

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

Venue: Bailey House, Rawmarsh Road, Rotherham.

Date: Monday, 21 May 2007

Time: 10.00 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of a meeting of the Tourism Forum held on 24th April, 2007 (Pages 1 - 11)
4. Minutes of a meeting of the Health, Welfare and Safety Panel held on 27th April, 2007 (Pages 12 - 14)
5. Minutes of a meeting of the Tourism Panel held on 30th April, 2007 (Pages 15 - 20)
6. Minutes of a joint meeting of the Cabinet Members for Economic Regeneration and Development Services and Lifelong Learning, Culture and Leisure held on 1st May, 2007 (Page 21)
- to note the joint decision.
7. Opening of Tenders (Page 22)
To record the action of the Cabinet Member.-
8. Complaints Monitoring - 1st January - 31st March, 2007 (Pages 23 - 31)
Customer Liaison Manager to report.
- to report the complaints statistics for the period January to March, 2007.
9. Baring Road, Blackburn - Proposed Footway Link (Pages 32 - 34)
Transportation Unit Manager to report.
- to consider a proposal to construct a footway.
10. Grants to encourage the take up of Travel Plans (Pages 35 - 37)
Transportation Unit Manager to report.
- to report on a scheme to encourage more sustainable travel patterns.

11. M1 Junction 33 - Integrated Traffic Management - Pilot Project (Pages 38 - 41)
Principal Traffic Officer to report.
- to receive the consultants progress report.
12. South Yorkshire Intelligent Transport System (Pages 42 - 45)
Principal Traffic Officer to report.
- to receive the consultants' report and consider the recommendations.
13. School Keep Clear Markings - Traffic Order Regulation Orders (Pages 46 - 48)
Transportation Unit Manager to report.
- to consider approving 'Clearway' Orders outside schools
14. Streetpride Response Time Framework (Pages 49 - 59)
Director of Streetpride to report.
- to report the year end figures and charges to targets.
15. St. Mary's Road, Rawmarsh (Pages 60 - 62)
Transportation Unit Manager to report.
- to consider traffic calming and 20mph zone.
16. Road Safety Education Training Programme - update (Pages 63 - 67)
Senior Technician to report.
- to report on the work of the Road Safety Section.
17. Rotherham Employment Land Review (Pages 68 - 85)
Senior Planner to report.
- to present the results of the review, and to seek use as a material planning consideration.
18. Yorkshire Highways and Utilities Committee (YHAUC) Charter for Works in the Street (Pages 86 - 92)
Streetpride Streetworks Engineer to report.
- to report the development of a Yorkshire Charter for Street Works Co-ordination.
19. Performance Indicators - 1st April to 31st March, 2007 (Pages 93 - 121)
Best Value Support Officer to report.
- to report on the performance indicators for Environment and Development Services, including exception report.
20. Conferences/Seminars (Pages 122 - 124)
To consider attendance at:-

TRA – Workshop for Planning Committee Chairs and Planning Portfolio Holders – 19th to 20th July, 2007 – Cambridge (information attached)
21. EXCLUSION OF THE PRESS AND PUBLIC
The following items are likely to be considered in the absence of the press and public as being exempt under those Paragraphs, indicated below, of Part 1 of

Schedule 12A to the Local Government Act 1972 (as amended March 2006).

22. Magna Business Incubation Centre (Pages 125 - 127)
Project Manager to report.
 - to seek approval to place order in advance of agreements of target costs.
(Exempt under Paragraph 3 of the act – information relating to the business or financial affairs of any particular person (including the Council))

23. Centenary Market and Guardian Centre Tenancy issues (Pages 128 - 130)
Principal Officer to report.
 - to consider various tenancy issues.
(Exempt under Paragraph 3 of the act – information relating to the business or financial affairs of any particular individual (including the Council))

24. Report of a Stage 3 Complaint Panel held on 20th April, 2007 (Pages 131 - 137)
 - to consider the decision of the Panel.
(Exempt under Paragraph 2 of the Act – information which is likely to reveal the identity of an individual)

1F

TOURISM FORUM
Tuesday, 24th April, 2007

Present:-

Sue France	Chair, Aston Hall Hotel
Ann & Robert Holland	Throapham House B & B
Joanne Edley	RMBC Tourism Manager
Karen Oliver	RMBC Assistant Tourism Officer
Michelle Mellor	RMBC Assistant Tourism Officer
Dawn Campbell	RMBC Events & Promotions Officer
Clive Pantry	Todwick Parish Council
Brian King	Rotherham Civic Society
Helen Smith	MAGNA
Kevin Saville	Carlton Park Hotel
Tracy Huxley	The Welcome Inn
Steve Cann	Business Link S.Yorks
Natalie Hunter	RMBC International Links Officer
Clare Collingworth	CENT at Magna
Jovan Maric	Music Factory
Roy Newman	Dinnington Conservation & History Society
Anne Grayson	RMBC RiDO
John Silker	Hellaby Hall Hotel
Tracey Chappell	Hellaby Hall Hotel
Emma Fletcher	Aston Hall Hotel
Gemma Worthington	Aston Hall Hotel
Frederic Parmentier	IBIS Rotherham (Bramely)
Christine Stacey	RMBC Clifton Park Museum
Michael Gazur	Anston Parish Council
Olive Freeman	Dearne Valley College
Brett Ainsworth	Delinquent Dogs
Michelle Ainsworth	Delinquent Dogs
Eileen Ainsworth	Delinquent Dogs
Joan Binns	Business Link South Yorkshire
Emma France	Yorkshire South
Caroline Wilson	Yorkshire South
Pat Wade	Aston-cum-Aughton Parish Council
Janet Cromack	RMBC Committee Services
Shelley Bilston	Wath Community Partnership Montgomery Hall

Apologies were received from:-

Adam Wilkinson	Strategic Director, Environment & Development Services
S. McDermott	Silverwood Miners' Resource Centre
Cllr G. Smith	RMBC Cabinet Member, Economic Regeneration & Dev Services
Alan Nicholson	SYPTE
George Trow	RCAT
Antony Barber-Lomax	Fitzwilliam (Wentworth) Estates

S. McDermott	Silverwood Miners' Resource Centre
Carol Pearce	RMBC
D. Stevens	B & B Faris Contented Cottage
Janet Sweeting	Wentworth Arts, Crafts and Antiques Ltd
Christine Thomas	RCAT
Mr. A. D. Airey	Wentworth Garden Centre
Gillian Marsden	Brentwood Hotel
David Young	SYPTE
Alan White	Phoenix Sports & Social Club
Pat Dyson	Talbot Lane Centre
Samantha Brooks	Laughton en le Morthen Parish Council
Holly Booker	Old Moor RSPB
Councillor I. St. John	RMBC Lifelong Learning, Culture & Leisure
Stuart Reaney	Chesterfield Canal Partnership
Shelley Fell-Bowers	Learning & Skills Council
Elaine Humphries	Friends of Clifton Park
Ian Dixon	Rother Valley Country Park
Bernard Jones	South Yorkshire Transport Museum
Mike Greenwood	South Yorkshire Transport Museum
Mr. W. Godfrey	Wath Golf Club
Cllr G. Robinson	RMBC
Cllr. G. Boyes	RMBC
John & Christine Savage	Stonecroft Hotel
Shelley Bilston	
David Wilde	RMBC LA 21 officer
Councillor G. Boyes	RMBC
Councillor F. Hodgkiss	RMBC
Elenore Fisher	RMBC, Libraries, Museums and Arts
Stan Crowther	Rotherham Civic Society
Matthew Beck	MAGNA
Peter Machan	South Yorkshire Forest Partnership
R & M Marshall	Whiston Annex Self-catering accommodation

48. TOUR OF ASTON HALL HOTEL

Members of the Forum were given a guided tour of the Hotel and its facilities.

49. WELCOME AND INTRODUCTION

Sue France, PR Manager Tomahawk Hotels Ltd, welcomed everyone to the Forum meeting at Aston Hall.

She explained that the venue was part of a group which included Woodlands in Leeds and the Great Victoria in Bradford. The hotel was purchased in February, 2005 and renovation had been on-going. Emphasis had been placed on spectacular furnishings and fittings. Expansion was planned in the Summer for 29 bedrooms, fully DDA

compliant, together with 2 further meeting rooms. Also the Lodge by the entrance to the drive was being converted into 6 suites, and a Spa was to be developed. The planned finish for the works was April 2008.

The 55 acres of grounds were also use for corporate events and outdoor pursuits e.g. Quad biking, clay pigeon shooting etc. It was also proposed to erect a permanent marquee which could be used for weddings.

50. UPDATE ON ROTHERHAM TOURISM ACTIVITIES

Joanne Edley, RMBC Tourism Manager, reported on the following:-

(i) Staffing:-

Clare Warsop was now Clare Trueman, and was on maternity leave
Dawn Runciman was now Dawn Campbell
Michelle Mellor had now returned to work after maternity leave.





(ii) Charter Mark for Tourism Services:-

This was based on customer satisfaction with services, and identified areas for improvement. 250 questionnaires would be sent out in May 2007 and all recipients were urged to complete and return them. A similar exercise would be carried out for Yorkshire South Tourism to enable a comparison across South Yorkshire.

(iii) Visitor Centre Customer Satisfaction Survey:-

This had indicated an increase in usage and the full details were being analysed with the results available in the next 2 weeks.

(iv) New publications:-

-  Attractions Guide
-  Accommodation Guide
-  Access Guide (on the website only)
-  Walking Festival

Karen Oliver, RMBC Assistant Tourism Officer, reported on the following:-

(i) Rotherham Visitor Centre:-

- Book a Bed Ahead Scheme:- 195 bookings had been taken (April 06 to March 07). The target was to increase this by 5% in 07/08.
- Visitor numbers:- the target was 68,000 – this would be increased to 72,000

(ii) Group Travel:- a guide had been produced in partnership

with Yorkshire South Tourism had been aimed at the coach operators and travel organisers. A familiarisation visit was planned for the Autumn 07.

- (iii) Overseas promotion:- in conjunction with Yorkshire South the Service had attended the Holiday Shows in Dublin and Belfast, where the "Inspiring Places" guide had been distributed together with the promotion of routes from Doncaster airport.
- (iv) Translations:- work was on-going with Natalie Hunter, RMBC'S Project Officer (European & International Affairs) to translate various guides into German, Polish and French.

Natalie Hunter, RMBC Project Officer (European & International Affairs), reported on the following:-

Partnership with Riesa:-

A placement was being sought for a student from Riesa who was coming to work for one year in the tourist industry and improve their language skills. A three to four month placement was therefore being sought. Further details could be obtained from Natalie on ☎ 01709 8222795.

Football connections:-

Connection had been made with Istbena in Poland who have a football team also called The Millers like Rotherham. The representative, Peter, had offered to source someone to translate the new Attractions Guide and it had been sent for them to translate into Polish. This document would then be included on the website with a hyperlink to Istbena information.

51. YORKSHIRE SOUTH TOURISM CONFERENCES

Caroline Wilson and Emma France, Yorkshire South Tourism, spoke to the meeting about the following:-

- (i) Yorkshire South Tourism – progress:-

IT infrastructure for the collection, updating, distribution of information, and for transactions/reservations together with other commercial activity was now on-line. This was Yorkshire wide and used also by Yorkshire Tourist Board and Yorkshire Forward. A similar system had been set up in Cumbria, Kent and York. It was a web based system accessible via broadband. Training had been given to the staff of the staff Tourist Information Centres across the sub-region.

The system had been loaded with current data. However this now required updating. Organisations would shortly receive a flyer on which to up date their details. Once the information was in the system

organisations would be able to update this themselves, following training being provided. Yorkshire South and the YTB in parallel were developing new websites and these should be ready in 8 weeks time.

Where and how the information was published depended on:-

- (i) where the organisation wanted it published
- (ii) the type of accommodation being provided and whether it was quality assessed
- (iii) whether the organisation was a member of the partnership scheme

The following benefits were highlighted:-

- Factually up to date
- Realtime service
- On-line availability and booking (for accommodation and tickets)
- Packages with other offers could be included
- Monthly performance indicators

www.guestlink.co.uk gave an overview of how the system looked from a providers point of view.

