

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

Venue: Town Hall, Moorgate Street, Rotherham.

Date: Friday, 27 April 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 previous meetings of the Cabinet Member for Economic Regeneration and Development Services held as follows:-
 - 19th February, 2007.
 - 5th March, 2007.
 - 7th March, 2007.
 - 19th March, 2007.
 - 2nd April, 2007.

(See Orange Book – Schedule of Delegated Decisions - 18th February to 6th April, 2007)
4. Minutes of a meeting of the Transport Liaison Panel held on 20th March, 2007 (Pages 1 - 9)
 - to consider the minutes of the Panel meeting.
5. Minutes of a meeting of the RMBC/Leisure Joint Service Centre Project Board held on 30th March, 2007 (Pages 10 - 13)
6. Opening of Tenders (Page 14)
7. Continued development of a Local Wildlife Site System for Rotherham Borough (Pages 15 - 20)
Ecology Development Officer to report.
 - to present an appraisal of the work undertaken to date to establish a Local Wildlife Site System for the Borough, and recommend proposals to undertake the next stage of work and to signpost future work.
8. Walker Place, Rotherham - Remedial Works (Pages 21 - 25)
Schemes and Partnerships Manager to report.
 - to propose remedial works to planters and paving.

9. Petition for a controlled pedestrian crossing facility on Kimberworth Road (Pages 26 - 29)
Transportation Unit Manager to report.
 - to report receipt of petition.
10. Petition re: parking on Vesey Street, Rawmarsh (Pages 30 - 32)
Transportation Unit Manager to report.
 - to report receipt of a petition re: parking problems.
11. Petition - Woodland Drive Estate, North Anston (Pages 33 - 37)
Network Principal Engineer to report.
 - to report the investigation of residents' concerns about the current condition of roads and footways across the estate.
12. Amendment to the Local Transport Capital Programme for 2007/2008 (Pages 38 - 39)
Transportation Unit Manager to report.
 - to report an amendment to the pedestrian crossings to be included in the 2007/2008 LTP Capital Programme.
13. Affordable Housing Interim Planning Statement Timetable (Pages 40 - 44)
Planner to report.
 - to outline a timetable of delivery of proposed Affordable Housing Interim Planning Statement.
14. Transform South Yorkshire's Design Quality Audit (Pages 45 - 49)
Development Control Manager to report.
 - to consider TSY's Design Quality Audit of housing schemes in the four South Yorkshire Local Authorities.
15. Farmers' Market - Kiveton Park Ward 18 - Wales (Pages 50 - 51)
General Manager Markets to report.
 - to consider allowing a one day trial Farmers' Market by Wales Parish Council.
16. Revenue, Fee Billing and Trading Resources Monitoring Report 2006-2007 - April 2006 to March, 2007 (Pages 52 - 60)
Service Accountant to report.
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17. Conferences/Seminars
To consider attendance at the following:-

Health and Safety EXPO – NEC Birmingham – Tuesday, 22nd May, 2007
18. Robin Hood Airport - Proposed change to controlled airspace (Pages 61 - 63)
Local Development Framework Manager to report.
 - to report the consultation response.

The Chairman authorised consideration of the following item in order to process the matter referred to:-

19. Grange Lane, Maltby - consultation response (report attached) (Pages 64 - 66)

20. 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 Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relating to the financial or business affairs of any particular individual (including the Council)):-

21. Indoor Market Stall Tenancies and Rent Review (Pages 67 - 70)
Markets General Manager to report.
 - to report on the termination of all indoor market stall tenancies.

22. Templeborough to Rotherham Flood Alleviation Scheme - Wetland Management Partner (Pages 71 - 74)
Partnership Implementation Officer to report.
 - to consider the appointment for the future Wetland Management including a dowry payment and grant contribution.

TRANSPORT LIAISON GROUP
Tuesday, 20th March, 2007

Present:- Councillor Smith (in the Chair); Councillors McNeely, R. S. Russell, Jackson, Austen, Hodgkiss, Whelbourn, Nightingale, Swift, Hall and Billington.

together with:-

Richard Simons	First
David Donovan	Sheffield City Airport
Stuart Rands	Northern Rail
Pam Horner	SYPT
Stephen Hewitson	Rotherham Community Transport
Tony Sargeant	RMBC Principal Transport Officer

13. INTRODUCTIONS/WELCOME

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

David Donovan, Airport Manager, Sheffield City Airport introduced himself and invited members to contact him by email:-
airportmanager@sheffieldcityairport.com

14. APOLOGIES

Apologies were received from:-

Councillor P. Burke	RMBC Ward17 (Valley)
Councillor K. Gouly	RMBC Ward 21 (Wingfield)
David Stevenson	Stagecoach East Midlands

15. MINUTES OF THE PREVIOUS MEETING HELD ON 6TH OCTOBER, 2007

Consideration was given to the minutes of the previous meeting held on 6th October, 2006.

It was agreed:- That the minutes of the previous meeting be accepted as a correct record.

16. MATTERS ARISING

The following issue was raised:-

A631 West Bawtry Road

The view was expressed that the operation of the traffic lights needed to be monitored better during the roadworks.

It was agreed:- That the Director of Planning and Transportation Services be asked to look into this issue.

17. TRANSPORT OPERATORS' UPDATES:-

(i) First

Mr. Simons reported that there were no significant changes to services proposed from April.

However, there were some changes to the X78 service in preparation for the receipt of a new fleet of double decker buses which it was hoped would be introduced at the end of April. Extra drivers and staff were also being recruited.

(ii) Northern Rail

- Rotherham Railway Station

Mr. Rands reported that plans were progressing, in conjunction with the PTE, to remodel the Rotherham railway station. Work was scheduled to start in September and would include modernisation of the ticket office, decking and flagging, retail facilities, improved platform access, provision of new toilets etc. Discussions were also taking place with the Council about regeneration issues.

- Capacity

In terms of capacity at peak times, it was reported that on the Doncaster – Sheffield route there had been occasions of passengers being left behind due to trains being full. It was reported that to address this problem 30 extra trains with 158 units would be deployed across the region and this should increase capacity.

- Performance and punctuality

Punctuality of services had been assessed at “any train up to 4 minutes 49 seconds of its scheduled time” and this compared with other operators’ target of 9 minutes. Using this baseline 86.8% of the service ran within that timescale.

The worst performance in the week commencing 12th March was 87.9% and the best performance was 95.3%.

Questions from Members:-

- were there any plans to improve the capacity of the car parks at the

railway station?

This was being done as part of the overall regeneration of the station. Better use would be made of the area through better marking out of spaces etc.

- were there any plans to improve the walkway across to the other platform and was anything being done about the smell?

As part of the scheme the septic tank would be replaced.

(iii) Robin Hood Doncaster Airport

No representative was present.

(iv) Rotherham Community Transport

Mr. Hewitson gave a PowerPoint presentation about the Annual Report – “Door2Door – with Rotherham Community Transport 2005-2006”.

Reference was made to:-

- Future funding arrangement
- Performance, particularly Dial-a-Ride with over 45,000 journeys
- Work of the Booking Centre staff
- Link with Shopmobility
- Close working relationship with the Council and the SYPTA
- Introduction of low floor minibuses
- Help of volunteer drivers and passenger assistants
- Use of the minibuses for trips out, school visits and support for regular activities organised by older people or disability groups.
- Passenger Journeys of the Key Services:- Rotherham Door2Door; RotherRide; Transport for Special Schools; Community Transport; Day Care Transport; BusClub Dial-a-Ride.
- Comparison of passengers carried (by service) for 2004/5 and 2005/6
- Rotherham Funding Agreement Targets and Performance for 2005/6
- Rotherham Funding Agreement Performance 2004-2006.
- RotherRide July 2005 to June 2006
- RotherRide Rural Bus Challenge Project (South Rotherham including Dinnington, Worksop and Crystal Peaks; Harthill and Thurcroft)
- Local Group Travel Bookings

Reference was also made to Market Research carried out by the SYPTE re:-

- reasons for using Community Transport e.g. shopping and

- leisure;
- Difficulties in Booking the Service in particular telephone line engaged
- Satisfaction with the service
- How passengers rated the service
- Identification of improvements passengers would like to see

Financial overview of income and expenditure:- thanks were expressed to funding through the Transport Authority's Vehicle Replacement Programme which had seen low floor minibuses with integral wheelchair restraint systems being introduced on both Rotherham and RotherRide services.

Reference was also made to the Council's Elderly People's Strategy, Equalities and Diversity and Rural Strategy which all identified the need for the type of services which Community Transport provided.

(v) Sheffield City Airport

Mr. Donovan reported that he had only recently taken up his appointment as Airport Manager.

He reported that the Airport had been busy during January, noting the high winds, with 752 movements (rotary and fixed wing). February had seen 1126 movements. It was pointed out that this was a slight increase on previous years.

It was stressed that the airport was still active. However the activity was mostly business centred. There had been no commercial movement since 2002.

Reference was made to the Blue Sky Project and to the transport needs of companies in the Business Park. A number of companies were expressing interest.

It was reported that there had been only one noise complaint received and a visit to the complainant to discuss the issue was planned.

It was reported that a meeting of the Sheffield Airport Consultative Committee was scheduled for 22nd March, 2007 at 6 p.m. and local Ward and Parish Councillors were welcome to attend.

Questions from Members:-

- what were the statistics for the number of helicopter flights by the Police and the statistics for other flights?

Currently the statistics did not show that breakdown.

- with the Blue Sky development and the short runway would this

mean that more flights would be coming out of the airport over Rotherham?

It was reported that a representative from Robin Hood Airport would be attending the Consultative meeting on Thursday. It was hoped that there would be 650m of runway to allow for rotary and flying schools to continue to operate at Sheffield. However fixed wing activity would be restricted.

- was there any way that the airport could be renamed Sheffield Rotherham City Airport?

This issue could be raised at the Consultative meeting.

- was there any interest in the airport becoming the home of the region's 2nd Air Ambulance?

The organisation was visiting the airport to look at the facilities. It was also reported that as part of the Council's Scrutiny Review of the Ambulance Service it had emerged that if an air ambulance was located in South Yorkshire it was likely to be in the Tankersley area.

Mrs. Horner, SYPTE, added that there was an issue of surface transport for getting people to work within the Blue Sky Development. The PTE would be dealing with this through its planning department and travel options planning staff. There needed to be more joined up thinking and the SYPTE would be speaking to businesses.

(vi) SYPTE

- Stagecoach

Mrs. Horner reported on behalf of Stagecoach, who were not represented at the meeting. A major review of Stagecoach services in the Barnsley area was currently taking place and, although the review was confined to those services originating in the Barnsley area (in particular services in the Dearne, Wath and Wentworth), the review would inevitably impact on some Rotherham routes.

Since taking over the services from Yorkshire Traction Stagecoach have been carrying out monitoring and are not happy with reliability, punctuality or performance of their services in Barnsley. The aim of the review was to ensure that reliability of services improves and that better service is given to customers.

