchelparkman, June 2005
- (iv) Toolkit for Local Transport Highways Efficiency Gains, Highways Agency, May 2006
- (v) Well-maintained Highways : Code of Practice for Highway Maintenance Management, TSO, July 2005
- (vi) Well-lit Highways : Code of Practice for Highway Lighting Management, TSO, Nov. 2004
- (vii) Management of Highway Structures : A Code of Practice, TSO, Sept. 2005

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

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: CARRIAGEWAYS (INCLUDING HIGHWAY DRAINAGE AND WINTER SERVICE)						
Maintain overall carriageway condition	Maintain a medium term works programme for co-ordination purposes (3-5 years) reviewed annually		Yr1 (95% confidence) Yr 2-3 (75%) Yr 4-5 (50%)	R. Stock S. D. Finley		Disappointing stakeholders when slippage occurs in published programme
	Maintain current safety and detailed inspection regime	LPI 17	99.5%	A. J. Shaw		Other pressures on Inspectors time / lack of funds to arrange repairs
	Submit appropriate annual bids for Revenue base adjustment and specific Capital allocations to enable PI targets to be met	BV223 BV224a BV224b	7% 16% 8% During LTP period	D. Cooper R. Stock S. D. Finley	Submission of BIP and Capital bids	Bids unsuccessful preventing targets being met.
	Submit appropriate exceptional / emergency bids to address Principal roads affected by expansive materials	Bids submitted on programme	July 2007 & July 2009 (potentially)	R. Stock S. D. Finley	Submission to DfT	Previous allocation(s) may weaken bid.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Undertake annual reassessment of resource allocation for structural maintenance to align with targets.	BV223 BV224a BV224b	7% 16% 8% During LTP period	D. Cooper R. Stock S. D. Finley		Diversion of funds away from other parts of asset resulting in other PI targets not met
	Broaden material / treatment options for carriageway surfacing.	Programme delivery	1 trial Annually	S. D. Finley	From LTP allocation	Risk of failure in treating inappropriate sites
	Collect data on construction thickness initially targeting Principal roads.	Network coverage	20% of Principal network p.a.	R. Stock S. D. Finley	From LTP allocation	
	Increase scope of skid resistance testing for compliance with CSS guidance / Local Code of Practice	SCRIM % Principal roads < investigation level	15%	S. D. Finley	From LTP allocation	Potential for additional budget pressures from identification of at risk sites
	Develop procedure for traffic accident data to be used to prompt surface testing.		Procedure in place by March 2008	S. D. Finley S. Savage		---- ditto ----
	More sustainable disposal or recycling of gully cleansing arisings / black water to be subject to trial.	% reduction of waste to landfill / contaminated waste for treatment	Conduct trial 2007/08	G. Kaye		Env. Agency licence required – continuance subject to sampling results

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Implement a programme for the routine inspection of highway drainage.	No. of sites investigated	Programme of risk sites prepared by Sept. 2007	G. Kaye	GIS system for storage of data	Risk assessment for priority for survey & repair
	Maintain current levels of highway drainage maintenance.	LPI 28 (reports per 1000 gullies)	5	G. Kaye D. Mead	Potential Capital funding	
	Composition of Winter fleet to be reviewed as vehicles approach time for replacement.	Service costs	Maximise daytime use / minimise cost	R. Stock C. Simpson Operational managers		Reduction in spare vehicles available to cover downtime
	Annual review of Winter Service plan.		Annually by September	R. Stock S. D. Finley		
	Increase marketing of good current performance.	% customer satisfaction	50% by 2008	D. Cooper R. Stock		Generation of defect reports as "exceptions"

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: FOOTWAYS (INCLUDING STREET ENVIRONMENT)						
To improve network condition towards a sustainable service.	Increase capacity for microasphalt surfacing	Programme delivery	Double capacity by 2008	J. Bufton D. Cooper R. Stock S. D. Finley	Discuss with Contractor Partner / Capital bid	Ensuring work quality with increased no. of teams
	Maintain a medium term works programme for co-ordination purposes (3-5 years) reviewed annually		Yr1 (95% confidence) Yr 2-3 (75%) Yr 4-5 (50%)	R. Stock S. D. Finley		Disappointing stakeholders when slippage occurs in published programme
	Develop spatial analysis of third party highway claims to identify and target hotspots		Process in place by March 2008	R. Stock S. D. Finley	GIS capability	
	Maintain current safety and detailed inspection regime	LPI 17	99.5%	A.J. Shaw		Other pressures on inspectors time / lack of funds to arrange repairs

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Replace defective flagged footways with asphalt construction other than in high amenity areas	BV 187	39% by 2010	D. Cooper R. Stock S. D. Finley	Capital funding	Bids unsuccessful preventing targets being met Diversion of funds away from other parts of asset resulting in other PI targets not met
	Submit appropriate annual bids for Revenue base adjustment and specific Capital allocations to enable PI targets to be met	BV 187	39% by 2010	D. Cooper R. Stock S. D. Finley	Submission of BIP and Capital bids	
	Produce additional Local PI reporting on condition of whole footway network	LPI 41	Produce baseline figure for 2006/7	R. Stock S. D. Finley		
	Undertake annual reassessment of resource allocation for structural maintenance to align with targets.	LPI 41	7.5% by 2010	D. Cooper R. Stock S. D. Finley		