Emma France spoke about conference management by Yorkshire South Tourism:-

Reference was made to the potential value of the UK business tourism industry and it was noted that Yorkshire was under performing in this area of business tourism despite having the product, attractions etc.

Therefore target markets were being approached internationally and UK based. Corporate bodies etc were already making bookings for events in 2010/2011. There was also a niche market to provide incentives for smaller groups of 5 to 6 people.

Work to date included:-

- National Venues Show at the NEC
- International Confex
- Yorkshire Corporate Hospitality Show
- International events in Frankfurt and Barcelona
- Meet the Buyer events in Dublin (with links to Doncaster Airport)
- PR strategy
- Links with the Business Development Team in RiDO

One of the main changes had been to the way in which enquiries were dealt with and Gemma and Kerrie in the Yorkshire South hub office now covered this aspect, along with Anne Grayson, from RiDO, and Ian Guy from Doncaster MBC.

It was pointed out that the success of the work was measured using:-

- Numbers of clients met
- Column inches pre and post shows
- Investment in business packages

52. MAGNA

Helen Smith, Operations Director at Magna, spoke about her background and current work at Magna.

Helen made reference to:-

- the change of business direction
- location of Magna, being housed in a former steel works
- size of the building
- provision of inter-active displays linked to steel making (earth, air, fire and water)
- opened in 2001 with ½m visitors in the first year
- corporate business – developed from 70,000 to 1.5m with projected development to 3m
- £2.7m development of corporate facilities
- maintenance of the Science Adventure Centre, being a not for profit organisation
- 35,000 school visits per year
- Awards:- White Rose in 2005; Enjoy England; Best Tourism Experience of the Year; Party Packages; White Rose applied for again in 2007. Logos were used on all correspondence. Benefits included free PR. Information about how to apply for these awards was made available and advice could be obtained from Magna staff.

53. THROAPHAM HOUSE GUEST ACCOMMODATION

Bob and Ann Holland owners of Throapham House Guest Accommodation spoke about how they came to set up their business.

Their house had given them the opportunity to set up a high quality b & b in the area. They had expertise in regeneration, engineering/technology and ICT, and also in dealing with Objective 1.

They had been awarded 5*'s and a Gold Award at their first try and were being upheld as an example of best practice. The 3 guest rooms had been refurbished. All were en suite and included broadband internet and wireless connections. One was fitted out as "luxury". The rooms were

cleaned personally by Ann and all procedures and routes were written down. Emphasis had been placed on finishing touches and their ability to make guests feel special. They divided up the tasks with Bob dealing with breakfast, and both like to be in to greet their guests and help with luggage, and also to be there when they were leaving.

They pointed out that their own standards were viewed as a minimum. They had received support and guidance from Business Link South Yorkshire and a grant from the Rural Business Growth fund. They extended their thanks to Joan Binns for her help.

They had adopted a Buy Local policy and only employed local South Yorkshire businesses for labour, and for supplies. Breakfast goods were bought locally and they were also trying to grow some of their own produce.

They were already on the Guest Link Scheme.

54. UPDATE FROM THE RMBC EVENTS AND PROMOTIONS OFFICER

Dawn Campbell, RMBC Events and Promotions Officer, reported on:-

(i) Farmers' Market

Launch of first Farmers' Market on Effingham Street, with 18 stalls and entertainment. In the longer term the South Yorkshire Councils were working with the Food Group to promote the area beyond its boundaries. The Yorkshire and Humberside Regional Food Group had a mobile kitchen and Andy Gabbitas, chef, would purchase local ingredients at the market and cook them. The event was opened by Rotherham's Mayor and there was a Hamper Competition. Recipe cards were also given out and there was food tasting.

It was hoped in the future to invite hoteliers to meet the traders to discuss using local produce.

(ii) Big Screen Events

Rotherham's screen was run in partnership with the BBC to deliver large scale events in the town centre.

It was proposed to screen:-

Royal Opera House events:-

31st May – Swan Lake ballet
13th June – Don Giovanni – opera
3rd July – Tosca – opera

The events were free.

Churchills café/bistro remained open with a late licence to sell alcohol. Also a temporary licence for the Square had been applied for. Tables and chairs would be provided and specific people would be invited to bring a picnic and drink etc.

(iii) 800th Anniversary of the town's Market Charter

The Charter was granted by King John in 1207. Markets and events were planned to celebrate this event including:-

Medieval Market – 3rd and 4th August in the town centre

6th August – plant and garden market

7th – traditional street market

8th to 11th - Continental Market

It was also proposed that there would be charity stands and displays at Clifton Park Museum, and history lessons for school children.

55. QUESTION AND ANSWER SESSION FOR SPEAKERS

(i) Brett Ainsworth, IBIS, referred to the surroundings of MAGNA and how this would be improved.

It was explained that Magna was the first regeneration project. Other developments on Sheffield Road had been matched funded by the sale of land and this was being developed for a Business Park and for Business Incubation in conjunction with RiDO.

There were also new developments from the M1 along Sheffield Road.

It was also reported that the Council had funded gateways improvement projects along the main roads into Rotherham. The work along Sheffield Road was being carried out in conjunction with Sheffield City Council.

(ii) Roy Newman asked how the up-take of rooms in hotels was checked.

It was explained that there had been a hotel study through Yorkshire South to assess whether any new hotel developments would be worthwhile in the next 10 years. That study would be completed at the end of May and it would help any planning applications and the Local Development Framework. The study would include guest accommodation, hotels, camping and caravanning.

The indication at the moment was that the area did not need any more travel accommodation. The Council's Planning Services were also waiting for this study before considering any planning applications.

It was added that some hotels would disclose this information, whilst others considered it commercially sensitive. However in general the

hotels were busy Monday to Thursday and not so busy Friday to Sunday. Work was therefore being done on weekend packages, Bank Holidays in particular.

- (iii) John Silker, General Manager at Hellaby Hall Hotel, explained that he was on the Board of the Destination Management Partnership for the sub-region i.e. Yorkshire South. He explained that he had been working over the past 3 to 4 years to develop the sub-region so that hotels and attractions etc could sell Rotherham, Sheffield, Doncaster and Barnsley. He pointed out that it was vital to sell all the hotels and venues etc in the area otherwise they would not bring in the international travellers, and these were very much needed in this area.

He reported that occupancy in his hotel was 70% on average over the whole year. From Monday to Thursday it was normally 90%, through business, events and corporate bookings.

He re-iterated that some of the hotels which belonged to a larger organisation would not divulge their occupancy figures.

He emphasised that the area had a unique product, with reference to the Robin Hood Airport, motorway infrastructure, MAGNA (noting that Hallam was bringing in a large international conference and event).

It was crucial that everyone worked together in the sub-region.

Emma France from Conference Yorkshire South pointed out those attractions had to offer people who came to their stand at trade fairs something in addition, so it was important to sell the sub-region. Only in this way would the area attract national and international businesses.

- (iv) Publications and links to websites

It was reported that Rotherham's website linked to the RSS ????

Natalie Hunter added that she worked with Rotherham's twin town St. Quentin, with special visits whereby the Mayor comes to Rotherham and vs. vs. This was taking place this year at the end of June. This twinning arrangement had been on-going for the past 17 years. The major issue was that there was no town centre hotel within walking distance of the Town Hall.

Reference was made to the Town Centre Renaissance Project which would see the town redeveloped over the next 20 years. The Masterplan did include a hotel but many buildings would be moving so the location was uncertain. It was also reported that the Masterplan included a new cultural centre. There may be opportunities over the shops. However, it as stressed that only "assessed" accommodation was accepted.

- (v) Relocation from Sheffield to Rotherham of the South Yorkshire Transport Museum

It was reported that with assistance from RiDO the Museum had now relocated to premises at Aldwarke. Provision of signage was being explored together with the idea of working with Asda to run a shopping bus.

56. NEWS/INFORMATION ITEMS FROM FORUM MEMBERS

- (i) Hellaby Hall Hotel

John Silker made reference to the work of the team at Hellaby Hall and to the £1.1m which had been spent on the hotel

- (ii) Magna

Reference was made to the new developments at Magna which had been part funded by Yorkshire Forward who recognised the potential of the area.

- (iii) Accreditation Scheme

Hotel suppliers etc were being encouraged to apply to be assessed so that the Tourism Service in Rotherham and Yorkshire South could help promote them. It was reported that a new grant scheme was available this year. Details could be obtained from the Tourism Service.

- (iv) No Smoking Legislation

It was pointed out that would take effect on 1st July. Literature and information about the legislation was available from the Tourism Officers if needed.

- (v) Aston Hall

The Management staff of Aston Hall were thanked for their hospitality in offering their facilities for today's meeting of the Forum.

57. DATE, TIME AND VENUE FOR NEXT MEETING

Members of the Forum agreed, that in view of all the developments which were now taking place in the area, that they would like meetings every four months.

The next meeting would be scheduled for early September, 2007, and arrangements would be made to hold the Forum meeting at the South

Yorkshire Transport Museum. The preferred timing was from 4 p.m. to 6 p.m.

Sue France, thanked everyone for their attendance and closed the meeting.

**HEALTH, WELFARE AND SAFETY PANEL
FRIDAY, 27TH APRIL, 2007**

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

Apologies for absence:- Apologies were received from Councillors Barron, Swift and Mr. M. Tyas (GMB).

18. COUNCILLOR DAVID HALL - RETIREMENT

The Health, Welfare and Safety Panel placed on record its appreciation of the services of Councillor David Hall, who was not standing for re-election to the Council.

19. MINUTES OF THE PREVIOUS MEETING HELD ON 19TH JANUARY, 2007

Resolved:- That the minutes of the previous meeting of the Health, Welfare and Safety Panel, held on 19th January, 2007, be approved as a correct record for signature by the Chairman.

20. SAFETY AND HEALTH EXPO - BIRMINGHAM - 22ND MAY 2007

Members of the Health, Welfare and Safety Panel would be attending the Safety and Health Expo, to be held at the National Exhibition Centre, Birmingham on Tuesday, 22nd May, 2007.

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

Consideration was given to a report of the Emergency and Safety Manager containing the following statistics:-

(i) Corporate Monthly Accidents and Violence to Staff Incidents – 1 October to 31 December, 2006;

(ii) Programme Area Monthly Accidents and Violence to Staff Incidents – 1 October to 31 December, 2006; and

(iii) Summary of RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences) Reportable Injuries – 1 October to 31 December, 2006.

The Emergency and Safety Manager also submitted a chart summarising reported accidents to all employees, occurring from the second quarter in 2004 to the first quarter in 2007.

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

(2) That an update be provided at the next meeting of the impact of the revised reporting procedure for incidents of violence to employees.

22. HEALTH AND SAFETY BULLETIN

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

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

23. REPORTS ON VISITS OF INSPECTION HELD ON 23RD MARCH, 2007

Consideration was given to matters arising from the visits of inspection made by the Panel on Friday, 23rd March, 2007.

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

Particular reference was made to:-

(a) Brinsworth Manor Infant School

A thermostat needed to be installed as the hand wash water was too hot. Pupils should not be allowed to go too near to the boundary railings.

(b) Portable Appliance Testing

A briefing document about portable appliance testing would be provided for all of the local authority's premises, including schools.

(c) Catcliffe Junior and Infant School

The Health and Safety Officer would check the progress of the responses to all of the items reported, carry out a formal inspection of the school buildings and produce a report for the next meeting of this Panel.

(d) Havenhurst

The grab rail in the toilet for people with a disability should be painted in a distinctive, highly visible colour.

(e) Grove Road offices

A repair was required to the connection between the building drain and

the main drainage system.

(f) Vision Panels in Internal Doors in Schools

There should be a general reminder to schools to ensure that the vision panels in internal doors are always kept clear.

(g) Arrangements for visits of inspection and meetings

It was agreed that:- (a) at future visits of inspection, on return to the coach after visiting a building or premises, the Panel Members should agree the contents of the notes taken of issues reported at the building/premises; and

(b) Safety Officers who had not attended Panel meetings would do so to gain experience and knowledge of proceedings.