The PTE reassured Elected Members that all links affected by these service changes would be retained with funding if necessary. This included the retention of the Barnsley to Rotherham service thus ensuring a service for the village of Wentworth. The PTE have spoken to the Chair of Wentworth Parish Council, the Clerk and a local Ward Councillor and assured them that, whatever form the services was provided in, it would be

maintained.

Mrs. Horner proposed to produce a final report, setting out all of the proposed changes, and this would be made available for Members whose area was affected. This would be together with the normal quarterly report.

Stagecoach recognised that Service 79, operated from the Rawmarsh depot, had been the subject of significant unreliability. However, Members were assured that extra time and resources would be put into this Service to ensure it operated reliably.

Other service changes had been timed to co-incide with the opening of the new Barnsley Interchange on 18th May.

Other issues identified included shortage of staff and drivers. Eleven drivers from Poland had been recruited and trained, including English language lessons, and were being employed on services.

Questions from Members:-

- it was reported (1) that the Website information was not available (server error); (2) no timetable at bus stop; (3) no contact telephone number to ring or text for information.

Mrs. Horner agreed to speak to the individual Member and to follow up these issues.

In general take up was increasing and the timetables were being reviewed.

It was agreed:- That Mrs. Horner arrange for Pauline Jones to give a presentation to the next meeting of the Liaison Panel on Information Products.

- the Wentworth route seemed to be the first to suffer with drivers being taken off if there were gaps in services elsewhere.

This was acknowledged and would be discussed with Stagecoach. It was reported that steps were being taken in the depot to stop drivers spreading rumours about services being terminated.

- would the closure of the Sheffield Road Depot affect services coming to Rotherham?

Those discussions were something the PTE was not party to. However it was understood there were plans to relocate services to other places.

It was understood that Stagecoach were consolidating services and repairs and may be looking into contracting services out.

Mrs. Horner offered to follow up this issue and include a note in her report to Members about the other changes to services.

(vii) Stagecoach East Midlands

Tony Sargeant reported on behalf of David Stevenson:-

Vehicles were again being stopped in Dinnington and Thurcroft and while standing someone was going round the back of the buses and switching off the engine. The problem had been mentioned at a previous Liaison Panel meeting and had now started up again. The Police had been informed.

Mr. Stevenson asked if anyone could help to address this problem to contact him on:-

☎ 01909 473421 or by email:- davidstevenson@stagecoach.com

The Chairman thanked all the operators' for their updates.

18. RMBC TRANSPORTATION UNIT REPORT RE: VARIOUS MATTERS:-

Tony Sarjeant, Principal Transportation Officer, reported on the following:-

(i) 2007 – 2008 Local Transport Plan (LTP) Capital Expenditure Settlement

It was explained that this five year plan was submitted to the DfT and essentially was a bid for funding.

It was pointed out that the increases were well below the cost of transport inflation.

The Maintenance Budget for 2007/2008 had increased 1.4% to £16m for the whole of South Yorkshire.

Integrated Transport – which was funding for local schemes:- for 2007/2008 this had increase 2% to £22.5m for South Yorkshire, of which Rotherham's share was based on population leaving £3.326m.

For future years the award would depend on how well the DfT scored South Yorkshire's LTP. The Annual Delivery Report had been scored satisfactory to good and therefore had missed enhanced payments.

Increases indicated were:-

2008/2009 – 0%; 2009/2010 – 1.7%; 2010-2011 – 1.5% - it was pointed out that these increases were below both the normal rate of inflation and transport inflation. It meant therefore that the Councils were struggling

with schemes.

(ii) “Putting Passengers First”

Reference was made to a Government Paper which set out its view of the bus infrastructure, and which stressed the importance of improving punctuality, performance, frequencies and maximising the revenue from fares.

There were also changes to the test for Quality Contracts (QC's) which made them easier where value for money was proved and the services was in the public interest. Also the Secretary of State would not have to approve personally bids to introduce QC's.

Performance data would have to be reported to the Traffic Commissioners and the operators and Local Authorities would be held to account for poor performance.

The Government was also looking for more commitment to cut car traffic and looking at governance of Metropolitan areas to examine separation of the Highway Authority and the PTE's. Also the PTE's would have no powers but there would be emphasis on stronger partnerships.

The proposed changes were substantial and would therefore need primary legislation i.e. a new Road Traffic Act. It was anticipated that this would be enacted in 2009.

Voluntary Partnerships were also being proposed in which Councils and operators worked together to delivery bus services along certain corridors. Reference was made to the limited success of the Quality Bus Corridors. The Government was looking for significant improvements in services. However this needed sound foundations.

Strategic Quality Partnerships were another option being put forward. The first was signed in Sheffield along the northern corridor (Barnsley Road/Northern General Hospital route). This was an agreement with the operators to run a minimum frequency with NVQ trained drivers.

Franchise arrangements (e.g. as in London) – the feasibility of this was being investigated and whether it was a way forward for South Yorkshire. This was at the consultation stage and reports would be considered by the PTA.

Further options would be set out in the legislation and the PTE would continue to discuss with the operators how to take them forward.

19. ANY OTHER BUSINESS

The following issues were raised:-

Re: Sheffield City Airport:-

(i) Mr. Donovan invited operators and Members to contact him should they have any issues.

(ii) Future of the bus services to the airport and whether they would continue – this issue would continue to be discussed with the operators.

(iii) The use of the Airport as a venue with park and ride facilities for visitors. It was pointed out that the Council was looking at a park and ride strategy.

20. DATES FOR FUTURE MEETINGS

It was agreed:- That the next meeting of the RMBC Transport Liaison Panel be held on:-

MONDAY, 25TH JUNE, 2007 AT 10.00 A.M. at the Town Hall, Moorgate Street, Rotherham.

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

LEISURE/JOINT SERVICE CENTRE PROJECT BOARD
Friday, 30th March, 2007

Present:-

Councillor Iain St. John	Cabinet Member, Lifelong Learning, Culture and Leisure (in the Chair)
Derek Connolly	Capital Project Development Officer, Education, Culture and Leisure Services
Graham Sinclair	Director of Service, Resources & Access, Children & Young People's Services
Phil Rogers	Strategic Leader, Culture and Leisure

9/07 APOLOGIES FOR ABSENCE

Apologies for absence were received from Brian Barrett (Principal Project Manager, Environment and Development Services), Adam Wilkinson (Executive Director, Environment and Development Services), Kevin Gallacher and Kath Atkinson, Rotherham PCT.

10/07 NOTES OF PREVIOUS MEETING

The notes of the previous meeting held on 12th January, 2007 were agreed as a correct record.

11/07 PROJECT REPORT INCLUDING TIMETABLE AND FINANCIAL CLOSE

The Director of Service Resources & Access gave a verbal update on the project timetable.

Financial Close is due to take place week beginning 23rd April, 2007.

Prior to this there will be sign off from DCMS and DCLG to give their permission to spend the credits, both of whom are being advised by the Treasury and Partnerships UK.

In addition, there needs to be sign off from the Barclays Bank Credit Committee.

The meeting discussed the most suitable timetable in relation to publicity at the point of signing off the project.

The construction timetable for each stage is:-

St. Ann's

Contractors will be on site by the end of June and will have to complete by the end of September, 2008.

Maltby MSC

Contractors will be on site by the end of June and will have to complete by the end of June, 2008. At that point the Council and PCT employees will be moving into the new building and other buildings. This will then release the remainder of the site for the building of Maltby Leisure Centre which will start in July 2008 and be completed in November, 2009.

Aston

There is an Early Works Agreement with DC Leisure and Wilmott Dixons which enables WD to start at Aston at the end of in April, 2007 in order to demolish the areas that need to be removed, and erect temporary facilities which is a sports hall and classrooms. Planning permission has now been obtained for this to proceed.

This would take place during this Summer in order to avoid the examination timetables and will be ready for the new School year in September 2007.

The Pool and Sports Hall will start in July 2007 and finish in August 2008, again ready for the new School year.

Wath

Work is to start in November, 2007 and end in October, 2008 (around the half-term period).

Agreed:- (1) That the verbal update report be noted.

(2) That it be noted that a Members' Seminar on the Leisure JSC Projects is to take place on Tuesday, 24th April, 2007 at 9.00 a.m.

12/07 TECHNICAL LEGAL AND COMMERCIAL ISSUES

The Director of Service Resources & Access gave a verbal update on technical, legal and commercial issues.

All necessary planning permissions had now been obtained.

An Outputs Specification and Room Data sheets have been completed and agreed, setting out the standards by which the pool can be constructed and the scheme is operated. The Contractor's proposals to meet these standards has been received, all of which will be complete by 23rd April, 2007 and relate to:

- and construction proposals for the build
- facilities management and life cycle
- how the Leisure Contract is to be delivered

well- Reference was made to the Company who is responsible for Facilities Management (Emcor). This Company has a good reputation and is known in the construction industry.

There is progress in relation to the technical aspect with regard to planning issues and Wilmott Dixon have made suggestions to design development.

Legal Issues

Excellent progress is being made in relation to legal issues. The main Project Agreement and Schedules are complete with a number of sub-contractors.

out” of in In addition, agreement had been reached with regard to the “carve the land at Wath from Transform Schools which would be transferred, relation to a Lease.

The Council and PCT have yet to agree its Lease arrangements with regard to Maltby JSC.

Agreement had been reached with regard to the Admission Bond and vandalism risk.

Commercial

A Payments and Performance mechanism is now agreed in relation to the regulations operating the scheme over its 32 years duration. These are the standards against which DCLG must operate against, which covers issues associated with the method of deducting payments in respect of any deviations.

Insurance and Income benchmarking arrangements was soon to be agreed.

Risks

The two major risks are (a) any delay in financial close which will put the Project back by an equal amount of time and (b) interest swap rate upon which the Project and financial model is signed.

Discussion took place on the need to reconfigure the Maltby site after the Service Centre is built and the new Leisure build is begun.

TUPE Arrangements

The meeting was informed that RMBC is presently agreeing a list of employees to be transferred during a two phase transfer in the Summer of 2008 – when St. Ann’s, Aston and Wath leisure facilities open.

The remainder of staff will transfer in November, 2009 when Maltby leisure facilities open.

In terms of financial close, the list is to be agreed on 31st March, 2007 and will protect the pay, conditions and pensions of existing employees, up to the time of transfer.

It is a closed scheme to existing employees.

Discussion took place on training requirements for staff. This would be addressed and arranged at the appropriate time.

Agreed:- That the verbal update report be noted.

13/07 ANY OTHER BUSINESS

The Director of Service Resources & Access reported that the construction client role and the DCM client role will be managed by a combination of officers from the Children and Young People's Services, Environment and Development Services and Economic Development Services Directorates.

Agreed:- That after the next meeting of the Leisure/Joint Service Centre Project Board meeting, further update reports be submitted to the appropriate Cabinet Member by Derek Connolly, Capital Project Development Officer.