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: HIGHWAY STRUCTURES						
Compliance with the Code of Practice for the Management of Highway Structures	Continue with the current inspection and assessment regime which is in accordance with the code of practice.		Completion of yearly programme	P. Dixon		Staffing resources / workload
	Complete the asset inventory. Capturing new and additional inventory data to enable life cycle planning.		Bridges 100% by 2008 Retaining Walls 100% by 2010	P. Dixon		
	Liaison with Symology (Insight Asset Management System) to develop the software necessary to produce an effective management system.		Ongoing development	P. Dixon		
	Development of short and long term work programmes.		Process in place by March 2008	P. Dixon		
	Contribute to the development of National Bridge Performance Indicators for Condition, Availability, Reliability and Workbank.		Ongoing development	P. Dixon		

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: STREET LIGHTING						
Maintain street lighting infrastructure in a safe and operational condition	Maintain and update inventory condition information and analyse data to determine replacement programmes needed. Update each year and amend programmes if necessary		Initial report by July 2007.	H. Webb A. Lewis		Failure to identify and respond to electrical and/or structural defects may result in damage or personal injury.
	Reinstate programme of bulk lamp replacement to minimise individual failures and improve operational efficiency	BVPI 215a LPI 12	25% 2007/8 50% 2008/9 75% 2009/10	H. Webb A. Lewis	Additional funding sought for 2007/08	Failure to carry out routine preventative maintenance will result in higher fault numbers and PI targets may not be achieved.
	Introduce a programme of routine capacitor replacement.		17% of stock each year	H. Webb A. Lewis		Failure to do this may result in additional energy charges being applied.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Continue routine electrical testing and structural inspections to ensure public safety	BVPI 215a LPI 12	20% of stock p.a.	H. Webb A. Lewis		Failure would be a breach of the Council's Duty of Care
	Continue to replace obsolete lamps and lanterns with new high quality white light sources.		10% of stock by 2010	H. Webb A. Lewis		If funding is insufficient target may not be achieved.
	Improve performance to repair/replace accident damaged equipment and increase recovery of costs incurred		Attend site to make safe within 1 hour – repair/replacement completed within 6 weeks	H. Webb A. Lewis		Failure to achieve will result in poor service standards and increased stakeholder dissatisfaction
	Submit appropriate annual bids for Revenue base adjustment and specific Capital allocations to enable PI targets to be met			D. Cooper H. Webb		Unsuccessful bids may prevent targets being met.
	Ensure that inventory data is sufficient in detail and updated regularly to meet future DfT requirements for LTP bids.		Data 100% accurate	H. Webb A. Lewis		Lack of accurate data could result in refusal of LTP bids from 2008/9.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: PUBLIC RIGHTS OF WAY						
Formally adopt the actions identified in the Rotherham Rights of Way Improvement Plan.	Target additional resources for the replacement of path furniture at improving disabled accessibility.	% of network DDA compliant	Replace defect items of path furniture, according to accessibility issues, at a rate of 13 items per year.	C. McRoy R. Pett A. Savage	PROW budget and Capital Bids	Lack of participation amongst landowners. Unsuccessful bids.
	Adapt maintenance patterns to broadly reflect the pattern of maintenance needs across the borough.	BV 178	Ongoing	C. McRoy	PROW Budget	Vandalism and budgetary pressures
	Implement a programme of refreshing public rights of way signage throughout the borough	BV 178	Replace 24 signs per year for duration of the ROWIP.	C. McRoy	PROW Budget and submission of BIP	Unsuccessful bids preventing targets being met.
	Utilise the scoring matrix contained in the Rotherham ROWIP to enable the prioritisation of future improvement works.	BV 178	Scoring matrix to be used on all major improvement schemes	R. Pett A. Savage	Capital Bids	Lack of participation amongst landowners. Unsuccessful bids.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Continue to improve the accessibility of the public rights of way network - Conduct an accessibility survey of the PROW network.	BV 178	Maximise accessibility of network by adopting least restrictive access guidance and upgrading strategic routes to full accessibility standard.	C. McRoy R. Pett A. Savage S. D. Finley	PROW Budget and Capital Bids	Landuse conflicts and unsuccessful bids preventing targets being met.
	Adopt the protocols outlined in the Public Rights of Way Enforcement Policy and the Ploughing and Cropping on Public Rights of Way – Code of Practice to enable a more accessible public rights of way network.	BV 178	All enforcement issues to be processed in accordance with the outlined documents by December 06.	C. McRoy M. Whiteoak		Competing workload pressures on PROW team.
	Additional resources provided for the clearance of vegetation from the rights of way network to be utilised to improve the current overgrowth cutting schedule and to clear overgrowth from the wider	BV 178	Maintaining 4 cuts per season on priority network and establishing a	C. McRoy M. Whiteoak	Submission of BIP	Unsuccessful bid preventing targets being met.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	schedule according to the nature of the identified path.		regime of 2 cuts per season on identified routes in the wider network			