**TOURISM PANEL
MONDAY, 30TH APRIL, 2007**

Present:- Councillor Smith (in the Chair); Councillors Hall and Walker.

together with:-

Joanne Edley	Tourism Manager
Karen Oliver	Assistant Tourism Officer
Matthew Beck	Chief Executive, MAGNA

65. APOLOGIES FOR ABSENCE

Apologies for absence were received from:-

Councillor J. Austen	Adviser, Culture & Leisure
Councillor R. Littleboy	Senior Adviser, Culture & Leisure
Councillor G Boyes	Yorkshire South (Council representative)
Councillor I. St. John	Cabinet Member, Lifelong Learning, Culture and Leisure
Councillor G. Robinson	Senior Adviser, Environment & Development
Elenore Fisher	Manager, Libraries, Museums and Arts
Marie Hayes	Commercial & Promotional Manager, Culture & Leisure
Julie Roberts	Town Centre and Markets Manager
Dawn Campbell	Events and Promotions Officer, RiDO

66. MINUTES OF THE PREVIOUS MEETING HELD ON 19TH MARCH, 2007

Consideration was given to the minutes of the previous meeting held on 19th March, 2007.

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

67. MATTERS ARISING

There were no matters arising from the previous minutes not covered by the agenda items.

68. YORKSHIRE SOUTH TOURISM (YST) - UPDATE

(i) ICT System

The Tourism Manager provided members of the Panel with a copy of a handout relating to the establishment of the YST and other Destination Management Organisations across the Yorkshire Region.

Particular reference was made to the purchase by Yorkshire Forward of an ICT System for all of the DMO's across the region. It was reported that Yorkshire South was ahead of the other DMO's. The ICT system for South Yorkshire was housed in the Sheffield City Council Tourist Centre and Yorkshire South Tourism (YST) office. Rotherham's tourism staff had received training. Information was now being input into the system. Everyone in Yorkshire could use the system to book accommodation and tickets for attractions in advance.

Doncaster, Rotherham and Sheffield tourist offices were now all linked. It was pointed out that Barnsley had a resourcing issue and the other 3 local authorities were working with Barnsley.

(ii) Funding for new events etc

It was reported that funding from the YST Board was available and work was on-going to get people/facilities from Rotherham to apply.

So far the Board had received two applications:-

- for the Spiegel tent – event in September
- an application for a dog agility course, garden centre, car parking, camping and caravan facilities in Thurcroft.

(iii) Business Tourism

It was reported that Emma France from YST had given a presentation to the Borough's Tourism Forum on 24th April on work that had been undertaken to encourage conferencing and business tourism into the area including Confex; events in Leeds and Frankfurt.

(iv) Staffing

It was reported that Sheffield City Council had seconded all their tourism staff. Rotherham was offering support on a project by project basis as follows:-

Anne Grayson working helping on Conferencing
Karen Oliver (1 day p. week) – ICT and Group Travel
Joanne Edley (1 day p. week) –
Michelle Mellor (1 day p. week) – Heritage packages and groups

69. ROTHERHAM TOURISM SERVICES UPDATE

The Tourism Manager reported on the following:-

(i) Yorkshire Tourist Board (YTB)

- conference in September 2007 re: Sustainable Tourism – details

- were awaited
- Economic impact surveys – two different models had been used which gave two different results (Cambridge model and Steam model). Rotherham was therefore questioning the research figures being used by YTB for Rotherham because they seemed very low. Also some data e.g. occupancy figures, was being shown as “not available”. These issues would be followed up with YTB.
- Organisation of YTB meetings:- this was to continue with a local authorities meeting and a meeting with the attractions/groups.
- It had also been suggested that there should be a joint meeting with YST.

(ii) Yorkshire South Tourism

Yorkshire South was more advanced than the other five DMO's across Yorkshire and was progressing quickly.

(iii) Rotherham Walking Festival

2nd to 15th July 2007

Copies of the booklet detailing all the walks and associated events were made available.

It was reported that there were fewer walks than in previous years due to the need for more volunteer walk leaders. However, the same number of participants was expected.

To address the issue of a shortage of walk leaders a course was being run at Clifton Park Museum in conjunction with Dearne Valley College and the “Friends of” group. Currently two people from Magna and one from the Visitor Centre were on the course. It was hoped to encourage staff from the museum and also some local volunteers.

Councillor Walker added that the South Yorkshire Learning Skills Manager may be able to help with finding funding for another course.

Resolved:- (1) That the Tourism Manager contact the South Yorkshire Learning Skills Manager to discuss future course funding.

(2) That the staff be commended on the production and quality of the booklet.




Walking Festival July 2008

It was proposed to stage the 2008 Festival at the same time of the year in the first two weeks in July.

Publicity would be carried out using the database which currently contained 2,500 entries, together with a distribution company delivering

supplies of the leaflet to major attractions and accommodation providers.

Members commented on:-

-  Involvement of schools
-  Chesterfield Canal
-  South Yorkshire Transport Museum

(3) that the Tourism Manager liaise with the Senior Technician in the Road Safety Section.

(iv) Accommodation Guide and Attractions Guide

Copies of these guides had been produced. It was reported that through contacts via the International Links Group there was an opportunity for the guides to be translated into Polish. Copies would be available in pdf format on the Website with printed versions available at e.g. Robin Hood airport etc.

(v) Tour of Britain Team

It was reported that it was hoped to launch this event on 13th September at Rother Valley Country Park. There were on-going discussions with the event organiser.

(vi) 9th June - Awards ceremony in Sheffield

These would be shown on the Big Screen, and community events would take place in the day (these were being co-ordinated by the Equalities and Diversities Manager).

(vii) Tourism Forum

The Forum had met on 24th April at Aston Hall. There had been guest speakers from Magna, Yorkshire South, and Throapham B & B. The Forum suggested that, as so much was now happening, it would like to meet every four months. It was proposed that the next meeting be held at the South Yorkshire Transport Museum (subject to heaters being borrowed from Magna).

Matthew Beck also offered Magna as the venue for the following meeting in mid-January, 2008.

(viii) Events and Promotions

- Farmers' Market – the first had been held on 28th April, 2007 and had been very successful with very positive feedback being received.
- Kiveton Farmers' Market – an application for a one day farmers'

market had been received from Wales Parish Council. The Chairman stressed that he did not want this to become a precedent or to affect the Market Franchise. He reported that he had suggested that this market be held bi-monthly and had asked for a further report on its operation.

70. SOUTH YORKSHIRE TRANSPORT MUSEUM UPDATE

The Tourism Manager reported on the background, history and previous location of the museum (formerly known as the Sheffield Bus Museum).

The organisers of the museum had approached all 4 South Yorkshire local authorities looking for a new location. RiDO had helped identify premises and locations in Rotherham and the Museum was now housed at Aldwarke. RiDO had also provided business and tourism support for the museum's move to Rotherham.

The organisers had put in a bid to the Heritage Lottery Fund to convert a former Corporation bus (blue and cream) for use with schools, TV etc with interactive information facilities. YST were also looking to use a bus for conferencing use.

A draft copy of their attraction leaflet was distributed.

It was noted that the organisers had been invited to give a presentation to the Tourism Forum and that the Museum had offered to host the next Tourism Forum meeting.

71. ANY OTHER BUSINESS

The following issues were raised:-

- (i) Olympic Sports and links with South Yorkshire

Reference was made to the joint work with the four South Yorkshire local authorities to encourage Olympic teams to use facilities in the sub-region. Councillor Walker was to attend a conference in London on this subject.

- (ii) Councillor Georgina Boyes

The Chairman reported that Councillor Boyes had recently suffered a fall and had broken her right shoulder and left wrist as a result.

Resolved:- That a Best Wishes card be sent to Councillor Boyes on behalf of the Panel.

- (iii) Councillor David Hall

The Chairman reported that this would be last Panel meeting, and the last meeting which Councillor Hall would attend.

The Panel members wished Councillor Hall well and hoped that he would soon return to the Council

(iv) Magna

Matthew Beck reported on the early stages of negotiations to bring another major attraction into Magna.

72. DATE, TIME AND VENUE FOR THE NEXT MEETING

Resolved:- That the next meeting of the Tourism Panel be held on Monday, 4th June, 2007 at 2.00 p.m. at the Town Hall, Moorgate Street, Rotherham.

**JOINT MEETING - CABINET MEMBERS FOR ECONOMIC REGENERATION &
DEVELOPMENT AND LIFELONG LEARNING, CULTURE AND LEISURE
Tuesday, 1st May, 2007**

Present:- Councillor Smith (in the Chair); Councillor St. John.

An apology for absence was received from Councillor Boyes.

3. YORKSHIRE SOUTH TOURISM (YST) BUSINESS PLAN 2007/08

In accordance with Minute No. B18 of a meeting of the Cabinet held on 24th May, 2006, consideration was given to a report of the Director of RiDO on the proposed Business Plan for the year 2007/08 for the South Yorkshire Destination Management Partnership, known as Yorkshire South Tourism (YST) for joint approval.

A partnership agreement dated 13th December, 2006 was signed and approved by the four South Yorkshire local authorities to set out the collaboration agreement in respect of the South Yorkshire Destination Management Partnership.

A copy of the full Business Plan for 2007/08 was attached to the report now tabled at Appendix A.

The Plan included a summary of achievements to date and confirmed the four main priorities looking forward as being:

- Business Tourism
- Events support
- Destination marketing support for airlines
- Installation and implementation of a Destination Management System (DMS)

The plan further described individual target outputs required by the major funding Partners of Objective 1 and Yorkshire Forward. Also outlined in the report were the main areas of operational activity over the coming year, together with a staffing plan to deliver the objectives, with a series of KPI measurement and outputs.

It was reported that the Council's contribution to the partnership was both financial and the provision of officer 'in-kind' time. The financial contribution was restricted to the level of the previous subscription to Yorkshire Tourist Board, and any further contribution to specific projects. Any such costs would be contained within the service revenue budget.

These issues had all been discussed by the Board of the DMP and were acceptable to them.

Resolved:- That the Business Plan as submitted by YST for the South Yorkshire Destination Management Partnership for the year 2007/08 be approved.

ROTHERHAM BOROUGH COUNCIL – REPORT TO CABINET MEMBER

1. MEETING:- CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES – DELEGATED POWERS

2. MEETING DATE:- 21st MAY, 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 30th April, 2007:-

- Nos. 49 – 52 Doncaster Road, Dalton, Rotherham

4. RECOMMENDATION

That the action of the Cabinet Member be recorded.

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

1.	Meeting:	Delegated Powers
2.	Date:	21 May 2007
3.	Title:	Complaints
4.	Programme Area:	Environment and Development Services

5. Summary

To report on complaints received between 1 January and 31 March 2007.

6. Recommendations

- (i) That the report be noted.

7. Proposals and Details

Statistics on the complaints received in the period January 2007 to March 2007 are on the attached document Appendix A.

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

- (i) Corporate performance on dealing with complaints deals with stage 1 and stage 2 complaints combined. For 2006/2007 86% were dealt with in the timescale compared with 70% in 2005/2006. Staff in Planning and Transportation have had difficulty meeting the 10 working day target for dealing with stage 1 complaints.
- (ii) Three of the five complaints to the Ombudsman closed during 2006/2007 were dealt with in the timescale of 28 days. This gives a performance of 60% within target.
- (iii) Although customer satisfaction surveys on complaints were sent out recently there have been insufficient numbers returned so far to analyse.

The following actions have/are being taken as a result of complaints during 2006/2007.

- (a) The notice that goes in the press regarding planning applications now makes it clear that comments cannot be made in confidence.
- (b) Arrangements have been made for staff to attend Customer Care training.
- (c) A review of the system of notifying the public regarding Planning Board meetings is to take place.

The intention is to notify members of the public who want to attend a meeting on a particular application in addition to those already invited to speak.

8. Finance

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

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

Not applicable.

11. Background Papers and Consultation

The complaints are kept centrally in the Administration Section.