14/07 DATE, TIME AND VENUE OF NEXT MEETING

Agreed:- That a further meeting be held on Tuesday, 1st May, 2007, at 9.00 a.m. in the Town Hall.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBERS
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1. MEETING:- CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES – DELEGATED POWERS

2. DATE:- 27TH APRIL, 2007

3. OPENING OF OFFERS/TENDERS

I wish to report the opening of offers/tenders by the Cabinet Member, Economic Regeneration and Development Services, as follows:-

On 10th April, 2007:-

- Land Off Moorlands Crescent, Whiston

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	27 April 2007
3.	Title:	Continued development of a Local Wildlife Site System for Rotherham Borough All Wards
4.	Programme Area:	Environment and Development Services

5. Summary:

This report provides an appraisal of the work undertaken to date to establish a Local Wildlife Site System for the Borough, and recommends proposals to undertake the next stage of work and to signpost future work.

6. Recommendations

- 1. To note progress achieved towards development of a Local Wildlife Site System for Rotherham.**
- 2. To proceed with the preferred option to commission external ecological consultants to complete the detailed survey work and mapping of the candidate Local Wildlife Sites.**
- 3. To agree the principle of formalised administration of the Local Wildlife Site Panel by way of a Memorandum of Agreement and supporting Terms of Reference document and to delegate responsibility for agreement of both documents to the Director of Planning and Transportation.**
- 4. That agreement in principle is given to the production of a Supplementary Planning Document to tie the new Local Wildlife Sites System into the Local Development Framework. A paper will be presented to this committee at a future date giving details of additional resources required to progress this area of work.**

7. Proposals and Details:

On 5 April 2006, Cabinet Member gave approval for the development and funding of a Local Wildlife System for the Borough to be used to assist preparation of the Borough's Local Development Framework and the determination of planning applications.¹

The Local Wildlife Site System development was proposed in two stages:

Stage 1: development of site selection criteria and its application to the baseline ecological data held by the Rotherham Biological Records Centre

Stage 2: detailed field survey and mapping of candidate sites to establish current status and prepare the supporting documentation.

Stage 1

The first stage of the Local Wildlife Site project development is now complete. This has involved:

- Botanical survey work by external consultants to complete, on time and within budget, essential baseline data for Rotherham, the results of which have been submitted to Rotherham's Biological Records Centre (BRC). This amounted to approximately 300 sites being surveyed and mapped. This survey work was aimed at sites for which no data was previously held and its completion means that a baseline of ecological data has now been established against which the selection criteria can be applied.
- The preparation of a draft Local Wildlife Site System Framework and Guidelines including site selection criteria as follows:

Part 1: Framework

- sets out the framework within which Rotherham's non-statutory Wildlife Site system will operate.
- includes details of the role of Local Wildlife Sites, their relationship with the planning system, the basis for selection in Rotherham and the operation and administration of the system.

Part 2: The Guidelines

- provides the detail of the agreed criteria by which Local Wildlife Sites in Rotherham will be selected. These detailed guidelines cover the selection of Local Wildlife Sites, firstly based on habitat characteristics, and secondly based on the presence of important species or groups of species. For each habitat or species the guidelines include detailed descriptive information, attributes and criterion application and rationale.
- The preliminary establishment of an informal Local Wildlife Site Panel to administer the system in line with current Government best practice guidance as an informal partnership of key Council officers, local experts and statutory bodies.

¹ Minutes of Cabinet Member for Economic Regeneration and Development Services, 5th July, 2006 9.00 a.m.

- The practical application of the Local Wildlife Site Selection Criteria for Rotherham to the baseline information held in the Biological Records Centre. This has produced a list of 103 candidate Local Wildlife Sites.

Stage 2

It is now appropriate to progress with the second and final stage of the project. This will involve the following elements:

- Survey and mapping of candidate sites

The candidate Local Wildlife Sites so far identified now require detailed surveying and mapping to confirm their current interest and value and to enable the preparation of appropriate documentation to support their proposed adoption into the planning system.

Now the candidate Local Wildlife Sites have been identified the following options are proposed for the completion of their detailed survey and mapping:

Option A - The creation of a temporary ecological survey post to undertake the survey and mapping work.

The total budget required to support a temporary post is £33,054. Previous experience has highlighted difficulties in recruiting short term ecological posts due to their temporary nature and increased likelihood of reduced technical competence. This is compounded by the protracted recruitment and selection process.

Option B – The commissioning of external ecological consultants to undertake the survey and mapping work.

Informal discussions with ecological consultants indicate likely costs ranging from £29,600 to £48,000. Furthermore the tendering process is shorter and the expertise likely to be greater.

The preferred option is **Option B**. It is considered likely that savings to the agreed budget could be made by commissioning external consultants to undertake the work; this would also reduce the risk of recruitment difficulties experienced previously and increase the authority of the finished project.

Approval is therefore sought to progress the preferred Option B for the survey and mapping of the candidate Local Wildlife Sites.

- Formalisation of the Rotherham Local Wildlife Site Panel

The Panel will provide expert opinion on the system itself and on the wildlife sites proposed. Following the Panel's consideration, sites would be proposed to the Council for adoption into the planning system.

Natural England has suggested that formalisation of the Panel should be supported by a memorandum of agreement, and supporting terms of reference, which each member organisation would sign up to. Together these documents would outline how the system will function and how each organisation will be expected to be involved.

- Natural England has supplied a template memorandum of agreement which has been used in their involvement in other systems and projects. The agreement has no legal status but will establish agreement to the objectives of the Local Wildlife Site system. This template has, in the first instance, been reviewed internally by representatives of Green Spaces, Forward Planning and also by Legal Services who have confirmed the template is a legally appropriate means of setting up the Panel with no substantial risks to the Council.

Approval is now sought to progress these proposals by the agreement in principle of a proposed memorandum of agreement and terms of reference, responsibility for agreement to be delegated to the Director for Planning and Transportation.

- Consultation on Local Wildlife Site System Framework and Guidelines (including site selection criteria)

The Local Wildlife Site Selection Criteria and Framework documents (as described above) have been prepared by Baker Shepherd Gillespie in consultation with Rotherham's Local Wildlife Site Panel. These documents will now be consulted internally within RMBC. (The proposed means of their adoption within the planning system is discussed below).

- Integration of the Local Wildlife Site system within the planning system

The preferred option for integration of the new Local Wildlife Sites system into the Planning System is the preparation of Supplementary Planning Document (SPD) linked to the current Unitary Development Plan (UDP) Policy ENV2. This would subsequently be revised for incorporation within the Local Development Framework (LDF) when timescales permit.

The production of the SPD is a substantial piece of work and will require community consultation and sustainability appraisal. In order to carry out this essential work and realise the benefits of investment already made there will be a need for extra resources.

Approval is sought to progress this area of work including an undertaking to report back to this committee with details of the resources required to enable the production of an SPD to tie the new Local Wildlife Sites System into the Planning System.

8. Finance:

The previously agreed budget for the project is attached as Appendix 1. The first stage of the project has been completed within budget and the next stage of the work will be progressed to the same standard within the existing allocated budget. If agreement to proceed with the commission of external ecological consultants to complete the detailed survey work and mapping of the candidate sites (Option B) is given by this meeting then this will enable a formal quotation process to be undertaken with a view to the work commencing within a month and being completed by the end of 2007.

The costs of the production of the SPD are, as yet, unknown. As noted above, this area of work will be progressed to establish likely costs.

9. Risks and Uncertainties:

The work undertaken to date has outlined the requirements for the second stage of the project. If the recommendations made are not supported the new Local Wildlife Site system would be incomplete and inadequate, preventing the Council from properly fulfilling its statutory and non-statutory responsibilities for nature conservation. Furthermore, it is seasonally critical that commencement of the detailed ecological survey work commences as soon as possible.

10. Policy and Performance Agenda Implications:

It has already been established that the work required to develop a Local Wildlife Site system for Rotherham is strongly linked to the Community Strategy and the Corporate Plan and will be implemented by the Local Development Framework.

Community Strategy 2005-2010

The development of a Local Wildlife Site system for Rotherham will support the achievement of many targets of the Community Strategy, particularly within the Safe and Learning themes. The increased knowledge of Rotherham's biodiversity will facilitate the identification of sites and areas that are of high value and interest, providing attractive neighbourhoods, opportunities for recreation and education and the enhancement and protection of our environment. Promoting biodiversity also makes an essential contribution to the sustainability cross cutting theme.

Corporate Plan 2005-2010

The themes of the Community Strategy are carried through into the Corporate Plan; the achievement of the links identified above through RMBC will contribute to the Council's delivery of Partnership priorities. In particular the Corporate Plan includes the objective to implement the provisions of the Rotherham Biodiversity Action Plan and to deliver survey work to identify policies to protect the Borough's biodiversity resource. The Corporate Plan's objectives also include the implementation of the Corporate Environmental Management System, which involves direct action in a number of areas including protection of nationally and locally important nature conservation sites via the Local Development Framework.

11. Background Papers and Consultation:

Planning Policy Statement 9 (Biodiversity and Geological Conservation)
DEFRA Local Sites, Guidance on their identification selection and management (2006)
ODPM Planning for Biodiversity and Geological Conservation (2006)
Rotherham Local Wildlife Site system framework documents (draft) 2007
Rotherham Partnership Community Strategy 2005-2010
Rotherham Metropolitan Borough Council (2005) Corporate Plan 2005-2010
Rotherham Metropolitan Borough Council Environment Policy 2006-2010 (Draft)
Rotherham Biodiversity Action Plan 2004

Contact Name: Carolyn Barber, Ecology Development Officer, (82)2462,
Carolyn.barber@rotherham.gov.uk

Appendix 1 – Budget agreed 3 July 2006

Proposed Revised Budget - June 2006

	Year 1	Year 2
Criteria	£10,100.00	
Recruitment	£500.00	£500.00
Salary - inc. N.I. & Super		£28,000.00
External survey costs	£15,000.00	£6,000.00
Equipment & PPE		£1,000.00
I.T.		£1,852.00
Network access & email		£192.00
Central switchboard charges		£250.00
Mileage		£1,000.00
Mobile (rental)		£60.00
Mobile (calls)		£200.00
Total	£25,600.00	£39,054.00
Overall Total		£64,654.00

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services
2.	Date:	27 April 2007
3.	Title:	Walker Place, Rotherham - Remedial Works
4.	Directorate:	Environment and Development Services

5. Summary

The existing planters and paved surfacing within Walker Place have been damaged by subsidence. This report proposes a limited remedial works scheme to deal with the most severe damage and improve the paved surfacing.

6. Recommendations

It be resolved that the proposed repair scheme within Walker Place be implemented, subject to capital funds being made available

7. Proposals and Details

Large areas of Walker Place are constructed on the former site of terraced properties. These had cellars which were filled when the properties were demolished. Over the years, the filling material within the cellars has subsided leading to damage of the landscaping features within the Place. Repairs have been carried out from time to time in the past to both the paved surfacing and the brickwork planters.

2 sketches are attached for information; Sketch SK1 shows that which is to be taken up or demolished; Sketch SK2 shows the proposed repairs and paving details.