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: TRAFFIC SIGNALS, SIGNS & STREET FURNITURE						
Maintain traffic signals, signs and other street furniture in a safe and operational condition.	Continue to maintain & update traffic signal inventory and complete illuminated sign inventory to enable planned replacement programmes to be put in place. Inventory of other street furniture needed in the longer term but not realistically attainable at present.		Replace signal installations to a 15 year cycle and signs and other furniture to a 10 year programme.	H. Webb M. Powell		Lack of funding may result in target not being achieved
	Continue bulk replacement of lamps in traffic signals and introduce a similar programme for illuminated signs to minimise individual failures.		100% signals 50% signs by 2010	H. Webb M. Powell		Lack of funding may result in target not being achieved
	Continue routine electrical testing and structural inspections to ensure public safety		20% of stock p.a.			Failure would be a breach of the Council's Duty of Care
	Submit appropriate annual bids for Revenue base adjustment and specific Capital allocations to enable PI targets to be met.			D. Cooper H. Webb		Unsuccessful bids may prevent targets being met.

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: HIGHWAY VERGES & TREES						
Maintain highway verges in a safe and serviceable condition	Maintain and update inventory of landscape features within the highway	% resurvey	10% per annum	GM Contract Supervisor	Additional Staff and IT resources required for most items.	Insufficient resources available from within current revenue budgets. Previous BIP application failed
	Audit condition of features and plot using geographical information system	% audit	10% per annum	GM Contract Supervisor Officers		
	Evaluate condition and implement programme for renewal	GIS enabled	March 2009	GM Contract Supervisor Officers		
	Monitor maintenance performance standards	Prioritised programme available	March 2009	GM Contract Supervisor Officers		
Maintain highway trees in a safe condition	Implement formal inventory system for highway trees	% check against local performance standards	10% per annum	GM Contract Officers	Potential for external contract	
	Audit species and condition and include for geographical plotting		100% by March 2009	Trees and Woodlands Officer		
			100% by March 2009	Tree Officer		

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Implement formal tree safety inspection procedure		To be determined	Trees and Woodlands Officer Tree Officer		

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
Asset Element: DATA MANAGEMENT AND MAINTENANCE						
<p>Establish a consistent and accurate comprehensive data set for the highway asset.</p> <p>&</p> <p>Develop clear easily understood formats for the presentation of highway data.</p>	Recollection of highway inventory data on priority roads and then progressively across the Borough.	Procedure revised	June 2007	S. D. Finley		Lack of staff resource and volume of new adoptions
		% priority sites complete	100% by 2010	S. D. Finley D. Leeson		
	Complete linkage of Insight data to mapping centreline data.	100% complete	April 2008	S. D. Finley T. Hopkins	Additional software / mapping licences	Delivery of software on time. Availability of adequate IT support.
	Continue to develop the range of condition and other data viewable and reportable in a graphical format.	Condition data available	March 2008	R. Stock S. D. Finley T. Hopkins N. Ayrton	---- ditto ----	---- ditto ----
	Network hierarchy to be reviewed for implementation of the Traffic Management Act.	100% complete	April 2008	I. Ashmore A. Kemp R. Stock		Further delays in enactment
	Broaden knowledge and responsibility for data management.	Integral part of all appropriate staff PDRs	100%	All Asset Managers	Some additional training costs	

Highway Asset Management Improvement Plan 2007-10

Objective	Actions	Performance Indicators	Target/s	Responsibility	Resources	Risks
	Develop condition and economic modelling to enable effectiveness of highway investment to be measured.	Meaningful data available to report to Members	Annual progress report	R. Stock S. D. Finley N. Ayrton		PMS software development not given priority
	Introduce audit procedure for CVI & DVI data collected.	Monthly audit	From April 2007	S. D. Finley N. Ayrton		
	Enlargement of scope of assets on Insight system including data transfer from a number of formats (lighting, amenities, trees, grounds and drainage)	Fully populated database	March 2010	S. D. Finley T. Hopkins & relevant Asset Managers	Staff resource required to manage and effect the data transfer and system configuration	High error count from automatic data transfer.
	Maintain Local Code of Practice for Inspection and Assessment	Up to date controlled document	Annual review	R. Stock C. Knight		Funding restrictions undermining recommended procedures and practice

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member - Delegated Powers Meeting
2.	Date:	19 February 2007
3.	Title:	Streetpride Performance Response Times
4.	Directorate:	Environment and Development Services

5. Summary

Streetpride's overall performance in respect of its timeliness in dealing with requests for service averaged 98.2 % in the third quarter of 2006/7, which is a slight improvement compared to the previous quarter.

6. Recommendations

(a) That the report be noted, and

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

7. Proposals and Details

The results for the period October to December 2006 are shown in Appendix 1 attached.