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

ENVIRONMENT AND DEVELOPMENT SERVICES

COMPLAINTS STATISTICS JANUARY 2007 – MARCH 2007Number of complaints at Stage 1

	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	3	3	3	6	2	8	4	12
Business Unit	-	-	1	1	2	3	-	3
Planning and Transportation	8	8	3	11	4	15	6	21
RiDO	2	2	0	2	1	3	-	3
Streetpride	4	4	5	9	8	17	9	26
Management	-	-	-	-	-	-	1	1
Total	17	17	12	29	17	46	20	66

Stage 1 complaints by category

Actions of staff	11	11	6	17	6	23	9	32
Quality of service	-	-	4	4	7	11	6	17
Lack of service	5	5	1	6	4	10	3	13
Delay in service	-	-	1	1	-	1	1	2
Cost of service	-	-	-	-	-	-	-	-
Lack of information/communications	1	1	-	1	-	1	-	1
Other	-	-	-	-	-	-	1	1
Total	17	17	12	29	17	46	20	66

Stage 1 complaints dealt within timescale

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	100	100	100	100	50	87.5	100	92
Business Unit	-	-	100	100	100	100	-	100
Planning and Transportation	25	25	100	45.5	50	46.6	100	60
RiDO	100	100	-	100	100	100	-	100
Streetpride	100	100	100	100	100	100	100	100
Management	-	-	-	-	-	-	0	0

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Stage 1 - Summary of complaints

In the period January to March 2007 complaints were in the following areas:

Asset Management – 4 complaints

Facilities Services

Problem with van parked overnight
School Crossing Patrol employee leaving early
Attitude of member of staff – All Saints toilets

Strategic Property

Letter unclear regarding Right to Buy

Planning and Transportation – 7 complaints

Management

Complaint about member of staff x 2

Transportation

Noise levels due to extra traffic

Building Control

Enforcement regarding fence
Lack of service after paying fee

Development Control

Lack of privacy x 2
 Conflicting advice

Streetpride – 9 complaints

Network Management

Street Lighting x 2
 Failure to fill grit bin
 Failure to enforce parking regulations – disabled bays
 Access to drive – blocked during works
 Attitude of Parking Attendant

Community Delivery

Lack of street cleaning
 Dog Fouling
 Dangerous footpath

Management – 1 complaint

Complaint about member of staff

Complaints at stage 1 were from the following wards

<u>Ward</u>	<u>Number of Complaints</u>
1 Anston and Woodsetts	2
2 Boston Castle	1
8 Kepple	2
9 Maltby	1
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11	Holderness & Rother Valley	2
16	Swinton	1
17	Valley	1
18	Wales	1
19	Wath	1
20	Wickersley	6
21	Wingfield	2
	Total	21

Number of complaints at Stage 2

	<u>Quarter 1</u>		<u>Quarter 2</u>		<u>Quarter 3</u>		<u>Quarter 4</u>	
	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>	<u>Number</u>	<u>Cum</u>
Asset Management	1	1	1	2	-	2	-	2
Business Unit	-	-	1	1	-	1	-	1
Planning and Transportation	2	2	1	3	2	5	1	6
RiDO	-	-	-	-	-	-	-	-
Streetpride	-	-	1	1	1	2	-	2
Total	3	3	4	7	3	10	1	11

Stage 2 complaints by category

Actions of staff	1	1	3	4	2	6	-	6
Quality of service	-	-	-	-	1	1	1	2
Lack of service	1	1	1	2	-	2	-	2
Delay in service	-	-	-	-	-	-	-	-
Cost of service	-	-	-	-	-	-	-	-
Lack of information/communications	1	1	-	1	-	1	-	1
Other	-	-	-	-	-	-	-	-
Total	3	3	4	7	3	10	1	11

Stage 2 complaints completed and dealt with in timescale

	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
Asset Management	100	100	100	100	-	100	-	100
Business Unit	-	-	100	100	-	100	-	100
Planning and Transportation	100	100	100	100	100	100	100	100
RiDO	-	-	-	-	-	-	-	-
Streetpride	-	-	100	100	100	100	-	100
<u>Stage 2 complaints upheld</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>	<u>%</u>	<u>Cum</u>
	0	0	33	17	0	20		

Number of complaints at Stage 3

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

Stage 3 complaints by category

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

Stage 3 complaints dealt within timescale

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

Stage 3 complaints upheld

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

Number of complaints that went to the Ombudsman

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

Ombudsman complaints by category

Actions of staff	1	1	1	2	-	2	-	2
Quality of service	-	-	1	1	-	1	1	2
Lack of service	-	-	-	-	1	1	1	2
Delay in service	-	-	-	-	-	-	-	-
Cost of service	-	-	-	-	-	-	-	-
Lack of information/communications	-	-	1	1	-	1	-	1
Other	-	-	-	-	-	-	-	-
Total	1	1	3	4	-	5	2	7

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	21 May 2007
3.	Title:	Baring Road, Blackburn – Proposed footway link; Ward 13, Rotherham West Ward
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the proposal to construct a footway link on Baring Road, Blackburn to improve facilities for pedestrians, in particular children attending Blackburn Primary School.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) The necessary consultations be undertaken regarding the proposal;**
- ii) Detailed design be carried out, and subject to no objections being received, the scheme be implemented.**
- ii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2007/08.**

7. Proposals and Details

To improve facilities and safety for pedestrians using Baring Road in Blackburn, it is proposed to construct a length of footway, approximately 30metres in length to link two separate lengths of footway, regularly used by children attending Blackburn Primary School.

The scheme will involve removal of a grassed verge approximately 30metres long by 1.5 metres wide, to accommodate a new footway link.

8. Finance

The scheme is estimated to cost £5,000, with funding for the works identified being available from the Local Transport Plan Integrated Transport Programme for 2007/08.

9. Risks and Uncertainties

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

10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Local Transport Plan objectives for improving road safety, particularly for vulnerable road users, such as pedestrians.

11. Background Papers and Consultation

At present there is a grassed verge separating the footway along Baring Road, which is regularly used by pedestrians, in particular children attending Blackburn Primary School. As such, it is proposed to convert this area of verge into footway to improve facilities for pedestrians.

In addition, two new pedestrian drop crossing points will be constructed at the junction of Baring Road and Droppingwell Road to improve crossing facilities in the area.

A plan showing the proposed scheme is attached as Appendix A.

Contact Name : *Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk*

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Economic and Development Services
2.	Date:	21 May 2007
3.	Title:	Grants to encourage uptake of Travel Plans
4.	Directorate:	Environment and Development Services

5. Summary

The report outlines a scheme to offer small infrastructure grants to companies operating a Travel Plan (a similar scheme is already operating in Sheffield.) Grants will be offered for projects that will help to promote sustainable travel to work in support of clearly identified objectives in a company travel plan. Grants will be match funded by the company and subject to audit in subsequent reviews of the company travel plan. The small amount of funding required will be made available from LTP funds.

6. Recommendations

That Cabinet Member approves the principles of the scheme and the terms of its operation as outlined in this report.

7. Proposals and Details

The number of private sector travel plans that have been generated by the requirements of the planning process (through planning conditions) has increased from none in 2002 to a current position where they number almost 50. Whilst these figures are good, there are very few established companies that have voluntarily developed a travel plan.

In order to encourage more companies to see the benefits of a managed approach to their transport requirements through a travel plan, a coordinated programme of promotion is required. In order to attract companies to the idea it is proposed to use small infrastructure grants to help companies to develop actions in support of their Travel Plan.

The range of projects which might be considered for this scheme will be left as wide as possible. However the final decision on whether to support a project or not is suggested to rest with the Transportation Unit. It is not envisaged that the grant funds will be available for short term actions such as discounting public transport tickets, rather for longer term infrastructure such as provision of secure cycle parking.

Since there are limited funds to support the grants there will be a limit as to how much funding a company could receive based on the number of employees they have up to a ceiling of £2000 per company. On the basis of take up for a similar scheme being operated in Sheffield, it is not expected that more than 10 grants per annum would be made.

8. Finance

The scheme will be financed from an allocation to TravelWise/Smarter Choices activity from the Local Transport Plan funds. As the scheme is proposed to be based on match funding from the companies themselves, the total maximum amount allocated of £20,000 would lever funds of an equal amount from participating companies. It is proposed that funding will be based on a *per capita* amount for each employee of up to £10, with a cap at £2,000 (or 200 employees). Payment of the 50% from LTP funds would only be made against paid invoices following an inspection of the installed facility.

9. Risks and Uncertainties

As the scheme would be financed out of existing budget allocations that have never been fully allocated in recent financial years, there is little risk of being unable to fund grant applications. The capping of grants at a maximum of £2,000 reduces the risk of larger companies using the scheme to offset costs which they can afford, whilst encouraging companies in the small to medium size range up to 200 employees who have been difficult to engage with in the past.

10. Policy and Performance Agenda Implications

The operation of Travel Plans and associated activities contribute to the reduction of greenhouse gas emissions. Similarly the reduction in the number of single

occupancy car journeys will contribute to the targeted reduction of congestion and the improvement of air quality as proposed in the Local Transport Plan.

The scheme fits well with the Council's support for small businesses as well as the current Council Environment Strategy. In the Council's Travel Plan there is a commitment to lead by example, which will be supported through the scheme.

11. Background Papers and Consultation

The Council Travel Plan

The Council Environment Strategy

Such schemes have been operated by other authorities across the UK including Sheffield City Council. All of the authorities have found take up to be modest but effective.

Contact Name:

Steve Brown, Transport Planner, Planning and Transportation Service, extension 2186, stephen.brown@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21 May 2007
3.	Title:	Motorway Access Management – M1 Junction 33 Integrated Traffic Management Pilot Project
4.	Directorate:	Environment and Development Services

5. Summary

To report work being undertaken in the vicinity of M1 Jcn 33 as part of the Highways Agency's Integrated Traffic Management Pilot Project seeking to determine and quantify mutual benefits to both the local and strategic highway networks through various applications of Integrated Traffic Management.

6. Recommendations

Cabinet Member resolves that:-

The attached report prepared by WS Atkins on behalf of the Highways Agency and associated partners be noted, the pilot project be supported with the results reported to a future meeting.

7. Proposals and Details

A representative of the Highways Agency attended the meeting of Cabinet Member and Advisors on 19 June 2006 and presented an overview of Ramp Metering, now known as Motorway Access Management, which was identified to be implemented by the Highways Agency at a variety of locations on the M1 with particular reference to the Southbound on-slips of the M1 Motorway at junctions 35 and 33 in Rotherham. The Motorway Access Management system is now operational at these two junctions, primarily activated on the shoulders of the peak, rather than off peak or during heavily congested periods.

Additionally, The Highways Agency commissioned WS Atkins, in partnership with Rotherham Borough and Sheffield City Councils to investigate a national pilot for an Integrated Traffic Management Scheme at junction 33. The project seeks to address the impact of implementing various technological improvements to the network and quantify the resulting benefits and/or disbenefits. A background paper on the project is attached at Appendix A.

To summarise, the project will investigate the effects of linking the ramp metering signals to the traffic signals on the motorway roundabout, providing a new signal controller which should improve the flows around the roundabout, the effect of Strategic Variable Message signs in Sheffield on the A630 Parkway advising of congestion on the motorway, and the potential implementation of MOVA traffic signal control at the roundabout.

The A630 Parkway, junction 33 and the M1 Motorway in the vicinity are central to the declared Air Quality Management Area (AQMA). We are duty bound to investigate ways of reducing vehicle emissions in these areas and better manage traffic to reduce congestion and delay, in accordance with the provisions of the Traffic Management Act 2004.

8. Finance

The Highways Agency is funding the majority of the pilot project, with assistance from key officers from RMBC and SCC in their respective roles in accordance with the implementation of the Traffic Management Act 2004.

9. Risks and Uncertainties

No risks and uncertainties have been identified, affecting RMBC.

10. Policy and Performance Agenda Implications

The project accords with the aims and objectives of LTP2, the South Yorkshire Intelligent Transport System Project and the Traffic Management Act 2004, as it will assist in the improved management of traffic on the strategic and local networks of adjacent highway authorities, and demonstrates partnership working. It is also in line with our policies on Air Quality and Carbon Emissions.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan – 2006-2011
Traffic Management Act 2004

Contact Name: Ian Ashmore, Principal Traffic Officer, Ext. 2825,
ian.ashmore@rotherham.gov.uk

INTEGRATED TRAFFIC MANAGEMENT

Pilot Project

Information for Members

This report has been prepared by WS Atkins in order to inform Council Members of an initiative to improve traffic management at the M1 junction 33 roundabout.