Currently, significant damage is evident to the brickwork wall of one of the planters, referenced as B on the attached sketch no SK1; there is lesser damage to other planters and considerable areas of paving are distorted. This damage is unsightly and detracts from the overall appearance of this busy town centre public space.

The extent of the proposed work has been tempered by the likely redevelopment of this area as part of the Town Centre Renaissance initiative. However, it is of sufficient scope to make a tangible visual improvement within the Place. The most significant elements of the scheme are the removal of planter referenced B, the removal of the two redundant planters referenced C (shown on Sketch SK1) and treatment of some of the worst areas of uneven paving (shown on Sketch SK2).

The removal of the planter B allows paving work to be undertaken which will address some of the more serious surface unevenness and be in keeping with the more open aspect of Effingham Square. Existing paving units which will be taken up from this area will be reused to improve other areas.

The two small, previously capped planters, referenced C, near the Library and Nottingham Street, would be removed to allow works access and their footprint subsequently paved with blocks recovered from elsewhere. Again, existing surface undulations would be reduced. Their removal would also eliminate a hazard for visually impaired people and help reduce inappropriate behaviour of BMX and skateboard users in the area.

Because of the subsidence that has taken place within much of Walker Place, there would remain some irregular surfacing but the very worst areas would be rectified and the visual amenity of the area improved. Also, because the fill within the old cellars is likely to continue to subside, further surface distortion and damage to the remaining planters may take place before redevelopment begins.

8. Finance

The cost of the scheme is estimated to be £41,989 and a bid for capital maintenance funding of £37,989 from the Council's Capital programme has been made. The balance of £4,000 will be met from Streetpride's Highway Maintenance revenue budget.

The revenue contribution is equivalent to the cost of the 'do minimum' repair which would have to be carried out to make the area safe if the bid for additional funding is unsuccessful.

9. Risks and Uncertainties

With regard to the works, the only risks and uncertainties are those associated with any civil engineering project, primarily in this case, unforeseen ground conditions.

There is a risk that capital funding may not be secured, in which case a limited repair will be carried out using revenue funds, as noted above.

There are risks that further subsidence may cause some damage before comprehensive redevelopment takes place, also as noted above.

10. Policy and Performance Agenda Implications

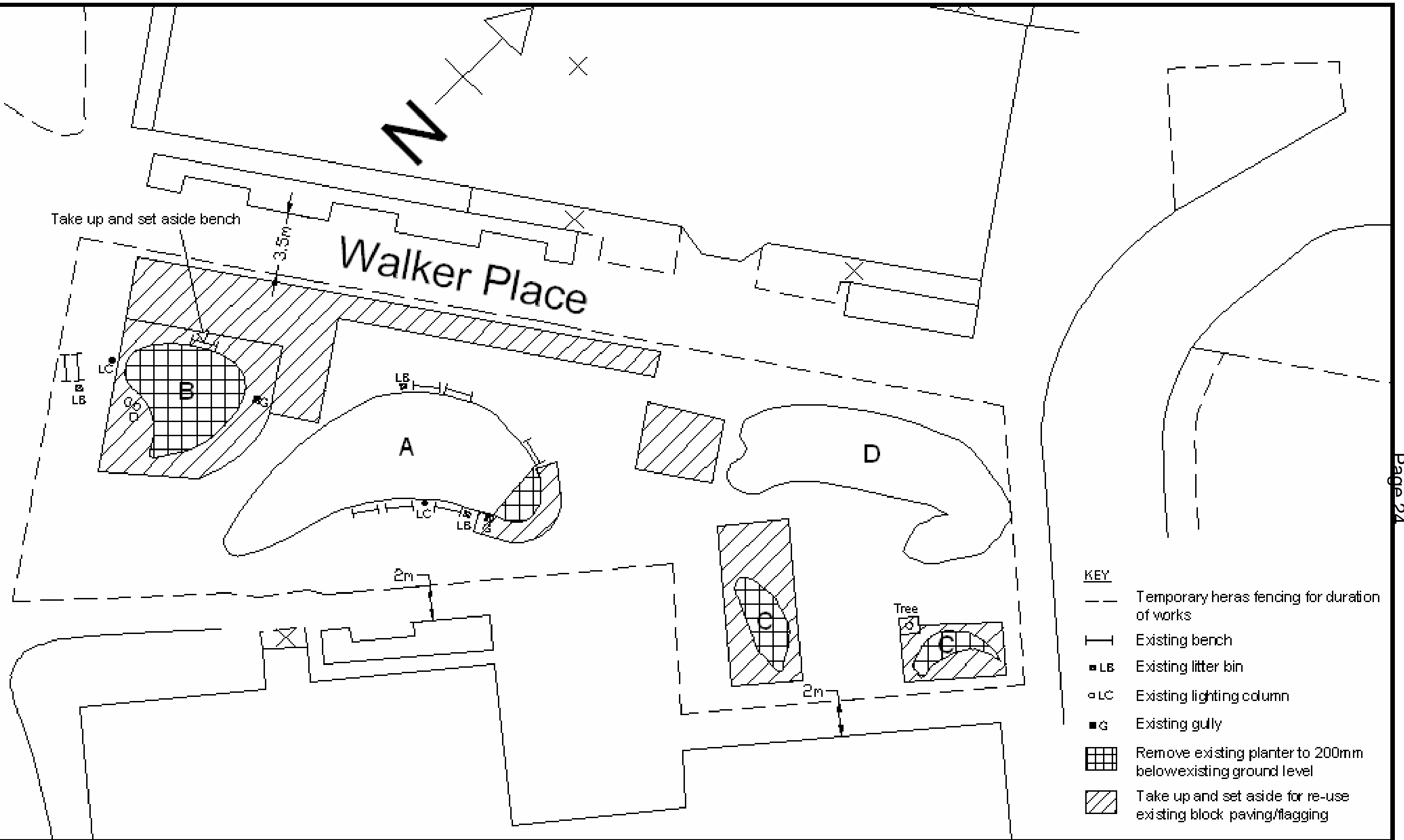
If implemented, this scheme will contribute to the Council's themes, primarily those of Safe, Proud and Fairness.

11. Background Papers and Consultation

No formal consultation has been carried out for this scheme, although outline proposals have been discussed at a meeting held on site involving Streetpride staff, Councillors Billington, Wooton and McNeely and the Chief Executive.

There are no background papers.

Contact Name : John Bufton, Schemes and Partnerships Manager Ext 2943
john.bufton@rotherham.gov.uk



- KEY**
- Temporary heras fencing for duration of works
 - ⊥ Existing bench
 - LB Existing litter bin
 - LC Existing lighting column
 - G Existing gully
 - ▣ Remove existing planter to 200mm below existing ground level
 - ▨ Take up and set aside for re-use existing block paving/flagging



Rotherham Metropolitan Borough Council
Environment & Development Service
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

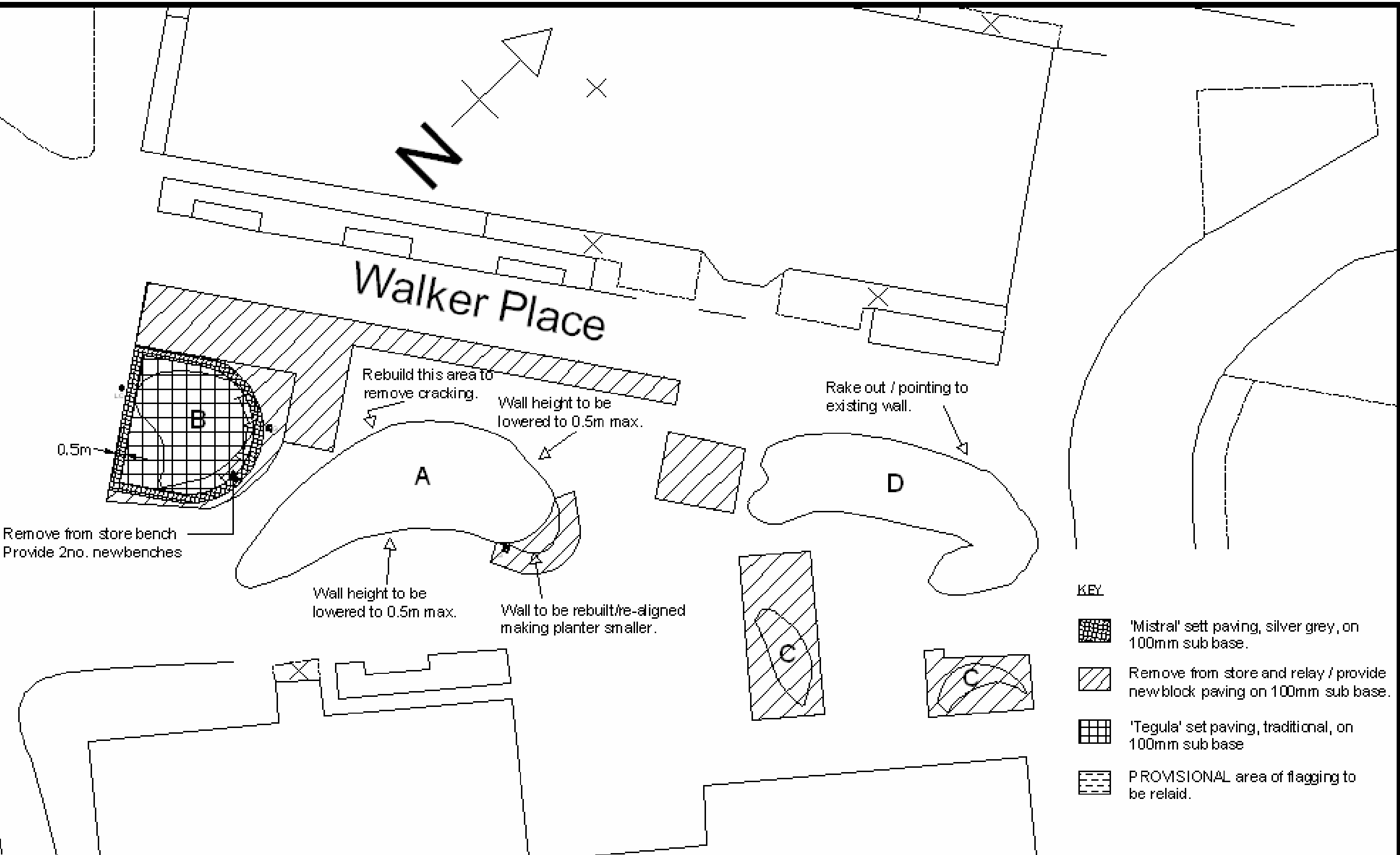
Client:





Title:

**WALKER PLACE PLANTERS
SITE CLEARANCE**

Dwg. No.	SK 1	Rev.	Scale (F.A.S.)	1:200
Drawn	MS	Date	March 07	Chd. by NF

Rev. Description



- KEY**
-  'Mistral' sett paving, silver grey, on 100mm sub base.
 -  Remove from store and relay / provide new block paving on 100mm sub base.
 -  'Tegula' sett paving, traditional, on 100mm sub base
 -  PROVISIONAL area of flagging to be relaid.