On average, Streetpride dealt with 98.2% of requests for service within the target response times. This compares with the previous quarter's result of 98.3% and therefore represents a slight improvement. The figures for the quarter are summarised below:

Overhanging trees/vegetation on highway land – sign and guard	100%
Overhanging trees/vegetation on private land – sign and guard	100 %
Overhanging trees/ vegetation on private land – cut back	100 %
Dangerous defect in footpath	100 %
Faulty traffic lights – all lights out	100%
Faulty traffic lights – single bulb out	100%
Removal of abandoned car – wreck or dangerous	100%
Removal of abandoned car – runner	100%
Removal of abandoned car – burnt out	100%
Empty overflowing litter / dog bin	100%
Blocked gully causing ponding – sign and guard	100%
Blocked gully causing ponding – relieve blockage	100%
Make safe missing cover in highway	100%
Clear up spillage on the carriageway	100%
Empty missed wheelie bin	100%
Remove bulk item	100%
Removal of dog mess	100%
Remove 'other' graffiti	100%
Remove racist or offensive graffiti	100%
Report of stray dog	99.7%
Request for an enforcement visit	99.3%
Clear up drug litter	98.3%
Overhanging trees/vegetation on highway land – cut back	98.2%
Estimate for a vehicle access crossing	95.7%
Dangerous defect in carriageway	94.0%
Streetlight out	84.9%
Removal of fly tipping	81.0%
Overall Average for the quarter	98.2%

Performance for the current financial year to date has also averaged 98.2%. During the quarter, 19 out of the 27 key services achieved 100% success in meeting the targets set. Comments and explanations in respect of the service's performance in the different areas are given in Appendix 1.

8. Finance

All costs incurred in meeting response times are covered by the existing budget.

9. Risks and Uncertainties

There is a risk that unexpected events or rises in demand could lead to a slight reduction in performance later in the financial year.

10. Policy and Performance Agenda Implications

Streetpride's fast response times in most of its front line services, is making a significant contribution to the Council's corporate priorities: Rotherham Safe and Rotherham Proud - particularly in respect of the removal of abandoned cars fly tipping and graffiti, as well as the repair of street lighting faults and highway defects.

11. Background Papers and Consultation

Appendix 1 - Streetpride response times for the quarter October to December 2006 (produced jointly with the Neighbourhoods Directorate)

Contact Name : *Jon Surrige, Specialist Support Manager, Streetpride Service*
Extension 2908 e-mail: jonathan.surrige@rotherham.gov.uk

APPENDIX 1

STREETPRIDE RESPONSE TIMES				Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	% meeting target response times	% meeting target response times	
Resp		Request for Action	Target Response 2006/07	Oct-06		Nov-06		Dec-06		Cumulative (Year to Date)	Average this quarter	Comments
Christian Hayes	1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs.	0	100.0%	2	100%	0	100%	100.0%	100.0%	Target fully me throughout the quarter
	1(b)		Cutting back will be carried out within 5 days.	19	94.7%	12	100%	1	100.0%	97.7%	98.2%	Target fully met in November and December
Christian Hayes	2(a)	Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will signed and guarded within 4 hrs.	2	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully me throughout the quarter
	2(b)		Cutting back by landowner - within 14 days (after written notice from Streetpride)	3	100.0%	0	100%	2	100%	100.0%	100.0%	Target fully me throughout the quarter
Andy Rowley	3	Provision of estimate for Vehicular Access Crossing (where planning permission is not required)	Within 10 working days from receipt of a formal request.	31	90.0%	34	97.0%	15	100.0%	95.1%	95.7%	Target fully met in December
Allan Lewis	4	Street light out.	3 working days for a non supply fault.	550	87.8%	437	87%	373	80%	87.0%	84.9%	Performance dropped in December to due to staffing problems caused by Christmas holidays. During the quarter, the average time to rectify street lighting faults was 3.99 days
Mick Powell	5(a)	Faulty traffic lights.	All lights out - 1 hr	2	100.0%	6	100%	13	100%	100.0%	100.0%	Target fully me throughout the quarter
	5(b)		Single bulb failure - 24 hrs	13	100.0%	8	100%	8	100%	100.0%	100.0%	Target fully me throughout the quarter
Christian Hayes	6	Dangerous defect in carriageway.	4 hrs after being reported by the public	17	94.1%	25	100%	17	88%	97.4%	94.0%	Target fully met in November
Christian Hayes	7	Dangerous defect on footpath.	4 hrs after being reported by the public	16	100.0%	15	100%	6	100%	100.0%	100.0%	Target fully me throughout the quarter