Introduction

This brief paper introduces Integrated Traffic Management (ITM), a concept to improve the management of traffic at motorway junctions. The Highways Agency (HA) proposes to introduce and formally evaluate a pilot scheme to benefit users by better managing the combined motorway and local road network surrounding Junction 33 of the M1.

The HA is working in partnership with officers of both Rotherham Borough Council (RMBC) and Sheffield City Council (SCC). The project is known as the ITM Pilot Project and if successful will have a wider application throughout England. Members are asked to support the participation of RMBC in the management, design, implementation and evaluation of the pilot scheme outlined below.

Integrated Traffic Management

The HA is developing the concept of ITM in this instance to better manage access to and from the motorway network. ITM uses existing motorway and urban traffic management technologies, hitherto operated in isolation, to better manage a road network for all highway authority jurisdictions and thus embrace the requirements of the Traffic Management Act 2004. Essential to the success of ITM is the partnership between the local highway authorities and the HA.

ITM recognises that benefits should be demonstrated in the network as a whole and balanced between the different road users.

Motorways and the all-purpose road network differ so widely in their characteristics that each has developed its own range of control technologies. ITM effectively combines established technology within the field of intelligent transport systems. Existing technologies include coordinated traffic signal control; improved signal control at isolated intersections (MOVA); access management control (ramp metering); incident management and flow data measurement systems; and other driver information systems. These technologies are the foundation of a general ITM solution.

As part of an equal partnership, it is proposed to develop existing facilities and systems to prove that the ITM concept delivers benefits to all users in the combined strategic and local road network. The ITM measures will use the UTMC system operated by SCC; will build on the European investment being made in sylTS; and, investment in improving the motorway network proposed by the south Yorkshire multimodal study. The HA has appointed consultants to coordinate the pilot project and currently has a budget to implement agreed design decisions

The proposed pilot system will:

- Link ramp metering with the motorway junction's traffic signal controlled roundabout to harmonise their joint operation;

- Provide real time data from the motorway direct to the UTMC control centre to provide information about current motorway conditions
- Use such data to trigger innovative traffic control strategies, through the existing UTMC system, to influence trips and alleviate congestion;
- Provide CCTV images of motorway traffic conditions to SCC and RMBC traffic management officers;

ITM will only operate when preconfigured conditions of traffic demand in the network are met.

Benefits

Extensive theoretical studies have been undertaken using recent traffic data and a specially created microsimulation model of the M1 junction. The benefits demonstrated by the model for junction 33 may be summarised from the feasibility report (Jan 2007) as:

- ITM does not impact on the A630 approaches with queue levels no worse than existing.
- Ramp metering operation is only necessary for the pm peak period
- Ramp metering during the pm peak period will reduce the total vehicle hours spent in the whole network during that period by 0.5%
- Ramp metering operating with ITM and linked to the roundabout traffic signals would increase this figure to 0.9%
- Traffic flow breakdown on the motorway is reduced or completely cleared in some cases with the introduction of ramp metering and ITM in the pm peak period.
- Environmental benefits are gained as a result of the implementation of ramp metering and ITM in both peaks with minor reductions in fuel consumption, nitrogen oxides and volatile organic compounds.
- The increases in journey time for movements headed towards the southbound carriageway of the M1 motorway (where ramp metering has been introduced) is more than offset by benefits in journey times to the other arms including the through movements on the A630.

Costs and funding

The works proposed on site are principally an upgrading of the current traffic signal controller, a communications link to the ramp metering controller and improvements to the communication link from the motorway to the Carbrook UTMC centre. There are no significant civil engineering works and hence no significant disruption to local or motorway traffic. The majority of costs to establish and evaluate the pilot will be borne by the HA.

Further Background Information

In the UK, there are over 400 motorway intersections of which approximately 175 are traffic signal controlled roundabouts. The ITM project has therefore focussed on the interface between ramp metering and its interface to the signals on the junction roundabout. To date, the Agency has developed more sophisticated ramp metering algorithms and queue management algorithms for the new generation of ramp metering sites. The Agency has also commissioned micro-simulation models to determine the optimum relationship between ramp metering and the local junction signals.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21 May 2007
3.	Title:	South Yorkshire Intelligent Transport System – Feasibility and System Requirements Report
4.	Directorate:	Environment and Development Services

5. Summary

To report the receipt of the Feasibility and System Requirements Report undertaken by JMP Consulting recommending the implementation of various measures in Rotherham as part of the South Yorkshire Intelligent Transport System project.

6. Recommendations

Cabinet Member resolve that:-

- a) **The report and it's recommendations be received and the following schemes be implemented, subject to detailed design considerations:**

Signalisation of the College Road Roundabout

Signalisation of the St Ann's Roundabout

Signalisation of the junction of Centenary Way/Greasbrough Road

Strategic Variable Message Signing (4 locations)

Additional CCTV sites (3 locations)

Linkage to the Sheffield City Council UTC system

- b) **Design and consultation on the traffic management schemes required to enable enhanced bus priority on the approaches to St Anns Roundabout and College Road Roundabout be undertaken, and a further report be presented to a future meeting.**

7. Proposals and Details

A report was considered on 6 February 2006 (Minute No 183 refers) regarding progress on the South Yorkshire Intelligent Transport System (syITS) project and the acceptance of European Regional Development Fund (ERDF) Objective 1 support for the scheme. Rolling out the syITS project is now underway across South Yorkshire, including various bus priority works and traffic management schemes aimed at improving the operational efficiency of the network, and information about traffic conditions to the travelling public.

Consultants have been commissioned to develop schemes within Rotherham that satisfy the requirements of the ERDF funding and the continuing aspiration for an Urban Traffic Control (UTC) system to be developed for the Town Centre. A copy of the Consultants report will be available at the meeting and in the Members Room, prior to the meeting. An Executive Summary is attached at Appendix A.

Studies have been undertaken to analyse the performance of the four junctions on the A630 Centenary Way from St Anns Roundabout through to Ickles Roundabout. The conclusions reached were that St Anns Roundabout and College Road Roundabout would benefit from full signalisation, Main Street Roundabout could be replaced by a signalised crossroads, and the performance of Ickles Roundabout would not benefit from signalisation given the current engineering constraints.

It is proposed to improve St Anns Roundabout in a two stage approach; stage one would be to fully signalise the roundabout within the existing highway boundary, and stage two would include the provision of an inbound bus lane on Fitzwilliam Road to aid public transport on the Rotherham to Thrybergh Quality Bus Corridor (QBC).

College Road Roundabout would be fully signalised as part of the syITS proposals, and additionally the slip road from Greasbrough Road onto Centenary Way (adjacent to the Interchange Multi-Storey Car Park Ramp) would be signalised. Further investigation is to be undertaken regarding the feasibility of creating a bus only link on College Road between Masbrough Street and College Road roundabout. This would be a further benefit to public transport, although the proposal requires a traffic management scheme to be developed for Greasbrough Road between Bridge Street and Centenary Way as all traffic, other than buses, would now use the link to access College Road Roundabout.

The above three new signalised junctions coupled with the existing signals at the junction of the fly-over and Centenary Way, adjacent to St Anns Roundabout would enable a UTC system to be deployed to optimally control the traffic signal system. The Rotherham system would become a satellite to the upgraded facilities at Sheffield City Council's UTC Control Room, although the junctions in Rotherham would be controlled by RMBC through communications links.

The proposal to convert the existing Main Street roundabout to a signalised cross roads is detailed in the report although there is insufficient EDRF funding available to implement this scheme at present.

In addition to the above signalisation schemes the Consultant's report identifies additional CCTV sites at Whiston Crossroads, Rotherway Roundabout and Mushroom Roundabout, and strategic variable message signs (VMS) to give driver information at four locations on strategic routes into the Town Centre. The report recommends local VMS associated with car parking, however, it is not proposed to implement the car parking VMS at present until the future car parking provision for the town is identified and agreed.

These proposals and the future car parking requirements are being included in the Town Centre Transportation Strategy Study currently underway by Arup Consultants. This is looking much longer term in that its primary aim is to assist in delivering the Rotherham Renaissance Vision as set out in the SDF.

8. Finance

Grant funding of £1,270,000 has been allocated from the Objective 1 ERDF programme, with contributions from Rotherham's LTP allocations as detailed in the report to Cabinet Member of 6 February 2006.

9. Risks and Uncertainties

The schemes detailed in the recommendation a) are required to be implemented by summer 2008, otherwise the secured Objective 1 ERDF Grant will no longer be available. There is a risk that some of the proposals may need modification as the Rotherham Renaissance agenda unfolds.

10. Policy and Performance Agenda Implications

The project accords with the aims and objectives of LTP2 as it will assist in the improved management of traffic, including public transport in South Yorkshire. It is also in line with the Rotherham Renaissance SDF and the emerging Town Centre Transport Strategy.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan – 2006-2011
Rotherham sylTS – System Requirements Report
Rotherham Quality Bus Corridor Steering Group.

Contact Name: *Ian Ashmore, Principal Traffic Officer, Ext. 2825,
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Executive Summary

JMP Consulting [JMP] has been commissioned by Rotherham Metropolitan Borough Council [RMBC] to provide traffic and transportation advice in relation to the design and implementation of a number of traffic management measures as part of the South Yorkshire Intelligent Transport Systems [syITS] scheme.

The primary aim of RMBC's syITS strategy is to develop an Urban Traffic Control [UTC] system for Rotherham which includes the ability to be controlled some of the time by RMBC. In developing this system, it was deemed important that consideration be given to other electronic systems such as Variable Message Signing [VMS], Closed Circuit Television [CCTV], Automatic Traffic Counters [ATC] and Automatic Number Plate Recognition [ANPR] cameras. This report therefore considers these measures and places their delivery in order of priority.

With regard to the implementation of UTC, four priority controlled roundabouts along the Centenary Way corridor were identified for potential signalisation, namely Centenary Way / Sheffield Road, Centenary Way / Masbrough Street, Centenary Way / College Road and Centenary Way / St. Ann's Road. TRANSYT models were therefore built for these locations to determine the implications of signal installation.

In relation to traffic flows, 2005 observed flows were used with no growth applied to current year or allowance made for committed developments. Whilst this is not the preferred approach, it was considered the most appropriate given the difficulty of incorporating development traffic and the fact that there are so many unknowns and variables in the town centre. It also meant that the syITS study could be progressed at the necessary pace to ensure the funds are spent within the specified timescales without the need for changes to reflect ongoing work in the town centre. In addition, this approach also allowed the relative merits to be determined whilst at the same time ensuring the best use of the funds available.

As a result of this modelling, full signalisation schemes have been identified for the College Road and St. Ann's Road roundabouts. As well as being deliverable using current syITS funding, both of these schemes will assist in reducing congestion in the area and provide RMBC with control of these two key junctions. The schemes identified for these locations also include a second stage of improvement aimed at providing bus priority on key approaches.

At the Masbrough Street roundabout, the study has identified the delivery of a signalised crossroads as being the most effective measure. However, this scheme is not considered the most appropriate use of the syITS funding as it would require monies over and above those provided through syITS and would also mean that no syITS funding could be channelled into other locations, or other measures, to offer RMBC greater network control. Considering the Sheffield Road roundabout, the analysis undertaken as part of this study suggests that any signalisation at this location would require improvements to the roundabouts approaches which are constrained by land or structural issues which would be difficult and costly to overcome. Taking into account these costs, improvements to this junction are not considered the most effective use of the Objective 1 funding for the syITS scheme.

With regard to other Intelligent Transport System proposals, this report sets out a strategy for the implementation of a UTC / UTMC system linked to the current Sheffield system and identifies suitable locations for strategic VMS and car park signage. It also specifies the equipment required to update existing CCTV and counter sites and identifies potential new sites for these provisions.