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

Client:	
Rev.	Description

Title WALKER PLACE PLANTERS CONSTRUCTION DETAILS			
Dwg. No.	SK2	Rev.	Scale (if A3) 1:200
Drawn	MS	Date	March 07
		Chd. by	NF

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	27th April 2007
3.	Title:	Report Receipt of Petition Requesting Controlled Pedestrian Crossing Facilities outside Kimberworth Community School Kimberworth Road Kimberworth – Ward 13 – Rotherham West
4.	Directorate:	Environment and Development Services

5. Summary

To report receipt of a letter and supporting petition with 108 signatures requesting controlled pedestrian crossing facilities outside Kimberworth Community School Kimberworth Road, Kimberworth.

6. Recommendations

Cabinet Member resolve that:

- i) **The request for a controlled pedestrian crossing be noted and a pedestrian / vehicle survey undertaken.**
- ii) **The lead petitioner is informed of the procedure for the installation of controlled pedestrian crossing and the result of the survey when completed.**

7. Proposals and Details

A letter and petition has been received regarding Kimberworth Road Kimberworth. The petition, attached, contains 108 signatures. Both letter and front sheet of the petition are attached as Appendix A.

The petition requests a controlled pedestrian crossing on Kimberworth Road Kimberworth outside Kimberworth Community Primary School as the petitioners feel that something needs to be done to improve the safety of their children.

A pedestrian / vehicle survey will be undertaken outside the school in accordance with the agreed procedure for assessing a request for a controlled crossing, Council Minute no. 182 of 06/02/06 meeting of Cabinet Member for Economic, Regeneration and Development Services approved the method of assessing requests for controlled pedestrian crossings.

8. Finance

Should the scheme meet the Councils criteria for installing a controlled pedestrian crossing then this location will be included on a priority list of locations. An annual allocation is made available from the LTP2 Integrated Capital Programme to address the schemes on this priority list.

9. Risks and Uncertainties

None at this stage.

10. Policy and Performance Agenda Implications

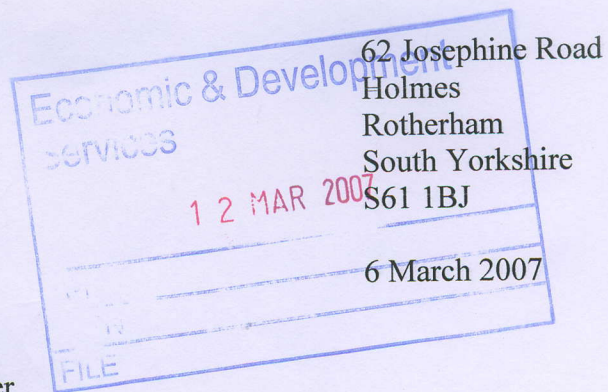
The procedure for implementing controlled pedestrian crossings is part of the EDS Quality Management System.

11. Background Papers and Consultation

Council Minute no. 182 of 06/02/06 meeting of Cabinet Member for Economic, Regeneration and Development Services approved the method of assessing requests for controlled pedestrian crossings.

Consultation with the Local Ward Members regarding the petition for a controlled pedestrian crossing has taken place. One response has been received at the time of writing in support of the petition

Contact Name : *Nigel Davey, Engineer, Ext. 2380,
nigel.davey@rotherham.gov.uk*



Stuart Savage – Senior Engineer
Bailey House
Rawmarsh Road
Rotherham
S60 1TD

Dear Sir

Road Safety at Kimberworth Community Primary School

I have been approached by many parents regarding Kimberworth Road as being dangerous to cross when trying to get to school. A petition is enclosed as we feel something needs to be done before a bad incident occurs. We would appreciate if a traffic survey could be done on this busy road so that this can establish that we need some sort of crossing.

We do not have a School Crossing Patrol and we as parents feel we need to do something towards the safety of our children. We promote healthy schools and walking to school but we need to know the route to school is a safe one.

We look forward to hearing from you in the very near future.

Yours faithfully

H Durden

Helen Durden (Mrs)

We, the undersigned, are writing to petition the council to provide a pedestrian crossing on Kimberworth Road in the vicinity of the entrance to Kimberworth Community Primary School.

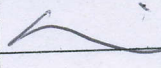
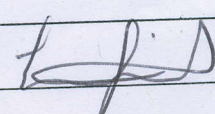
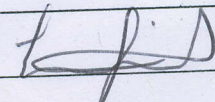
Kimberworth Road is a busy main road which has a high volume of traffic during the times that children are arriving at and leaving school. The visibility on the road is also reduced at these times due to the number of parked cars on each side of it. These factors make it difficult and dangerous for pupils and parents to cross the road in order to access the school.

It is generally encouraged that pupils take the healthier option of walking to school. We want this to be a safe option too, as safe as possible.

Now that there are more 'junior' age pupils at the school, the possibility of children walking to school independently has increased. We feel that it is vital that these children are assisted in crossing the road safely.

Although the council has already acknowledged the fact that crossing the road at the beginning and end of the school day may be hazardous to pupils and parents, by making provision for a School Crossing Patrol, there has been no regular crossing patrol at the school for almost two years, with only one, very brief, period of cover during this time. As parents, we feel that the council's lack of success in appointing a permanent crossing patrol should not mean that the children are left without an alternative means of crossing Kimberworth Road safely.

We feel strongly that the provision of a pedestrian crossing on Kimberworth Road would improve children's safety on their journey to and from school. It would help to reduce what we feel is a high risk of a serious accident occurring.

Name	Address	Signature
Karen Young	41 Deepdale Road, Kimberworth.	Ms K.M. Young
Helen Hall	31 St Pauls Close Loughton	H. Hall
ALISON THOMAS	32 DOVERCOURT RD.	AMThomas
Kelly Larkin	67 Thornton Street	
J MEEDS	" " "	J Meeds
E Shen	292 SOUTH ST MERRIMAN BANK	
L. Fletcher	61 Deepdale Road Kimberworth	
L Bullagh	8. RICHMOND RD	L. Bullagh
S. Ward	61 Thornton Street	S Ward

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	27 April 2007
3.	Title:	Petition regarding parking on Vesey Street, Rawmarsh. Ward 10 Rawmarsh
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of a 15 signature petition and 7 associated pieces of correspondence regarding parking problems on Vesey Street, Rawmarsh and the request for a residents parking scheme on this road.

6. Recommendations

Cabinet Member resolve that:-

- a) **The petition to request a residents parking scheme for Vesey Street as a single street not be acceded to;**
- b) **The lead petitioner be informed of the decision and the reasons why**
- c) **Ward Members are informed accordingly.**

7. Proposals and Details

Residents of Vesey Street are concerned about not being able to park close to their properties and have requested a residents parking scheme be introduced. Residents from Rawmarsh Hill currently park on Vesey Street, and parking is also generated by the allotments at the bottom of the road. The houses on Vesey Street were built with little or no regard for the possible future effects of traffic and parking, creating a greater demand for parking on street.

Previously when Vesey Street became full residents parked on Rectory Street which is a private road. However, this is to become a privately run residents parking scheme and residents of Vesey Street are concerned that parking on Vesey Street will become even more oversubscribed and they will no longer be able to park near their homes.

For a residents parking scheme to be successful it must not only receive considerable support from residents but also operate over a relatively large area. There are two reasons why the size of the scheme is important. When schemes are implemented over a discrete area, for example a single street, the traffic may move to a neighbouring street transferring the problems. Schemes operating over larger areas are also more cost effective to enforce and therefore the costs of permits can be reduced.

Our current priority is to successfully introduce residents parking controls in and around Rotherham Town Centre in areas that experience high parking stresses as a result of all day commuter and visitor parking. As such resources do not permit us to investigate this matter further at this time. However, once these schemes are completed we will be in a position to prioritise further areas for review, and Vesey Street will be included within our database of potential streets for consideration.

8. Finance

If no action is taken there are no financial implications associated with this report.

9. Risks and Uncertainties

The Planning and Transportation Service may continue to receive requests for a residents parking scheme on this road.

10. Policy and Performance Agenda Implications

None

11. Background Papers and Consultation

Ward Members have been consulted; however no responses have been received.

A copy of the petition is attached as Appendix A.

Contact Name: *Katie Quigley, Technician, Ext. 2959,
Katie.quigley@rotherham.gov.uk*

Petition for Residents Parking Only on Vesey Street, Rawmarsh			
House No.	Name	Signature	Date
1	C. S & J. L. WINTERBOURNE		18.1.2007
3	JUDITH LINDA STACE WINTERBOURNE	L STACE J L Winterbourne	18.1.2007
5	MARTYN CAWTHORN		18.1.07
7	TONY PARKER		22.1.07
9	MATT TAYLOR		18/1/07
11	RICHARD + SARAH PORTER		18/1/07
13	LEE + SARAH ROVLEE		18.1.07
15	ANDREA MAYES		18.01.07
17	CHRIS DAVIES		18/1/07
19	BRIAN BAILEY		18/01/07
21	DEAN PIACENTINI		18/1/07
2	DAVID RUSSELL		18/1/07
4	ANDREW RENICK		22/1/07
6	STEVEN SEATON		22/1/07
8	LEE GRIMSHAW		18/1/07

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	ECONOMIC REGENERATION AND DEVELOPMENT SERVICES
2.	Date:	27 April 2007
3.	Title:	PETITION FROM RESIDENTS OF WOODLAND DRIVE ESTATE, NORTH ANSTON - WARD 1
4.	Programme Area:	ENVIRONMENT AND DEVELOPMENT SERVICES

5. Summary

The concerns raised by residents of streets within the Woodland Drive estate at North Anston about the current condition of roads and footways across the estate have been investigated and are reported upon.

6. Recommendations

That it be resolved that the lead petitioner be informed of the process used to prioritise programmed maintenance and the priorities for future maintenance on the Woodland Drive estate, North Anston as set out in the report.

7. Proposals and Details

A petition has been received with 199 signatures the majority of whom are resident on Mulberry Road, Windmill Road, Wright Street, Eastwood Avenue, The Rise and Woodland Drive. In the petition residents express concern over the condition of the roads and footways across the estate (a copy of the first page of the petition and covering letter are attached).

All roads on this estate are unclassified. As such they receive a condition assessment at four year intervals. These condition assessments produce data that are used to prepare our priority programme of maintenance schemes.

Priority is also influenced by the level of traffic carried by individual roads and footways and residents will be aware that B6060 Nursery Road and The Baulk which form the main route through North Anston are also in poor condition and would be prioritised above the roads on the estate if assessed at similar condition.

The strengthening of the carriageway on Woodland Drive, which is now part of a bus route, and the resurfacing of the footways at the eastern end of Windmill Road form part of our medium term programme for maintenance based on condition surveys as does The Baulk. Whilst these schemes are not part of the committed programme for 2007/08 action may be possible if slippage in the current programme occurs or other schemes are completed under original estimate.