APPENDIX 1

Resp		Request for Action	Target Response 2006/07	Oct-06		Nov-06		Dec-06		Cumulative (Year to Date)	Average this quarter	Comments
Nigel Deffley	8	Removal of fly tipping	1 working day	254	74.0%	252	92%	196	77%	83.2%	81.0%	Performance reduced in October and December due to there being only one vehicle available (with a skeleton crew) for several days during these periods.
Pete Hyde	9	Removal of dog mess	Within 1 working day	34	100.0%	29	100%	26	100%	99.5%	100.0%	Target fully me throughout the quarter
Steve Finley	10(a)	Removal of abandoned car.	Burnt out - within 24 hrs	1	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully me throughout the quarter
	10(b)		Wreck or dangerous - within 24 hrs	0	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully me throughout the quarter
	10(c)		Runner - 15 working days	3	100.0%	2	100%	2	100%	100.0%	100.0%	Target fully me throughout the quarter
Christian Hayes	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	4 hrs to make safe and inform the owner. Owner to carry out repairs.	14	100.0%	13	100%	8	100%	100.0%	100.0%	Target fully me throughout the quarter
Pete Hyde	12	Clear up spillage on carriageway.	4 hrs	36	100.0%	4	100%	3	100%	100.0%	100.0%	Target fully me throughout the quarter
Pete Hyde	13	Empty overflowing litter bin/dog bin	4 hrs	1	100.0%	1	100%	1	100%	100.0%	100.0%	Target fully me throughout the quarter
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4 hrs to sign and guard	2	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully me throughout the quarter
	14(b)		blockage relieved within 1 working day.	32	100.0%	2	100%	10	100%	100.0%	100.0%	Target fully me throughout the quarter
Yvette Plimbley	15	Empty missed wheelie bin (if reported within 24 hrs of being missed),	Same day (if reported before 1pm) Within 1 working day (if reported after 1.00 p.m.)	188	100.0%	48	100%	85	100%	100.0%	100.0%	Target fully me throughout the quarter
Yvette Plimbley	16	Remove bulky item (after receipt of payment).	10 working days.	422	100.0%	403	100%	395	100%	100.0%	100.0%	Target fully me throughout the quarter

APPENDIX 1

Resp		Request for Action	Target Response 2006/07	Oct-06		Nov-06		Dec-06		Cumulative (Year to Date)	Average this quarter	Comments
Nigel Deffley	17	Remove racist or offensive graffiti (subject to agreement with the landowner)	Within 1 working day	23	100.0%	8	100%	10	100%	96.5%	100.0%	Target fully met throughout the quarter
Nigel Deffley	17a	Remove 'other' graffiti (subject agreement with the landowner) - i.e. graffiti which is not racist or offensive	Within 5 working days	58	100.0%	51	100%	41	100%	98.8%	100.0%	Target fully met throughout the quarter
Lewis Coates	18	Request for an enforcement visit	4 working days.	141	99.0%	115	99%	100	100%	99.3%	99.3%	Target fully met in December
Lewis Coates	19	Clear up drug litter	2 hours	39	97.0%	45	98%	25	100%	99.4%	98.3%	Target fully met in December
Lewis Coates	20	Report of a stray dog	1 working day	129	99.0%	121	100%	120	100%	98.8%	99.7%	Target fully met in November and December
Overall Average										98.2%	98.2%	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Children and Young People’s Services Cabinet Member and Advisers
2.	Date:	6th February 2007
3.	Title:	Road Safety around Schools in Rotherham: Update
4.	Programme Area:	Children and Young People’s Services

5. Summary:

The Council agreed to allocate £50,000 in 2006/07 to improve road safety around schools. This report updates Members on how it is being used.

6. Recommendations:

That the report is received.

7. Proposals and Details:

The Road Safety section has carried out a number of surveys and investigations and decided upon 3 projects that would significantly improve the safety of children around schools. The £50,000 allocated will contribute to the following schemes:

The first is at **Moor Lane North, Ravenfield**. Two speed activated signs are to be introduced on the approach to the school. The intention behind these signs is to encourage drivers to reduce their speed as they approach and travel past the school.

Green Arbour Road, Thurcroft. A number of incidents have occurred here in the last 3 years, 5 involving children. The scheme consists of speed cushions on the section of road between Katherine Road and School Road. Consultation has been carried out and will be completed this financial year.

Kimberworth Road. This scheme outside Kimberworth Primary school was completed in the summer. Improved pedestrian crossing points have been introduced and the junction with Psalters Lane and Kimberworth Road has been realigned. These two improvements should improve safety around the school.

Two further schemes are planned in the Rotherham South area in the next financial year.

The first is a traffic calming scheme on **Coleridge Road**, which will help the area around Coleridge Primary School. The entrance to the school will be narrowed and 'school keep clear' zig-zag lines are to be constructed to reduce the number of cars parking at the entrance to the school. A one way system is hoped to be introduced which should help reduce the congestion and potential for accidents. This project has still to be consulted upon and will start in next year.

The second scheme is on **Doncaster Road**, outside East Dene Primary School. The road is to be narrowed increasing the footpath and traffic calming measures introduced. These include a raised section with 'School Keep Clear' zig-zag markings.

8. Finance:

The Council allocation of £50,000 has supported the existing budget within the road safety section.

9. Risks and Uncertainties:

Consultation is still to be carried out on Coleridge Road. If there are objections the scope of the project may have to be changed.

10. Policy and Performance Agenda Implications:

This proposal forms part of the Rotherham Safe agenda.

11. Background Papers and Consultation:

Consultation has been held with the road safety section of Environment and Development Services.