Finally, Section 8 of this report sets out the hierarchy and cost of delivery of the identified measures. Excluding the bus priority measures, the cost of the proposed schemes is estimated to be £1,167,540 and, given that this figure is similar to the funding available through the syITS scheme, it is suggested that all of the measures identified within this study in relation to UTC, UTMC, car park & strategic signing, CCTV and ATC's could be taken forward through to implementation.



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21st May 2007
3.	Title:	School Keep Clear Markings, Traffic Regulation Orders, Maltby; Wards 5 & 9
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to implement 'Clearway' traffic regulation orders on all school keep clear markings within the ward of Maltby and on some in the Hellaby Ward. Roads affected by this trial are:

Chestnut Grove
Braithwell Road
Redwood Drive
Lilly Hall Road

Cliff Hill
Davy Drive
Strauss Crescent
Muglet Lane

6. Recommendations

- i) Agree the scheme as a pilot to assess its impact;**
- ii) The necessary consultations be undertaken;**
- iii) Authority be given for the detailed design to be carried out and subject to no objections being received for the scheme to be implemented;**
- iv) The scheme be monitored over a six month period following implementation to ascertain the impact;**
- v) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2007/08;**
- vi) A further report be brought to this meeting outlining the impact of the scheme.**

7. Proposals and Details

It is proposed that 'Clearway' traffic regulation orders be trialled on all School Keep Clear markings within the ward of Maltby and some in the Hellaby Ward. This will then allow Rotherham Parking Services to enforce the clearway and issue notices to drivers that stop on the markings, under the 'decriminalisation' legislation.

The clearway orders will be effective on Monday to Friday 07:30 – 17:00 during school term time.

A review of the impact of the scheme will take place six months after its introduction to decide whether the scheme could be extended to all School Keep Clear markings in the borough.

8. Finance

The scheme is estimated to cost £10,000. Funding is available from the Local Transport Plan Integrated Transport Programme for 2007/08.

9. Risks and Uncertainties

The implementation of the scheme is dependant upon sealing the legal order. The success of the scheme in preventing parking on the markings will depend on users being informed and aware of the restrictions and the effectiveness of any enforcement of drivers disregarding the restrictions. Under the Boroughs decriminalised parking enforcement regime the Councils parking attendants will have responsibility for enforcing these Clearway restrictions.

10. Policy and Performance Agenda Implications

The scheme is in line with the objectives set out in the second South Yorkshire Local Transport Plan, and the associated Road Safety strategy, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

Currently within Rotherham, the School Keep Clear markings outside schools are advisory and have no legal status. As such they rely on the goodwill of drivers not to park on the markings.

As part of the School Travel Plan process and following a number of requests from parents and head teachers throughout the borough to take action against the minority of drivers that choose to park on these markings, it has been decided to carry out a trial in an area of the borough whereby the existing School Keep Clear markings have a clearway order placed upon them, to prevent vehicles stopping to drop off or pick up children. The Regeneration Scrutiny Panel have also asked for such a scheme to be considered.

The area chosen for the trial is Maltby, with all schools within this ward and part

of the adjacent Hellaby ward subject to the trial. Maltby has been chosen in response to the number of complaints received in the area.

Discussions have been held with Streetpride and Rotherham Parking Services, South Yorkshire Police have also given their support.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member - Delegated Powers Meeting
2.	Date:	21 May 2007
3.	Title:	Streetpride Response Time Framework
4.	Directorate:	Environment and Development Services

5. Summary

5.1 Streetpride's performance in respect of its speed in dealing with requests for service averaged 97.6% in 2006/7. This is the same overall level of performance as delivered in 2005/6, despite several of the targets being more stretching than in 2005/6.

5.2 Several improvements are proposed to the response time framework for 2007/8, which can be delivered within existing budgets.

6. Recommendations

- (a) That the performance achieved in 2006/7 be noted**
- (b) That the proposed improvements in the target response time framework for 2007/8 be approved.**

7. Proposals and Details

Streetpride's performance during the last quarter of 2006/7 is shown in Appendix 1. During the quarter, on average Streetpride dealt with 95.6% of requests for service within the target response times. This was a slightly lower result than the previous quarter's out-turn of 98.2%, and action is being taken to address this slight dip in performance.

Streetpride's average performance for the financial year 2006/7 was 97.6% which is identical to the performance achieved in 2005/6 despite some of target response times being more stretching than they were in 2005/6. A comparison of the last two years' performance is shown in Appendix 2

In April 2007, a joint review was undertaken by Streetpride and Neighbourhood Services to review all current targets and assess how our target response times could be improved further in line with customer expectations, but without adversely affecting the overall level of resource required.

A table showing the proposed target response time framework for 2007/8 is attached as Appendix 3. Two response time improvements are proposed which are shown in larger type (see page 3 of the appendix) with the previous targets shown in brackets. These relate to the removal of bulky items and the removal of non racist / non offensive graffiti.

In addition it is proposed to introduce three new targets (which are also shown in larger type on page 3 of Appendix 3) and numbered 21a, 21b and 22. These relate to the investigation and subsequent removal (if authorised by the DVLA) of untaxed vehicles, and to the clearance of litter.

8. Finance

All costs incurred in meeting the proposed new response time framework are covered within the existing budget for 2007/8.

9. Risks and Uncertainties

There is a small risk that the more stretching targets proposed could lead to a slight reduction in performance when compared to 2006/7.

10. Policy and Performance Agenda Implications

Streetpride's rapid response to dealing with environmental problems, is continuing to make a significant contribution to the Council's key corporate priorities: Rotherham Safe and Rotherham Proud - particularly in respect of front line services such as the removal of abandoned cars, dealing with fly tipping and graffiti, and the repair of street lighting faults and highway defects.

11. Background Papers and Consultation

Appendix 1 - Streetpride response times for the quarter January to March 2007
(produced jointly with Neighbourhood Services)

Appendix 2 – Performance in 2006/7 compared to 2005/6

Appendix 3 – Proposed changes to response time framework for 2007/8

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APPENDIX 1 Performance for the last quarter of 2006/7

STREETPRIDE RESPONSE TIMES				Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	% meeting target response times	% meeting target response times	
Resp		Request for Action	Target Response 2006/07	Jan-07		Feb-07		Mar-07		Cumulative (Year to Date)	Average this quarter	Comments on current quarter results
Christian Hayes	1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs.	1	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully met for whole quarter
	1(b)		Cutting back will be carried out within 5 days.	5	100.0%	1	100%	4	100.0%	98.1%	100.0%	Target fully met for whole quarter
Christian Hayes	2(a)	Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will signed and guarded within 4 hrs.	2	100.0%	0	100%	0	100%	100.0%	100.0%	Target fully met for whole quarter
	2(b)		Cutting back by landowner - within 14 days (after written notice from Streetpride)	5	100.0%	2	100%	5	100%	100.0%	100.0%	Target fully met for whole quarter
Andy Rowley	3	Provision of estimate for Vehicular Access Crossing (where planning permission is not required)	Within 10 working days from receipt of a formal request.	18	89.0%	12	92.0%	10	90.0%	93.9%	90.3%	Slight reduction in performance compared to the previous quarter
Allan Lewis	4	Street light out.	3 working days for a non supply fault.	776	70.0%	449	72%	409	85%	84.2%	75.7%	Reduced performance compared to the previous quarter. Although 75.7% compliance was achieved, the average time to repair street lighting faults during the quarter was 3.2 days (i.e. just above the 3 day target)
Mick Powell	5(a)	Faulty traffic lights.	All lights out - 1 hr	11	100.0%	4	100%	8	100%	100.0%	100.0%	Target fully met for whole quarter
	5(b)		Single bulb failure - 24 hrs	4	100.0%	3	100%	2	100%	100.0%	100.0%	Target fully met for whole quarter
Christian Hayes	6	Dangerous defect in carriageway.	4 hrs after being reported by the public	46	100.0%	29	93%	53	100%	97.4%	97.7%	Improved performance compared to the previous quarter

APPENDIX 1 Performance for the last quarter of 2006/7

Resp		Request for Action	Target Response 2006/07	Jan-07		Feb-07		Mar-07		Cumulative (Year to Date)	Average this quarter	Comments on current quarter results
Christian Hayes	7	Dangerous defect on footpath.	4 hrs after being reported by the public	11	100.0%	3	100%	8	100%	100.0%	100.0%	Target fully met for whole quarter
Nigel Deffley	8	Removal of fly tipping	1 working day	256	67.0%	253	75%	253	82%	81.1%	74.7%	Reduced performance compared to the previous quarter. Although 74.7% compliance was achieved, the average time to deal with fly tipping during the quarter was 0.8 days (i.e. within the 1 day target)
Pete Hyde	9	Removal of dog mess	Within 1 working day	71	100.0%	79	96%	85	81%	97.8%	92.3%	Slight reduction in performance compared to the previous quarter
Steve Finley	10(a)	Removal of abandoned car.	Burnt out - within 24 hrs	0	100.0%	1	100%	0	100%	100.0%	100.0%	Target fully met for whole quarter
	10(b)		Wreck or dangerous - within 24 hrs	0	100.0%	0	100%	1	100%	100.0%	100.0%	Target fully met for whole quarter
	10(c)		Runner - 15 working days	2	100.0%	1	100%	1	100%	100.0%	100.0%	Target fully met for whole quarter
Christian Hayes	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	4 hrs to make safe and inform the owner. Owner to carry out repairs.	8	100.0%	8	100%	12	100%	100.0%	100.0%	Target fully met for whole quarter
Pete Hyde	12	Clear up spillage on carriageway.	4 hrs	12	92.0%	23	82%	10	80%	96.2%	84.7%	Slight reduction in performance compared to the previous quarter
Pete Hyde	13	Empty overflowing litter bin/dog bin	4 hrs	2	50.0%	3	100%	4	75%	93.8%	75.0%	Slight reduction in performance compared to the previous quarter
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4 hrs to sign and guard	4	100.0%	2	100%	0	100%	100.0%	100.0%	Target fully met for whole quarter
	14(b)		blockage relieved within 1 working day.	37	100.0%	7	100%	5	100%	100.0%	100.0%	Target fully met throughout the quarter
Yvette Plimbley	15	Empty missed wheelie bin (if reported within 24 hrs of being missed),	Same day (if reported before 1pm) Within 1 working day (if reported after 1.00 p.m.)	122	100.0%	52	100%	63	100%	100.0%	100.0%	Target fully met for whole quarter

APPENDIX 1 Performance for the last quarter of 2006/7

Resp		Request for Action	Target Response 2006/07	Jan-07		Feb-07		Mar-07		Cumulative (Year to Date)	Average this quarter	Comments on current quarter results
Yvette Plimbley	16	Remove bulky item (after receipt of payment).	10 working days.	330	100.0%	410	100%	455	100%	100.0%	100.0%	Target fully met for whole quarter
Nigel Deffley	17	Remove racist or offensive graffiti (subject to agreement with the landowner)	Within 1 working day	7	100.0%	15	94%	12	92%	96.3%	95.3%	Slight reduction in performance compared to the previous quarter
Nigel Deffley	17a	Remove 'other' graffiti (subject agreement with the landowner) - i.e. graffiti which is not racist or offensive	Within 5 working days	37	100.0%	62	98%	55	100%	98.9%	99.3%	Performance similar to previous quarter
Lewis Coates	18	Request for an enforcement visit	4 working days.	167	98.0%	189	100%	188	99%	99.2%	99.0%	Performance similar to previous quarter
Lewis Coates	19	Clear up drug litter	2 hours	54	98.0%	45	100%	53	97%	99.2%	98.3%	Performance identical to previous quarter
Lewis Coates	20	Report of a stray dog	1 working day	158	98.0%	130	99%	139	99%	98.8%	98.7%	Performance similar to previous quarter
										97.6%	95.6%	