An engineer's inspection of the streets on the estate following receipt of the petition largely confirmed the condition data stored on the Council's pavement management system. However, it was also noted that the footways on Wright Street and the carriageway of White Gate, also part of the bus route through the estate, had deteriorated since the last condition survey. Surveys due over the next twelve months on these streets and four others on the estate are being brought forward to ensure that up to date condition data is available for all streets on the estate so that an accurate priority can be given to them in considering future maintenance programmes.

Apart from those sections mentioned above the surfaces of roads and footways on these streets showed only local deterioration or minor surface faults such as fretting (loss of aggregate from the surface). The roads and footways are regularly inspected, at least every six months, and any repairs needed to maintain them in a safe condition are arranged immediately following the inspections.

The Area Manager and Area Coordinator in Streetpride's Community Delivery Unit who are responsible for routine maintenance of the road network have been made aware of the petition and residents concerns for the condition of these roads and footways so that they can consider appropriate maintenance requirements pending the more extensive future resurfacing proposals.

8. Finance

Programmed maintenance is funded from one of three sources (2007/08 allocations):

- Revenue – Streetpride Revenue budget (£511,000 for maintenance schemes)
- LTP - Capital maintenance allocation (£1,281,000 for roads and footways)
- Council Capital Programmes (to be determined)

9. Risks and Uncertainties

The deterioration of roads and footways can be unpredictable. This is especially true of unclassified roads on housing estates which have become urban public transport routes and as a result carry a weight of heavy traffic that they were never designed for.

The delivery of future maintenance programmes always has a degree of uncertainty resulting from variations in funding available and a need to respond to ensure continued user safety on sections of highway that begin to deteriorate at an accelerated rate.

10. Policy and Performance Agenda Implications

Vision Theme	Objectives / delivery issues
Rotherham Alive	Increasing satisfaction with the condition of highways.
Rotherham Safe	Maintenance of the highway asset to a high standard helps provide the safe well maintained environment that people can enjoy and take pride in.
Rotherham Proud	Local people are consulted about all programmed maintenance schemes through the Engineers on Street Corners process.
Sustainable Development	All excavated materials from highway maintenance schemes are recycled.
Fairness	Accessibility issues are addressed as part of highway maintenance programmes.

11. Background Papers and Consultation

Copy of covering letter and first page of petition attached (full petition available at the meeting).

Photographs illustrating the typical condition of the streets across the estate will be available at the meeting.

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

29.3.072
Mrs B Eason
26 Wright Street
North Anston
Sheffield
S25 4EJ
01909-563962

~~To~~ To Mr Tom Knight

This is a petition on behalf of the residents of North Anston Council Estate regarding the state of our roads and pavements. As you see we have had a huge response. All of us think it is about time something was done.

The older generation who have lived here for fifty years or more have said the roads and pavements have not been done in that time only patched and dodged up.

Somebody will be hurt badly or worse and then probably something will get done.

P.T.O

To Tom Knight Rotherham Area South Assembly
 This is a petition for the dangerous state of our roads
 and pavements on the North Anston Council Estate

(1)

Name	Address
P. Butterfield	72 Windmill Rd, North Anston.
Peter Butterfield	" " " " " "
W McLean	41 Windmill Road North Anston
W McLean	" " " " " "
J Smith	44 Windmill Rd 9B
M Smith	" " " " " MS
S Kenyon	21 Windmill Rd. Rd.
A Oldale	17 THE RISE 40.
J. COOPER.	31 WRIGHT ST. N. ANSTON. 4.B.
A. COOPER.	31 WRIGHT ST. N. ANSTON. A.C.
K. COOPER.	15. MULBERRY RD N ANSTON KC
A. PARKER.	15 MULBERRY RD N ANSTON A.P.
E. Shippard	17 Narrow Lane N. Anston E.S
G. Radford.	20 THE RISE N. ANSTON G.R
B. Radford.	" " " " " BR
J. JEFFS	21 NARROW LANE S JEFFS
M AppLEY	19, Narrow Lane, Anston. S25 4BT
M APPLEY	19 NARROW LANE ANSTON S25 4BT
JAMES NEWTON	9. WOODLAND DRIVE ANSTON S25 4ET
E. Manton	9 Woodland Dr Anston S25 4ET
E. G. Crook.	1 Mulberry Rd, N. Anston.
M H Radford	7 MULBERRY ROAD, N. ANSTON
D. Huxon	" " " " " "
AS Russel	7 MULBERRY ROAD, N. ANSTON
A CHADBOUN	3 MULBERRY LN N. ANSTON
S TURNER	16 MILL LANE S. ANSTON
Janet Kelly	9 Mulberry Rd
JP Searcy	11 Mulberry Rd 2B
Wally Jones	13 MULBERRY RD. NORTH ANSTON
John Lacey	13 Mulberry Rd North Anston
H Bennett	17 MULBERRY RD NORTH ANSTON
G Ward	25 Mulberry Rd North Anston
G. Morgan	29 Mulberry Rd N ANSTON
John	29 Mulberry Rd N Anston
m Benford	31, Mulberry Rd N. Anston

M Anstons
 M Appley
 J Newton
 D Huxon
 M A L
 S Turner
 9 it.
 PS
 G L.
 HOB.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	23rd April 2007
3.	Title:	Report of amendment to the LTP Capital Programme for 2007 / 2008 – All Wards
4.	Directorate:	Environment and Development Services

5. Summary

To report an amendment to the pedestrian crossings to be included in the 2007 / 2008 LTP Capital programme.

6. Recommendations

Cabinet Member is asked to resolve that:

- i) The zebra crossing request On High Street Kimberworth outside Winterhill School is included in the list of pedestrian crossings to be implemented as part of the 2007 / 2008 Integrated Transport Capital Programme, and that the zebra crossing on Rotherham Road Swallownest outside Swallownest Primary School is removed from the list and funded instead as part of the sector scheme on the A618 Aughton Road, Aughton.**

7. Proposals and Details

The 2007 / 2008 LTP Integrated Transport Capital Programme was reported to The Cabinet Member for EDS on 2nd April 2007 (minute No 252 refers). This included a list of locations where the Councils criteria for installing a controlled pedestrian crossing is met and where crossings are programmed for implementation.

The controlled pedestrian crossing locations approved in the 2007 / 2008 LTP Integrated Transport Capital Programme were A6123 Herringthorpe Valley Road (near to the junction with The Lanes), B6060 Nursery Road North Anston (near to The Little Mester PH) and B6503 Rotherham Road Swallownest (outside Swallownest Primary School). However, an approved sector scheme on the A618 Aughton Road, that also incorporates the B6503 Rotherham Road Swallownest is currently under construction (4th September 2006 Minute No 83 refers) and it is instead proposed to fund the B6503 Rotherham Road Swallownest zebra as part of this approved scheme. Consequently the next highest ranking crossing location should be added to the 2007 / 2008 LTP Integrated Transport Capital Programme. This location is on High Street Kimberworth outside Winter Hill School where it is proposed to introduce a zebra crossing.

8. Finance

There is an allocation of £130,000 for 2007 / 2008 from the LTP Integrated Transport Capital Programme for implementing controlled crossings. The cost of the two zebra crossings and one puffin crossing is estimated to be £100,000.

9. Risks and Uncertainties

The need to divert statutory undertakers apparatus may result in changes on site that may affect costs

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

A report to Cabinet Member and his advisors dated 2 April 2007 (Minute No 252 refers) sought approval for the LTP Integrated Transport Capital Programme for 2007 / 2008. This report approved the £130,000 annual allocation for implementing road crossings in the borough.

Contact Name : *Nigel Davey, Engineer, Ext. 2380,
nigel.davey@rotherham.gov.uk*

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Regeneration Services Cabinet Member and Advisers Meeting
2.	Date:	27th April 2007
3.	Title:	Affordable Housing Interim Planning Statement Timetable
4.	Programme Area:	Planning and Transportation

5. Summary

This report outlines the timetable for the delivery of the proposed Affordable Housing Interim Planning Statement and includes a more detailed action plan.

6. Recommendations

That the contents of the report be noted.

7. Proposals and Details

Background

At the Joint Cabinet Members meeting on 6th November 2006 members were informed of the intention to produce the Affordable Housing Interim Planning Statement (IPS) by autumn 2007. Members requested that a detailed timetable be provided.

Affordable Housing Interim Planning Statement Action Plan

The action plan is laid out in Appendix 1. Approval of the IPS, by the Environment and Development Services cabinet Member and Advisers Meeting (Delegated Powers), is scheduled for September.

Key to the delivery of the IPS are the Housing Market Assessment and the Section 106 consultancy work. The Housing Market Assessment is due for completion by April 2007 and will provide, among other things, detailed information on affordable housing need. The Section 106 consultancy work is looking at the viable levels of provision that can be secured through Section 106 agreements, for affordable housing, transport and public open space. This is to ensure that the maximum level of provision can be secured without effecting viability. The interim findings of this work will be produced by the end of March, with final findings reported at the end of April following consultation with stakeholders.

Consultation on the draft interim planning statement is scheduled for a six week period during July and August following approval of a consultation draft by the Delegated Powers Meeting.

8. Finance

Contributions secured through the planning process represent a significant contribution to meeting the Council's objectives to provide affordable housing.

9. Risks and Uncertainties

The amount of affordable housing provided through the planning system is dependent upon the amount of houses built by the private sector and potentially subject therefore to fluctuations in the housing market. This can be addressed by the Local Planning Authority ensuring that the overall housing supply is maintained in the long term.

10. Policy and Performance Agenda Implications

The provision of affordable housing through contributions gained through the planning system contributes to the following Strategic Themes and Cross Cutting Themes By promoting mixed communities within new housing developments:

Rotherham Achieving – Secures Private ,Social and Community Investment and raises quality of life and living standards.

Rotherham Proud - Promotes strong and cohesive communities and develops strong relationships between people of different backgrounds.

Rotherham Fairness – Promote equality in terms of choice and opportunities.