Contact Name : Graham Sinclair. Director of Resources and Access. Tel. 2648.
graham.sinclair@rotherham.gov.uk

40 Bridgegate
ROTHERHAM
S60 1PQ

Our ref: CRM C2401
Date as postmarked

Dear colleague

**LGA culture, tourism and sport conference
shaping places, inspiring people
Wednesday 21 – Thursday 22 March 2007, Cutlers' Hall, Sheffield**

This year's Culture, Tourism and Sport Conference will build on the three key themes in the LGA's *Closer to People and Places: a new vision for local government* campaign: improving public services, improving the quality of life and economic performance of cities, towns and villages, and giving people greater power and influence over their lives.

The conference will examine the vital role that the broad spectrum of services and activities which come under the culture, tourism and sport umbrella, have to play in regeneration, neighbourhood renewal and the overall social, health and economic well-being of the communities they serve.

This popular conference will again feature an exciting mix of plenary sessions, workshop sessions, and study tours, providing delegates with the opportunity to hear from a range of speakers on current issues and to discuss how this will impact on their services and their communities. It will also present an invaluable opportunity for networking for the over 200 delegates who attend each year - local authority leading members, chief executives and senior officers with responsibility for culture, leisure and tourism, and representatives from arts and leisure organisations.

To secure your place, complete and return the enclosed booking form to: Conference and Events Team, Local Government House, Smith Square, London SW1P 3HZ or Fax: 0207 863 9158 or book online at www.lga.gov.uk for other information contact LGConnect on 0207 664 3131 or email info@lga.gov.uk **NB. If you need to contact us, please quote the reference at the top of this page.**

Yours sincerely



Kate Marshall
Events Marketing Officer

Continued

January

31

Local Delivery Framework – success at the examination

The conference will look at the examination of development plan documents to date and lessons learned.

Councils are concerned to ensure they are on the right track and this conference will share the experiences of councils which have been through the process and – by January 2007 – the experience of councils with Development Plan Documents that have been judged successful. Delegates can learn from experiences to date and the lessons learned.

Local Government House

February

5-6

LGA Urban Conference and exhibition: thriving economies, cohesive communities

The LGA's 2007 Urban Conference and Exhibition – *thriving economies, cohesive communities* – is hosted by the LGA Urban Commission, which represents more than 280 urban authorities.

The conference is expected to attract around 200 councillors, chief executive officers, together with representatives from partner organisations and the business sector. It will give those responsible for promoting the economic, social and environmental development of our towns, cities and suburbs an opportunity to debate the issues facing urban areas and to provide delegates with an unrivalled opportunity to network with colleagues.

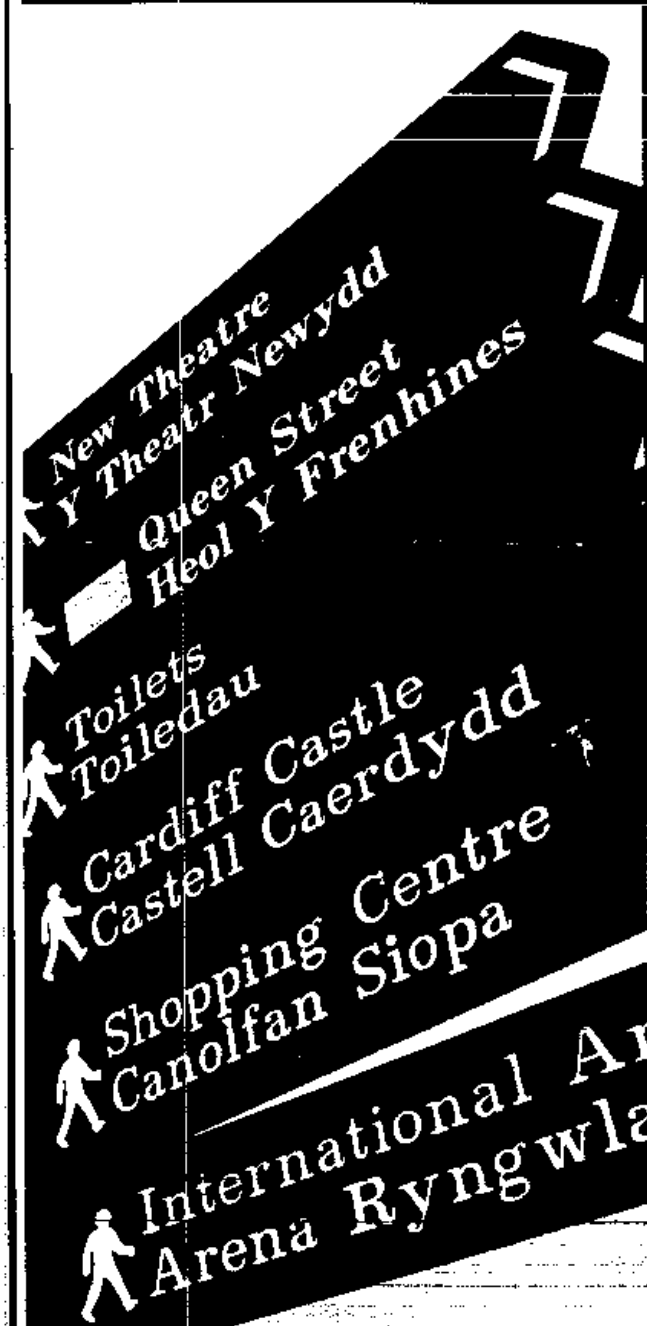
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for full conference programmes and full conference listings

shaping places, inspiring people

Cutlers' Hall, Sheffield

Wednesday 21 – Thursday 22 March 2007



ArtsProfes

and a sponsor

Day 1 – Wednesday 21 March

9.00 – 10.20

Conference registration and political group meetings

10.20 – 10.50

Opening of the conference & welcome to Sheffield
Cllr Chris White, Chair, LGA Culture, Tourism and Sport Board