STREETPRIDE RESPONSE TIMES				Year 2005/6	Year 2006/7
Resp		Request for Action	Target Response time	% within target response time	
Christian Hayes	1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs .	100.0%	100.0%
	1(b)		Cutting back will be carried out within 5 days .	98.0%	98.1%
Christian Hayes	2(a)	Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will signed and guarded within 4 hrs .	100.0%	100.0%
	2(b)		After 14 days a 14 Day notice will be served on the owner and then cutting back will take place.	95.8%	100.0%
Graham Weaver	3	Estimate/license for vehicular dropped crossing.	Within 10 working days from receipt of a formal request.	96.4%	93.9%
Allan Lewis	4	Street light out.	3 working days for a non supply fault.	84.2%	84.2%
Mick Powell	5(a)	Faulty traffic lights.	All lights out - 1 hr (4 hrs in 05/06)	100.0%	100.0%
	5(b)		Single bulb failure - 24 hrs	100.0%	100.0%
Christian Hayes	6	Dangerous defect in carriageway.	4 hrs after being reported by the public	98.3%	97.4%
Christian Hayes	7	Dangerous defect on footpath.	4 hrs after being reported by the public	97.6%	100.0%
Nigel Deffley	8	Removal of fly tipping	1 working day	85.2%	81.1%
Pete Hyde	9	Removal of dog mess	Within 1 working day (2 days in 05/06)	99.6%	97.8%
Steve Finley	10(a)	Removal of abandoned car.	Burnt out - within 24 hrs	93.8%	100.0%
	10(b)		Wreck or dangerous - Within 24 hours (10 days in 05/06)	100.0%	100.0%
	10(c)		Runner - 15 working days	100.0%	100.0%
Christian Hayes	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	4 hrs to make safe and inform the owner. Owner to carry out repairs.	99.4%	100.0%

APPENDIX 2

Performance in 2006/7 compared to 2005/6

Resp		Request for Action	Target Response time	% within target response time	
Pete Hyde	12	Clear up spillage on carriageway.	4 hrs	99.8%	96.2%
Pete Hyde	13	Empty overflowing litter bin/dog bin	4 hrs	100.0%	93.8%
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4 hrs to sign and guard with,	100.0%	100.0%
	14(b)		blockage relieved within 1 working day.	100.0%	100.0%
Yvette Plimbley	15	Empty missed wheelie bin	Same day if reported before 1pm and within 1 working day if reported after 1.00pm	100.0%	100.0%
Yvette Plimbley	16	Remove bulky item (after receipt of payment).	10 working days.	100.0%	100.0%
Nigel Deffley	17	Remove racist or offensive graffiti	Within 1 working day.	98.3%	96.3%
Nigel Deffley	17a	Remove all 'other' graffiti	Within 5 working days	n/a	98.9%
Lewis Coates	18	Request for a Warden visit	4 working days. (5 working days in 05/06)	98.1%	99.2%
Lewis Coates	19	Clear up drug litter	Within 2 hrs (3 hrs in 05/06)	100.0%	99.2%
Lewis Coates	20	Report of a stray dog	Within 1 working day	94.3%	98.8%
Overall results				97.6%	97.6%

APPENDIX 3 - Proposed changes to response time framework for 2007/08

STREETPRIDE RESPONSE TIMES				Number of requests	% meeting target response time	Number of requests	% meeting target response time	Number of requests	% meeting target response time	% meeting target response times	% meeting target response times	
Resp		Request for Action	Target Response 2007/08	Apr-07		May-07		Jun-07		Cumulative (Year to Date)	Average this quarter	Comments
Christian Hayes	1(a)	Make safe dangerous overhanging trees/vegetation on highway land.	If necessary, the danger will be signed and guarded within 4 hrs.									
	1(b)		Cutting back will be carried out within 5 days.									
Christian Hayes	2(a)	Make safe dangerous overhanging trees/vegetation on private land.	If necessary, the danger will signed and guarded within 4 hrs.									
	2(b)		Cutting back by landowner - within 14 days (after written notice from Streetpride)									
Andy Rowley / Janet Walklate	3	Provision of estimate for Vehicular Access Crossing (where planning permission is not required)	10 working days (after receipt of written request).									
Allan Lewis	4	Street light out.	3 working days (for a non supply fault).									
Mick Powell	5(a)	Faulty traffic lights.	All lights out - 1 hr									
	5(b)		Single bulb failure - 24 hrs									
Christian Hayes	6	Dangerous defect in carriageway.	4 hrs after being reported by the public									
Christian Hayes	7	Dangerous defect on footpath.	4 hrs after being reported by the public									

APPENDIX 3 - Proposed changes to response time framework for 2007/08

Resp		Request for Action	Target Response 2007/08	Apr-07		May-07		Jun-07		Cumulative (Year to Date)	Average this quarter	Comments
Nigel Deffley	8	Removal of fly tipping	1 working day									
Pete Hyde	9	Removal of dog mess	1 working day									
Steve Finley	10(a)	Removal of abandoned car.	Burnt out - within 24 hrs									
	10(b)		Wreck or dangerous - within 24 hrs									
	10(c)		Runner - 15 working days									
Christian Hayes	11	Make safe missing cover e.g. public and private sewers, gas, water or BT apparatus.	4 hrs to make safe and inform the owner. Owner to carry out repairs.									
Pete Hyde	12	Clear up spillage on carriageway.	4 hrs									
Pete Hyde	13	Empty overflowing litter bin/dog bin	4 hrs									
Graham Kaye	14(a)	Clear blocked gully causing severe ponding.	4 hrs to sign and guard									
	14(b)		blockage relieved within 1 working day.									
Yvette Plimbley	15	Empty missed wheelie bin (if reported within 24 hrs of being missed),	Same day (if reported before 1pm) Within 1 working day (if reported after 1.00 p.m.)									
Yvette Plimbley	16	Remove bulky item (after receipt of payment).	9 working days (previously 10)									

APPENDIX 3 - Proposed changes to response time framework for 2007/08

Resp		Request for Action	Target Response 2007/08	Apr-07		May-07		Jun-07		Cumulative (Year to Date)	Average this quarter	Comments
Nigel Deffley	17	Remove racist or offensive graffiti (subject to agreement with the landowner)	1 working day .									
Nigel Deffley	17a	Remove 'other' graffiti (subject agreement with the landowner) - i.e. graffiti which is not racist or offensive	4 working days (previously 5)									
Lewis Coates	18	Request for an enforcement visit	4 working days.									
Lewis Coates	19	Clear up drug litter	2 hours									
Lewis Coates	20	Report of a stray dog	1 working day									
Steve Finley	21a	Investigate report of un-taxed vehicle and report to DVLA	24 hours (new)									
Steve Finley	21b	Remove un-taxed vehicle if authorised to do so by the DVLA	24 hours (new)									
Pete Hyde	22	Remove litter following a report and return street to high standard of cleanliness	7 working days (new)									
Overall Average										#DIV/0!	#DIV/0!	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21st May 2007
3.	Title:	St Mary's Road Area, Rawmarsh; Ward 10
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to introduce a 20mph speed limit zone with traffic calming measures in the St Mary's Road area, Rawmarsh, including the following roads:-

Bramheld Road	St Mary's Road	Hardie Place
New Street	Peakstone Mews	Manor Place
Chapel Street	Willow Avenue	Elm Place
Ingshead Avenue	Georgie Place	
Oates Avenue	Hallam Place	

6. Recommendations

i) The necessary consultations be undertaken regarding the proposed scheme;

ii) Authority be given for the detailed design to be carried out and subject to no objections being received for the scheme to be implemented;

iii) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2007/08 and Housing Market Renewal

7. Proposals and Details

It is proposed as part of Housing Market Renewal (HMR) to harden a number of grass verges in the St Mary's Road area as shown on drawing number 126/WS/1B. This in turn removes parked vehicles from the road and as such vehicle speeds could increase. In order to combat this potential rise in speeds it is proposed to designate the area a 20 mph speed limit zone incorporating all the roads above.

Traffic calming is also proposed in the form of a series of road humps to make the 20 mph speed limit self enforcing. The approximate locations of these are shown in drawing 126/WS/1B. Further to the scheme all entrances to the estate are to be provided with red surfacing within the junction mouths coupled with 20mph signs and plates. The plates are to be designed by local school children.

8. Finance

The scheme is estimated to cost £40,000. Funding is available from the Local Transport Plan (LTP) Integrated Transport Programme for 2007/08 and Housing Market Renewal (HMR), with the split being £30,000 from the LTP and £10,000 from HMR

9. Risks and Uncertainties

The estimated cost is dependant upon the need to divert Statutory Undertakers apparatus; this is expected to be minimal.

Any upheld objections to the proposed speed humps will result in the proposed 20mph zone being unable to be implemented on the non traffic calmed roads.

10. Policy and Performance Agenda Implications

The scheme is in line with the objectives set out in the second South Yorkshire Local Transport Plan, and the associated Road Safety strategy, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

Following the allocation of funding from Housing Market Renewal and the LTP, the Planning and Transportation Department assessed the injury accident record of roads in the Rawmarsh & Parkgate area. Following this investigation it was noted that the St Mary's Road estate would benefit from a 20mph limit zone due to two injury accidents in the estate, including one fatality, being recorded. Parts of the estate have already been traffic calmed and as a result no injury accidents have been recorded on these streets. It is envisaged that introducing a 20mph zone to the whole estate in conjunction with supporting traffic calming measures will reduce traffic speeds and as a result help reduce the potential for injury accidents in this area.

Contact Name: *Chris Armitage, Assistant Engineer, Ext. 2969,*
Chris.Armitage@rotherham.gov.uk



	Red surfacing
	Existing Speed Hump
	Speed Hump Proposed
	Kerb Hardening
	20mph Zone Extents

Client:

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

Rotherham Metropolitan Borough Council
 Environment & Development Services

Strategic Director Adam Wilkinson
 BSc (Hons) Planning, Planning Policy, Planning Practice, Planning

Rev.	Description

Title	
St Marys Road Estate, Rammarsh - Proposed 20mph zone with traffic calming	
Dwg. No.	126/WS/1B
Drawn	CA (P&T)
Date	MAY 07
Scale	1:2000
Scale (if any)	
Chd. by	

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21st May 2007
3.	Title:	Road Safety E.T.P. update – All Wards
4.	Directorate:	Environment & Development Services

5. Summary

To inform members of the work undertaken by the Road Safety ETP staff between September 2006 and April 2007

6. Recommendations

That the Cabinet Member notes the contents of the report

7. Proposals and Details

John Richardson, our latest recruit, started work In October. John shares the post of Assistant Road Safety Officer, working the latter three days of the week, while Ellie Parry, his job share, works the first two days.

We continue to provide a service to the community and are working much more closely with other colleagues, authorities and agencies to provide continuous improvement.

Education

Schools

We have provided:

- Talks and demonstrations of crossing roads using miniature equipment for infant children and playgroup children.at Wickersley Northfield, Swinton Brookfield, Trinity Croft, Aston Springwood, Thorpe Hesley, Laughton Harthill, Wales, Brinsworth Whitehill, Laughton C.E, Kilnhurst C.E, Thurcroft, St Anns, Swinton Queen, Canklow, Rawmarsh Monkwood and Wath Central schools The Arnold Centre, Greasbrough Rising Fives, and Anston Hillcrest and Mommas Nurseries
- Resources and staff input, on request, to enhance ongoing national curriculum work as follows:- Catcliffe, Anston Hillcrest and Aston Fence – colour and light. High Greave – Friction. Swallownest – people who help us. Whiston Worrygoose –transport, including a traffic count. Todwick – environment including traffic counts and a walk around the area. Wickersley St Albans - transport including crossing roads
- Talks on specific themes in primary school assemblies, mainly on the issues of being seen at night, green cross code, cycle safety and safety in cars. These took place at Wales, Anston Greenlands, Laughton C.E, Greasbrough, Meadow View, Whiston, Canklow and Thrybergh Fullerton schools.
- A special assembly at Kiveton Park Meadows School to discuss crossing procedures at the nearby newly installed Zebra Crossing.
- The Junior Road Safety Officers' scheme, whereby two children from each primary school promote good practice in road safety to their peers. This scheme continues to be popular, with 73 schools presently involved
- Materials and miniature crossing equipment for the Junior Road safety Officers at West Melton School who arranged and provided training for children in school
- A scenario based on assessing speed and distance and lessons on how to use a puffin crossing for 3000 junior school children attending the annual Crucial Crew event at the Magna centre in November/December
- The Heroes Road show for four comprehensive schools, sponsored by the Yorkshire and Humber Strategic Health Authority. This superb production based on risk taking was presented by an accident survivor who spoke openly about his accident and how this had affected his life. The aim of the show is not to deter young people from taking risks but to make them aware of the strategies they could adopt to significantly reduce the potential outcome.