Rotherham Sustainable Development – Maintain Sustainable Development

11. Background Papers and Consultation

Contact Name : *Nick ward, Planner; Forward Planning, 3831
nick.ward@raotherham.gov.UK*

Appendix 1 DELIVERY OF INTERIM PLANNING STATEMENT ACTION PLAN 2006-2007

Actions	Performance Indicators	Target	Responsibility	Resources	Risks
Receipt of Housing Market Assessment	Housing Needs Gap	Mid April 2007	Housing Strategy	General Fund monies	Consultancy not completed on time
Development of s106 Consultancy Brief	Appointment of appropriate consultant	Completed early February 2007	Affordable Housing Liaison Group – Housing Solutions, Planning Policy, Development Control	Officer time	
Receipt of s106 Consultancy – Initial Findings	Assessment of new s106 threshold and requirement levels to deliver identified housing needs gap.	End March 07	Affordable Housing Liaison Group	Regional Housing Board monies	Consultancy not completed on time
Developers and Partners consulted as to new s106 threshold and requirement	Assessment of new s106 threshold and requirement levels to deliver identified housing needs gap.	April 07	S106 Consultants	Regional Housing Board monies	Landbanking on the part of developers dissatisfied with threshold
Receipt of s106 Consultancy – Final Findings (including advice on national best practice)	Assessment of new s106 threshold and requirement levels to deliver identified housing needs gap.	End April 07	S106 Consultants	Regional Housing Board monies	Consultancy not completed on time
Development of draft Affordable Housing Interim Planning Statement	Useable policy in s106 negotiations Increase in numbers of affordable units generated on open market sites	May and June	Planning Policy Housing Solutions RMBC Corporate responsibility	Officer time HRA and General Fund resources	Capacity Landbanking Corporate reliance on s106 with no contribution of RMBC resources

	Decrease in housing need in the borough				for ADP
Approval of draft for consultation by EDS “Delegated Powers” meeting.	Useable policy in s106 negotiations Increase in numbers of affordable units generated on open market sites Decrease in housing need in the borough	End June	Planning Policy Housing Solutions RMBC Corporate responsibility	Officer time	Capacity Landbanking Corporate reliance on s106 with no contribution of RMBC resources for ADP
Consultation	Useable policy in s106 negotiations Increase in numbers of affordable units generated on open market sites Decrease in housing need in the borough	Six weeks during July and August	Planning Policy Housing Solutions RMBC Corporate responsibility	Officer time	Capacity Landbanking Corporate reliance on s106 with no contribution of RMBC resources for ADP
Final draft for approval by EDS “Delegated Powers” meeting.	Useable policy in s106 negotiations Increase in numbers of affordable units generated on open market sites Decrease in housing need in the borough	September	Planning Policy Housing Solutions RMBC Corporate responsibility	Officer time	Capacity Landbanking Corporate reliance on s106 with no contribution of RMBC resources for ADP

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic & Regeneration Services Cabinet Member and Advisers Meeting
2.	Date:	27th April 2007
3.	Title:	Transform South Yorkshire's Design Quality Audit
4.	Directorate:	Environment and Development Services

5. Summary

Consideration of Transform South Yorkshire's Design Quality Audit of housing schemes in the four South Yorkshire local authorities

6. Recommendations

Cabinet Member notes and approves the report

7. Proposals and Details

Transform South Yorkshire are undertaking a project titled 'The Design Quality Audit' which will look at the approaches taken by each of the four South Yorkshire local authorities to managing, assessing and promoting design quality in new housing development. The objective is to form Action Plans for change for each of the local authorities in order to ensure the highest possible standards of design quality at a local and sub-regional level.

A Core Steering Group has been established to develop and co-ordinate the project that comprises of the 4 Local Planning Authorities within South Yorkshire - Rotherham, Sheffield, Doncaster and Barnsley.

Methodology

TSY require the following commitment to the project:

1. The project must be commended to each authority's cabinet, with recommendations:
 - to acknowledge the need for high design standards as part of a best value approach and
 - to support the principle of a monitored programme for change based on a tailor made action plan
2. It must achieve the support of the Authority's Design Champion

Representatives from the Local Authorities will meet at 4 stages of the working method:

1. At the outset, to ensure officers and key elected members are fully appraised.
2. During the information gathering stage
3. Following the completion of the surveys, to discuss and absorb the results
4. Following production of a draft action plan

Design Quality Assessment

Using CABE's 'Building for Life' assessment criteria, an external consultant assessor will be employed to undertake the assessment across the 4 South Yorkshire Authorities using a common methodology. Each Authority is required to provide a list of all major applications completed in the last 3 years. The assessment will look at a sample total of 20 developments across South Yorkshire that have been substantially completed over the period and of this number a proportionate number of developments will be taken from each LPA in accordance with the number of major applications determined. In addition, each Authority is required to submit one scheme of its choice for assessment that it considers to be good practice, or which have been acknowledged with the benefit of public scrutiny through a national or local design award or quality accreditation scheme such as BREEAM. Both submissions must include a proportion of affordable housing.

NB If the developments are not yet built a provisional assessment will be made on the approved plans. In Rotherham's case this enables a wider choice of flagship schemes to be submitted for the individual assessment as there have been affordable housing developments recently approved at planning board and a significant number in the pipeline that have an Eco-Homes assessment of very good or excellent rating.

A scrutiny of the information accompanying a planning application will be made such as the scale of the drawings, the detail shown, sections, perspective illustrations, design and access statement content, street-scenes, landscaping plans, materials agreed. The results of this assessment will identify the performance difference between the 4 Authorities and with others regionally in the CABA Housing audit. South Yorkshire will then be ranked regionally

Audit of Local Authority policies, systems and resources

Each Authority will be assessed against their design policies and practice over the last 2 years.

- *Corporate*

At a Corporate level, that the vision includes an aspiration for good design.

- *Planning and Regeneration Policy framework*

The provision of design policies, Masterplans, Supplementary Planning Guidance and the provision for Supplementary Planning Documents in the Local Development Scheme

- *Development Control Resources*

Number of applications

Number of full-time specialist staff

Design Qualifications of staff

Use of a local design panel

Use of a CABA design review panel

Evidence of active involvement of a local design champion

Use of the development team in negotiations

- *Development Control Systems*

Recognition of Good Design in the Best Value Performance Plan

Pre-application discussions

Member design training

Peer reviews

Staff training requirements in the annual performance development review

- *Sale of land and joint development of land*

Use the sale of land to promote regeneration

All land for sale has a development brief

A requirement for high levels of performance under Building for life, Eco homes and BREEAM assessment criteria on all land under Local Authority control.

A checklist to ensure sustainable developers are used

Design requirements for joint initiatives

A small sample panel of regular agents and developers will be interviewed regarding local authority policies, systems and resources and their impact on performance in design.

Best Practice Lessons

Two case studies will be undertaken looking at local authorities in other parts of the country that have developed strong evidence of achievement in design led regeneration.

The design review result from the 4 South Yorkshire Authorities and the two exemplar authorities will be analysed. Evidence of variations will be discussed with the appointed Local Authority Project Teams with pointers to better practice identified.

From the findings, an Action Plan for each of the 4 Authorities will be formulated.

Timetable

The assessment is expected to take approximately 5 months following the acknowledgement of full support at the appropriate level from each Authority.

Rotherham's stance on the DQA

It is considered that this is an opportunity to gain valuable experience from other exemplar Local Authorities where a high standard of design is consistently achieved. Rotherham Local Planning Authority is keen to promote a good standard of design in all developments across the borough and this assessment is regarded as a positive step to identify existing strengths and weaknesses.

Action Plan

To supply information to the enablers, to report the findings of the study and to implement and monitor the ensuing action plans, Rotherham LPA have formed a Project Team comprising of the following;

Stephen Moralee, Planning Manager, Planning and Transportation
Phil Turnidge, LDF Manager, Planning and Transportation
Beverley Alderton-Sambrook, HMR Planner, Planning and Transportation
Gordon Smith, HMR Specialist Support Manager, Neighbourhoods

This subject will be a regular item on the monthly Housing Market Renewal / Planning Liaison Meeting and regular updates will be made to Gerald Smith the Council's Design Champion.

8. Finance

There are no direct financial implications in participating in the audit.

9. Risks and Uncertainties

There are no direct risks and uncertainties. The key will be the Core Steering Group ensuring that project milestones are met and the action plan produced.

10. Policy and Performance Agenda Implications

The action plan will help improve the design and appearance of future housing schemes in Rotherham and therefore will contribute to our priorities, particularly Rotherham Achieving, Safe, Proud, Fairness and Sustainable Development

11. Background Papers and Consultation

Transform South Yorkshire – Brief for Local Authority Design Quality Audit and Action Plans

**Contact Name: Stephen Moralee, Planning Manager, Extension 3866,
Stephen.moralee@rotherham.gov.uk**

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Economic Regeneration & Development
2.	Date:	27th April 2007
3.	Title:	Farmers' Market Kiveton Park Ward 18 - Wales
4.	Programme Area:	Environment & Development Services

5. Summary

To request permission to allow the one day trial operation of a Farmers' market by Wales Parish Council on Saturday 5th May 2007 at the Recreation Ground Kiveton Park.

6. Recommendations

That a trial Farmers' Market be authorised on Saturday 5th May 2007 at the Recreation Ground Kiveton Park.

7. Proposals and Details

Wales Parish Council working in partnership with the Kiveton Park and Wales Community Development Trust, supported by Groundwork Dearne Valley, have requested permission to hold a one day trial Farmers' market on the Recreation Ground at Kiveton Park.

The market will consist of approximately 20 stalls and will be operated in accordance with existing Farmers' Market guidelines.

The intention is to increase the availability of fresh local produce on offer to the Parish residents.

8. Finance

The operation of this event will provide no income to RMBC, any monitoring costs will be negligible and covered by existing operational budgets.

9. Risks and Uncertainties

This trial event poses no risks or uncertainties to RMBC.

10. Policy and Performance Agenda Implications

This is a one day trial event and will not impact upon the councils corporate priorities.

11. Background Papers and Consultation

Consultation has taken place with;

(1) Ward Councillors.

One response has been received to date this was in favour of the Parish Councils' proposals.

(2) Sheffield Markets' Manager, no objections were received.

(3) Wales Parish Council.

(4) Consultation regarding the operational aspect of the proposed market has been carried out by Wales Parish Council.

Contact Name : Robin Lambert, Markets General Manager, 6956,
robin.lambert@rotherham.gov.uk.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	27th April 2007
3.	Title:	Revenue, Fee Billing and Trading resources monitoring report for 2006/2007
4.	Directorate:	Environment and Development Services

5. Summary

This report advises on the performance against budget for the Environment and Development Services Programme Area Revenue, Fee Billing and Trading resources for the period – **April 2006 to end March 2007**. The Directorate is currently forecasting to achieve a balanced budget by the end of the financial year, although the final outturn position for the Service will be finalised for mid May 2007.

5. Recommendations

- (i) That Members note the anticipated outturn position for the Environment & Development Services Directorate budgets as at end March 2007.**
- (ii) 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 March 2007. The attached **appendices** give a summary of the projected 2006/07 revenue position for the Directorate area;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

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

Rotherham Investment and Development Office

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 (£139,000) and the Transportation (£91,000) budgets which are currently compensated for by excess fee income from Development Control (£248,000).

Asset Management

The Service has a projected balanced position 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 opening of new Customer Services Centres. Due to the nature of these costs, service management have found it difficult to effect sufficient savings to address this level of overspend within the existing budget. Consequently bids had been made against the Authority's capital minor works funding allocation to cover the repairs and maintenance element (now approved) and the Authority's contingency reserve (now approved by Cabinet Minute B229) in respect of the unfunded utility price increase. 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. There is also an emerging issue – currently unresolved - in respect of unbudgeted costs pressures for Building Cleaning. This is being investigated and any impact will be reported at outturn, if appropriate.

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 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. This was approved by Cabinet on the 28th March minute B229 applies.

Business Unit

There are no significant cost pressures or savings to emerging for this service.