Cllr Robert MacDonald, Cabinet Member for Culture and Economic Development, Sheffield City Council

Bob Kerlake, Chief Executive, Sheffield City Council

10.50 – 11.20

Plenary 1: Keynote speech tbc

11.20 – 11.50

Plenary 2: shaping the future through our past
Dr Simon Thurley, Chief Executive, English Heritage & TV broadcaster

11.50 – 1.00

Workshop Session 1: Improvement and service delivery

W1. public libraries: the effective and neutral route to positive community engagement – a workshop demonstrating the positive contribution of a local authority's public library service to the realisation of the community engagement and involvement ambitions of the White Paper.

W2. lessons and learning from journeys through improvement – the progress towards self improvement and the track record that the sector can point to using experiences from applications of tools such as TAES, Regional Commentaries, Arts at the Strategic Centre, Inspiring Learning, and Regional Improvement Pilots.

W3. safer communities through participation in the arts – how active participation in the arts can impact positively on community safety, e.g. reducing re-offending, crime reduction etc.

W4. tourism: a new framework – the for England initiative is looking at better management and marketing of tourism in England, and this workshop will focus on how to maximise government voice and contribution through this initiative.

W5. city stages (walking tour) – Sheffield has some of the best performance spaces in the country and this tour offers an opportunity to talk to those involved in the regeneration of two of the city's most famous Crucible Theatre, and the recently refurbished City Hall.

1.00 – 2.00

Lunch

2.00 – 2.30

Plenary 3

Anne Milton MP, Shadow Minister for Tourism

2.30 – 3.10

Plenary 4: are you a leader or a manager?
Peter Hall Jones, The Spiral Partnership

3.10 – 3.30

Refreshment break

3.30 – 4.45

Workshop Session 2: shaping places – enhancing the quality of life in cities, towns and villages

W6. festival! – the benefits festivals are bringing to towns, cities and villages including regeneration, tourism, health and community involvement. Case studies where festivals are shaping local areas.

W7. Capitals of Culture: past, present and future – learning from the experience of the European Capital of Culture. How culture can be a driver for the regeneration of cities, including looking at the experience of Capital of Culture 2008.

W8. vision to reality: gearing up for the 2012 games – how preparations for 2012 are being made.

Millennium Galleries and the beautiful Graves Art Gallery.

4.45 – 6.00

CLOA Members meeting



cultural advisor to the LGAs

7.15 tbc

Civic Reception in Reception Suite,
Sheffield Town Hall hosted by the Lord



Mayor of Sheffield, *Cllr Mrs Jackie Drayton*

8.15 tbc

Conference dinner in Cutlers Hall

Day 2 – Thursday 22 March

9.15 – 12.30/12.45

Study Tours



ST1. lighting the flame – Sheffield is world renowned for its first class sporting facilities in the Lower Don Valley which have had a huge regenerative and economic impact – English Institute of Sport, Don Valley Stadium, Ponds Forge, Hallam FM Arena and Ice Sheffield. Find out how they are being used not only by local people but also for major sporting and sports industry events.

ST2. hitting the jackpot – We all know about the cultural assets that Lottery Funding can help provide, but do they really contribute to regeneration? This tour looks at the “softer regeneration” that springs from revitalised cultural assets and will include a visit to the recently refurbished Weston Park Museum, the Heritage Lottery project in the adjoining park and the Botanical Gardens lottery funded restoration project.

ST3. scaling the Peaks – much more than simply sight seeing, this tour will visit Peak District locations where small scale joint projects make a big difference to the local economy by stimulating or enhancing tourism. Looking at how local government, the National Parks Authority and the community work together for the benefit of the local community

ST5: an engine for growth (walking tour) –

Delegates will walk and tour the developing Cultural Industries Quarter, home to the largest cluster of Creative and Digital (CDI) businesses in Yorkshire. The tour will highlight the physical and economic regeneration of this cluster, which is a key priority for the City's future prosperity and for Sheffield's strategy in forming a vibrant, prosperous and leading European City.

12.30 – 1.30

Lunch

1.30 – 2.00

Plenary 5: tbc

2.00 – 3.00

Workshop session 3: inspiring people – empowering and involving communities.

W11. cultural pathfinders: a lesson learned – the first-hand experiences of cultural pathfinders and the innovative ways they have empowered communities, and also early findings and key messages from the DCMS evaluation now well under way.