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 Directorate balanced position (the final will be confirmed in May 2007) 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 a formal budget transfer.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

This is the ninth budget monitoring report for the Directorate for 2006/07 and reflects the position from April 2006 to March 2007. This report has been discussed with the Strategic Directors of Environment and Development Services and Financial Services.

Contact Name : Andrew Kidder Service Accountant (Environment & Development Services) , Ext: 2031 e-mail: andy.kidder@rotherham.gov.uk

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end March 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, although there is a potential for there to be additional fee income from land sales which will be confirmed at outturn	G	No action recommended at this stage.		G
Planning & Transportation	0	Cost pressures on Land Charges fee income (£114k) and Transportation account (£131k) off-set by Development control income levels (-£265K).	G	To contain shortfall within overall Service position and seek corrective action to restore Land Charges to balanced position		G
Asset Management	0	Now confirmed costs on office accommodation in respect of repairs and maintenance, utility prices and facility services costs. However these are off-set by a projected fee-billing surplus over and above current budget target on Projects and Partnerships and Consultancy Management accounts after allowing for impact of actions proposed.	A	Funding bids are being prepared to the capital programme and corporate contingency to cover the repairs and maintenance and utilities prices issues. For management to explore urgently where savings can be made, although the nature of the expenditure makes this a difficult task. A BIP for 2007/08 of £250,000 for unbudgeted office accommodation costs is within the current budget process.	To restore budget to a balanced position as far as is practicable. Funding bids now approved by CSART and Cabinet 28th March - minute 229 applies	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. Funding bid now approved by Cabinet 28th March, minute 229 applies	G
Business Unit	0	Nil variance at this stage in the financial year.	G	No action recommended at this stage.		G
Culture & Leisure	#REF!	Nil variance at this stage in the financial year.	G	No action recommended at this stage.		
Waste Management	0	Nil variance at this stage in the financial year.	G	No action recommended at this stage.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end March 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	-25	Reduced spend on promotional items	G	No action required.		
Commercial Properties	-20	Anticipated underpend 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, although there is a potential for there to be additional fee income from land sales which will be confirmed at outturn	G	No action required		
Strategy Development	0	Nil variance at this stage in the financial year	G	No action required.		
Programmes	0	Nil variance at this stage in the financial year	G	No action required.		
Work Implementation	0	Nil variance at this stage in the financial year	G	No action required.		
Business Centres	0	Nil variance at this stage in the financial year	G	No action required.		
RERF	0	Nil variance at this stage in the financial year	G	No action required.		
Town Centre Mgt	0	Nil variance at this stage in the financial year	G	No action required.		
Valuation Group (Fee Billing)	0	Nil variance at this stage in the financial year	G	No action required.		
40 Bridegate	0	Nil variance at this stage in the financial year	G	No action required.		
Tourism	0	Reduced spend on promotional items	G	No action required.		
Markets	45	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 March 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	18	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	139	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	-248	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	91	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 March 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	150	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. Funding bids now approved by CSART and Cabinet 28th March - minute 229 applies	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.			
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.			
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	-45	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.			
TOTAL	0						0

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end March 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 restore budget to a balanced position. Funding bid now approved by Cabinet 28th March, minute 229 applies	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 March 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					

ROTHERHAM BOROUGH COUNCIL

1.	Meeting:	Environment and Development Services Delegated Powers
2.	Date:	23 April 2007
3.	Title:	Robin Hood Airport Doncaster Sheffield - Proposed Changes to Controlled Airspace (All Wards)
4.	Directorate:	Environment and Development Services

5. Summary

5.1 This report considers the Council's response to a consultation by the airport operators concerning proposed changes to airspace management arrangements.

6. Recommendations

6.1 It is recommended that :

1. Robin Hood Airport (Doncaster Sheffield) Air Traffic Services be informed that, insofar as there are no adverse effects on the environment of the Borough, the Council supports the establishment of Controlled Airspace to assist the safe and efficient operation of the airport .

2. Copies of this report be forwarded to Dinnington, Firbeck, Gildingwells, Letwell, Maltby and Laughton-en-le- Morthen Parish Councils for information.

7. Proposals and Details

Background

7.1 By way of background information, under the Town and Country Planning (Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002, the Council as Local Planning Authority is required to formally consult the Airport about planning applications that involve high buildings/structures and windenergy proposals that could prejudice airport operations.

7.2 Consultations are administered by referring to two Safeguarding Plans (both Plans will be available at the meeting for reference). The Aerodrome Safeguarding Plan requires consultations over buildings and structures of various heights within a 15km radius and developments involving birdstrike risks within a 13km radius from the airport. In Rotherham's case this means consultations are required over potential birdstrike risks and buildings/structures exceeding 45m (147.6ft) around Maltby/Stone and 90m (295.3ft) to the west of the Borough boundary between Sandbeck and Firbeck. The Windenergy Safeguarding Plan requires consultations over any development containing wind turbines within a 30km radius of the airport which covers the entire Borough.

7.3 It is emphasised that these safeguarding arrangements concerning the control of surface development will not change under the latest Controlled Airspace proposal which deals specifically with airspace and air traffic control arrangements.

Current Controlled Airspace Proposal

7.4 Since the opening of the airport in April 2005, there has been significant growth in passenger numbers and both passenger and freight aircraft movements. Passenger numbers in the first year of operations were 840,000. By the end of 2007 passenger numbers are predicted to reach 2 million and this figure is anticipated to double by 2010. In addition to air passenger and freight operations, the airport deals with various other flying activities including general business and leisure aviation, training and it is a diversion airfield for military purposes. These flying activities currently take place within uncontrolled airspace and have led to several safety-related incidents. These incidents, taking into account the predicted growth in aircraft movements, overflying by military aircraft from nearby bases in Lincolnshire and recent changes to dedicated national airways to accommodate military training over the North Sea have prompted the need for improved airspace arrangements.

7.5 At present the airport is operating in Class G airspace. This is the most common class of airspace in the UK where aircraft are able to fly without a flight plan or air traffic clearance in accordance with specified flight rules. However, the airport is protected by an Air Traffic Zone (extending up to 2000ft within a radius of 2.5nm) which pilots must obtain permission to enter from Air Traffic Control. There are also designated noise preferential routes for arriving and departing aircraft through Class G airspace linking to the national airways system above and around the airport. The national airways system is designated Class A airspace subject to strict separation rules and where aircraft flying under visual flight rules are prohibited.

7.6 The current proposal is to establish Class D airspace along with radar upgrades to provide for controlled airspace and to enable both instrument and visual flying in accordance with specified conditions. Class D airspace is the most common class of controlled airspace around UK airports. Class D provides an air traffic environment whereby air traffic controllers can identify all aircraft operating above and around the airport. This would provide for a safe and expeditious flow of all aircraft through continuous controlled airspace into the national airways system.

7.7 The proposed design of Class D airspace for RHADS is extremely technical and the Air Traffic Services Manager (ATSM) has offered to present the proposals in more detail if required. However, the ATSM has indicated that the proposals are unlikely to effect aircraft departures or holding patterns over the Borough. There is to be no change to the alignment of established departure routes over the Maltby area. If anything, the making of these departure routes mandatory (except in safety emergencies) under the controlled airspace proposals is likely to improve route compliance and reduce the potential risk of aircraft noise.

7.8 RHADS is required to consult aviation interests and relevant local authorities (including Parish Councils) and the Airport Consultative Committee concerning aviation and environmental issues arising from the controlled airspace proposal. Although this is unlikely to lead to detrimental environmental effects within Rotherham, the Civil Aviation Authority requires consultees to confirm their support as a nil response cannot be taken as tacit approval to the proposal.

8. Finance

8.1 There are no financial implications for the Council

9. Risks and Uncertainties

9.1 In the light of the assurances obtained from the Air Traffic Services Manager, there are unlikely to be any adverse environmental impacts within Rotherham resulting from the proposal.

10. Policy and Performance Agenda Implications

10.1 There are no obvious policy or performance implications. Improvements in the safe and efficient operation of the airport are clearly in the interests of the Borough and the economic well-being of the sub-region.

11. Background Papers and consultation

Consultation letters from RHADS Air Traffic Services Manager (dated 13 December 2006, 27 February 2007)

Consultation Document "Airspace Change Proposal Robin Hood Airport"
Aerodrome Safeguarding Plan and Windenergy Safeguarding Plan (not part of consultation -for information only)

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	27th April 2007
3.	Title:	Report Result of Consultation with Ward and Parish Councillors Regarding Petition Requesting Removal of Pedestrian Island on Grange Lane Maltby – Ward 9 – Maltby Ward
4.	Directorate:	Environment and Development Services

5. Summary

To report results of consultation with Local Ward and Parish Councillors following receipt of a petition with 110 signatures requesting the removal of a pedestrian traffic island outside 60/62 Grange Lane Maltby.

6. Recommendations

Cabinet Member resolve that:

- i) **The result of the consultation exercise be noted and that support for the scheme be reiterated.**

7. Proposals and Details

A petition requesting the removal of the traffic island outside 60/62 Grange Lane Maltby was reported to Cabinet Member for Economic Regeneration and Development Services on 19th March 2007 minute no 238 refers. In view of the need for a prompt decision to be made on this subject (due to construction works on site) this report was considered as an urgent item and as such the results of the consultation process with Ward and Parish Councillors was not reported as it had not been completed at this time. The resolution of this report was

- 1) That the petition requesting the removal of the traffic island from the scheme be not acceded to
- 2) That the lead petitioner be informed of the decision
- 3) That any objections to the construction of the pedestrian island, received following consultation with the Local Ward and Parish Councils, will be reported to a future meeting.

Consultation has now been carried out with Local Ward and Parish Councils. One response has been received from a Ward Councillor Amy Rushforth supporting the petition for the island to be removed. No other support for the removal of the island has been received. In view of only one objection to the proposed island location being received from Local Ward and Parish Councillors then no further recommendation to the resolutions are proposed.

8. Finance

The scheme currently being implemented is being funded from the 2006/2007 LTP Integrated Transport Capital Programme.

9. Risks and Uncertainties

Should the pedestrian island not be constructed then an uncontrolled crossing point for pedestrians will be removed and the possibility of vehicles performing an overtaking manoeuvre along this section of Grange Lane will remain.

10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

The Maltby Sector Concept plan received approval at the meeting of the Cabinet Member and his advisors for Economic and Development Services on 2 June 2003 minute No12 refers. As part of the process of implementing the approved priority list of schemes that were identified in the Maltby Sector Concept Plan Grange Lane was investigated with a view to improving pedestrian crossing facilities along its length and improving compliance with the existing 30mph speed limit. The resulting scheme was reported to the Cabinet Member for Economic and Development Services on 4 July 2005 minute no 33 refers. Consultation with Local Ward and Parish Councillors, emergency services, SYPTE and affected local frontages was undertaken in March 2006. No objections were received.

Following receipt of the petition a report was submitted to the Cabinet Member for Economic, Regeneration and Development Services on 19/03/07 (minute no 238 refers). Cabinet Member resolved that the petition requesting the removal of the traffic island from the scheme be not acceded to.

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