W12. Sport England: community empowerment through sport – this inter-active workshop will showcase the place shaping value of sport and discuss emerging issues from the White Paper with regard to how the community can be empowered through sport. Topics include community cohesion and community ownership of assets

W13. reaching out through culture – this workshop will explore the positive impact that cultural services can have on community social cohesion through engaging the hard to reach in innovative ways.

3.00 – 4.00

Plenary 6: Panel Session

Derrick Anderson CBE, Chief Executive, London Borough of Lambeth & Board Member Sport England, London Region
Other panel members tbc

post to: The LGA Conference Department,
Local Government House, Smith Square, London
SW1P 3HZ Tel: 020 7664 3131 Fax: 020 7863 9158
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please complete Accommodation Booking Form.**

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Induction loop Large print Other

Political Party (please tick as applicable)

Labour Conservative Liberal Democrat
Independent Other Other

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	19th February 2007
3.	Title:	Revenue, Fee Billing and Trading resources monitoring report for 2006/2007
4.	Programme Area:	Economic and Development Services

5. Summary

This report advises on the performance against budget for the Economic and Development Services Programme Area Revenue, Fee Billing and Trading resources for the period – **April 2006 to end January 2007**. 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 Economic & Development Services Directorate budgets as at end January 2007.

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 January 2007. The attached **appendices** give a summary of the projected 2006/07 revenue position for the Programme area;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

- Following the January round of budget meetings the Programme Area 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 Service is reporting a balanced position against its revenue budget. However there are cost pressures including a shortfall on outdoor markets rental income. But it is currently felt that the overall position on the account is a manageable one and that a balanced budget can be achieved.

Planning and Transportation

The overall position on this account is currently a projected balanced budget, however there are cost pressures on Land Charges (£140,000) and the Transportation (£94,000) budgets which are currently compensated for by excess fee income from Development Control (£245,000).

Asset Management

At this point in the financial year the Service has a projected balanced budget against its revenue budget. There are confirmed pressures 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 the opening of the new Customer Services Centres. Due to the nature of these costs, service management will find it difficult to effect sufficient savings to address this level of overspend within the existing budget. Consequently a bid is being progressed against the Authority's capital minor works funding allocation to cover the repairs and maintenance element, whilst a separate bid to the Authority's contingency reserve has also been made in respect of the unfunded utility price increase. However there is an expected surplus from Rotherham Construction Partnership's fee income for 2006/07 which is being used to off-set the above confirmed pressures.

The current forecast outturn position is based on the assumption that both the bids to corporate funding will 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. As confirmed at a meeting with

Ringway on the 31st January 2007 there are also a further £143,000 in unbudgeted costs which will have to be found in 2006/07. The total £533,000 cannot be contained within the existing budget due to the size of the cost pressure and so funding has been sought from corporate sources to cover both the 2005/06 and 2006/07 elements. The availability of such funding cannot be confirmed at this stage and will be the subject of a further report to Cabinet by Central Finance outlining the overall position. However the current forecast outturn position is based on the assumption that this funding source will be available.

Business Unit

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

Corporate Accounts

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

8. Finance

Please refer to the attached appendices for detailed financial analysis.

9. Risks and Uncertainties

The projected outturn position is based on firm indications of rising cost pressures and identifiable savings. These are examined as a matter of urgency but they may have an impact on the accuracy of the currently reported position. 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. Programme Area spend is aligned only to Programme area and corporate priorities.

11. Background Papers and Consultation

This is the eighth budget monitoring report for the Directorate for 2006/07 and reflects the position from April 2006 to January 2007. This report has been discussed with the Strategic Director, Directors of Economic and Development Services and Financial Services.

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REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end January 2007)

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 (£140k) and Transportation account (£94k) off-set by Development control income levels (-£245K).	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 £143k in unbudgeted costs likely in 2006/07 in full and final settlement. 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 corporate funding is being sought to cover both the payment made for 2005/06 and the estimated shortfall in budget for 2006/07 of £143k. 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 January 2007)

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	-17	Reduced spend on promotional items	G	No action required.		
Commercial Properties	-21	Anticipated saving due to slower vacation of properties and therefore consequent loss of income.	G	No action required.		
Development Promotion	0	Nil variance at this stage in the financial year	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	-5	Reduced spend on promotional items	G	No action required.		
Markets	43	Outdoor markets rental income shortfall	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 January 2007)

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	11	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	140	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	-245	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	94	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 January 2007)

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	-30	The number of Right to Buys' completed has maintained a higher level than was budgeted.	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	-52	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	-53	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 January 2007)

Streetpride	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Community Delivery Teams	0	Nil variance at this stage in the financial year. 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 £143k in unbudgeted costs likely in 2006/07 in full and final settlement. This risk was reported to EDS Cabinet Member on the 17th July 2006 and the 16th October.	A	Due to the size of the cost pressure it will not be possible to cover from savings in other areas. Consequently corporate funding is being sought to cover both the payment made for 2005/06 and the estimated shortfall in budget for 2006/07 of £143k. 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 January 2007)

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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