- The Richard Rozel road safety magic show for 19 primary schools, between 5-16 March. The show covered many important road safety messages in a very amusing but educational manner.
- A short interactive road safety play entitled "Choices", for year 11 pupils at Dinnington and Thrybergh Comprehensive schools. This was designed to make pupils think about and discuss the consequences and outcomes of an accident.
- Staff involvement with a group of high risk, poor attending pupils at Dinnington Comprehensive
- Attendance and a display at a health event organised by School Nurses at Kimberworth Community Primary Hall on 12th February
- Materials suitable for adults with learning difficulties
- Materials for Maltby Stepping Stones Project, for use with parents and children with learning difficulties

Adult

- Groups of young mothers, at Thorpe Hesley, Swinton, Wickersley and Wath centres, with a talk on carrying children safely in the car. These are organised in conjunction with Health visitors.
- Information to the public on various subjects including the law relating to the carriage of children in cars/vans
- Continued support and promotion of the driver improvement scheme for motorists who have committed certain traffic offences.

Training

Schools

We have provided:

- Training for a group of volunteers who are to assist with the walking bus at Broom Valley School
- Pedestrian training for a group of mums and their children at High Greave Infant School
- Cycle training in the past but this has now been contracted out to Pedal Ready, who will be providing the new national standard training, to school children, on our behalf.

Publicity

- Distribution of materials in support of national publicity campaigns such as the new mobile phone law
- Provision of personalised parking outside school leaflets for several schools
- Banners discouraging parents from parking on school markings. These have proved to be very popular and we have purchased a further six.
- Participation in and distribution of materials for South Yorkshire wide campaigns aimed at drinking and driving and Motorcyclists
- Assistance with the "for my valentine" campaign aimed at young male drivers

- A presentation on behalf of Sherpa Management to the following children who were winners in a National Competition to formulate a design for a child's safety reflective/fluorescent tabard.
Charlie Lawrence – Treeton C.E.
Amber Pettinger – West Melton Primary
Each child had their design made up into a waistcoat and also received a gift voucher
- Assistance to Junior Road Safety Officers at Anston Greenlands who designed leaflets asking parents to park away from school and walk with their children. These were then distributed to offending parents. The initiative was also supported by staff from Parking Services and local Police Community Support Officers. Much media coverage was obtained.
- First Car magazines young drivers.

Partnership working

We:

- Continue to meet regularly with Road Safety Officers from all authorities within the Yorkshire and Humber region to share information and ideas
- Have contact with South Yorkshire Police, Fire service and Safety Camera Partnership and work together on a variety of topics
- Meet with representatives from other departments and the Health Authority
- Have arranged to meet with staff at Rawmarsh Comprehensive school to discuss Road Safety input on their Radio Station
- Have had meetings with the PCSOs for Maltby and Brinsworth to discuss ways of working together. Further meetings are to be arranged with those from the other districts
- Met with representatives from Community delivery to discuss future working
- Are planning to meet with community wardens to plan input into suggested child based initiatives.

Future events

We:

- Are working with the other 3 South Yorkshire Authorities, The safety Camera Partnership, Police, Fire and Ambulance Service as a Casualty Reduction Partnership. We will be producing publicity campaigns aimed at the following
April – Motorcyclists (urban bikers)
July – drink/drive and holiday routes in co-operation with Y&H Road Safety Officers
- Are providing a seat belt/child seat check day in the Journey Centre car park, Parkgate on 23rd June between 10.00am and 4.00pm. This will be supported by the Journey Centre, SY Police and Britax, car seat manufacturers, as part of child safety week.
- Will be working with our casualty reduction partners to provide an interactive display at the Meadowhall motor show. This will be held in the bus car park at Meadowhall on the 21-22 July 2007. Times to be confirmed.

- Will be supplying bookmarks to all primary school children and a newsletter, in support of the Walking week 21-25 May
- Are working with S. Y Police and local driving instructors to formulate a training package for learner drivers.

8. Finance

The revenue budget funds staff and an allocation of £26,424 for resources to support ongoing work.

9. Risks and Uncertainties

We will continue to provide road safety education training and publicity in the Rotherham Borough in an attempt to reduce casualties by working in partnership with others to achieve maximum benefits.

10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the South Yorkshire Local Transport Plan, for improving road safety, accessibility and social inclusion.

11. Background Papers and Consultation

Local Transport Plan

Contact Name : Sandra Crofts, Road Safety Officer ext 2957
sandra.crofts@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Cabinet Member and Advisers Meeting
2.	Date:	21 May 2007
3.	Title:	Rotherham Employment Land Review All wards affected
4.	Programme Area:	Planning and Transportation, Environment & Development Services

5. Summary

An Employment Land Review has been undertaken to support and inform preparation of the local employment framework, and to inform planning decisions. Following a consultation exercise a final document has been produced. This report outlines the comments received and recommended changes to the employment land review documents, and seeks authorisation for the review to be taken into account when determining relevant planning applications.

6. Recommendations

- That Cabinet Member notes this report and the contents of the final employment review.
- That Cabinet Member approves the use of the employment land review as a material consideration when determining planning applications
- That this report is referred to the LDF Steering Group meetings for information.

7. Proposals and Details

Background

In order to help provide a robust evidence base for preparation of the Local Development Framework (LDF) and assist when determining planning applications, the Council has produced an Employment Land Review. This has assessed the suitability for continued or potential use for economic purposes of a range of sites across Rotherham, focusing primarily on land allocated for employment development in the Unitary Development Plan but which remains undeveloped, and a number of other sites currently or formerly used for employment purposes. It also considers long term employment land requirements.

Consultation

Following internal consultation, the preliminary report was published for external consultation between 8th January and 2nd February 2007. Consultation is being targeted primarily at those with an interest in specific sites which have been surveyed. Contacts have been identified from sources such as previous correspondence and from planning application forms. Consultees also include other agents, consultancy firms and stakeholders with an interest in Rotherham's economy or with the development of Rotherham's Local Development Framework (LDF).

Further detail of this consultation exercise is set out in a consultation statement accompanying the final report. The employment land review will inform further work on the Local Development Framework, in particular the site allocations development plan document which will be subject to comprehensive community consultation in line with the programme for production set out in the Local Development Scheme.

Appendix A sets out the comments received in response to the consultation exercise, a consideration of the issues raised and any recommended change to the employment land review documents.

Responses were received from, or on behalf of 24 individuals or organisations covering a range of issues. Comments received from within the Council concerned transport and accessibility issues, sites identified as part of the Housing Market Renewal Pathfinder initiative, and the need to address flood risk issues. External comments from consultants primarily addressed specific sites, either supporting or objecting to site recommendations. Comments from Yorkshire Forward and Yorkshire and Humber Regional Assembly were generally supportive however suggested that improvements could be made particularly in respect of links with the economic strategy and the Sheffield City Region Development Programme and further consideration of de-allocating employment sites in unsustainable locations. Several comments queried the survey methodology and Sheffield City Council raised several issues in respect of the forecast of future employment land requirements.

The main changes to the document following consultation are the identification of sites which are within flood risk zones and whose allocation will be dependent upon satisfying the sequential and exception tests set out in PPS25, further clarification of Rotherham's economic strategy, and links with the Sheffield City Region work. Other changes have been made where new data or information is available (for example from monitoring information) and correction of errors. The final version will

incorporate an executive summary and improve the legibility of the site survey appendices.

Several site recommendations have been changed to reflect recent grants of planning permission; however no significant changes have been made in light of comments received on specific sites. The employment land review is intended to inform the more detailed site allocations work. As part of this the Council has sought details of sites to consider for allocation. As such it is likely that there will be further sites to consider both for allocation and de-allocation for employment use, and there may be potential to reconsider sites in light of new evidence and/or revised requirements.

Employment land review headlines

The employment land review highlights Rotherham's economic recovery since 2001 and that take up of allocated development sites and major windfalls have averaged around 17 hectares per year from adoption of the UDP in 1999 to 2006.

An examination of local economic prospects highlights that public services, manufacturing, construction and wholesale/retail are forecast to remain as key economic sectors within Rotherham. Growth is also expected across a range of Yorkshire Forward identified clusters. It identifies that around 330 hectares of employment land may be required to meet needs for the LDF period to 2021.

Following the review of employment land 189.65 hectares of land are recommended for allocation as employment development sites, of which 133.66 hectares are readily available for development. It also recommends that 3.56 hectares of land consisting of existing employment development sites are retained for employment use but not as development sites, and 113.82 hectares of employment land are recommended to be considered for alternative uses or allocations.

There is an identifiable shortfall in provision of between approximately 140 hectares of land when comparing sites favoured for allocation with employment land requirements to 2021. This will require further consideration when preparing the LDF site allocations development plan document.

8. Finance

This report has no financial implications for the Council

9. Risks and Uncertainties

The employment land review is a key document contributing to a robust evidence base for preparing the Local Development Framework. This evidence base is vital in ensuring that LDF documents assessed at Independent Examination satisfy the tests of soundness set out by the Planning Inspectorate.

Up-to-date employment land reviews are also important when determining planning applications, particularly in light of Planning Policy Statement 3 (Housing) which encourages the most efficient use of previously developed land when meeting housing requirements.

10. Policy and Performance Agenda Implications

The employment land review and its contribution towards the preparation of the Local Development Framework contributes to the Strategic Themes and Cross Cutting Themes by ensuring that employment land provision meets the needs of the modern economy and supporting sustainable communities through access to employment opportunities and promoting equality in terms of choice and opportunities

11. Background Papers and Consultation

- Appendix A: Consideration of responses to the Employment Land Review Consultation
- Employment Land Review and background papers (available in the Members Room)

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**Appendix A
Economic Regeneration and Development Services Cabinet Member and Advisers Meeting
21 May 2007**

**Rotherham Employment Land Review:
Summary and consideration of comments received**

Name/Organisation	Summary of comments	Consideration	Recommended changes
RMBC, Transport Unit	<p>The transportation unit make a number of comments:</p> <ul style="list-style-type: none"> • There does seem to be little mention of Public Transport access to sites. There is a focus on 'proximity to a railway' as representative of accessibility by public transport. It is suggested that the consultation is extended to include SYPTE. • Some sites not currently well served by a range of means of transport may be so in future following funding and may affect future viability • Might it be worth indicating if an employment site is likely to impact on a congested traffic route? Development of those sites might be compromised by a need to provide large scale transportation infrastructure improvements. • In some cases - notably the Manvers area - individual high quality cycle routes are not well connected to residential settlements and do not currently form a suitable network. • Many employment uses, particularly for office use and similar, might be better located near transport hubs in the town centre rather than dispersed in outlying areas such as Manvers / Dinnington. 	<p>Proximity to railway has been considered, but is not used as a replacement for considering public transport accessibility. SYPTE have been consulted and have provided data on accessibility of sites by public transport using the accession model to inform the site survey work (see background paper 3)</p> <p>Agree regarding the future accessibility of sites and potential impact on congested routes. Such issues will form part of the more detailed settlement and site analysis work in preparation of the site allocations development plan document. This is considered the most appropriate place to consider these issues.</p> <p>Knight Frank are preparing more detailed work on Rotherham's office market and further work will be required to consider how future requirements are met. However the employment land review has clearly stated a preference for the majority of new office development to be provided within town centres (particularly Rotherham town centre). The Council will also continue to apply the sequential test for new office development set out in PPS6.</p>	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
RMBC, Housing Market Renewal Pathfinder (neighbourhoods)	<p>The HMRP comments refer to masterplanning work for the Pathfinder and regeneration areas. It is noted that loss of employment land has been in isolated sites rather than fundamentally challenging the UDP regeneration areas. Reference is made to a number of sites within masterplanning areas where potential reallocation from employment use could be envisaged. It is also noted that there is considerable industrial land in steelworks use at Thrybergh which could conceivably fall victim to global competitive pressures during the plan period.</p>	<p>Whilst noting the comments, the loss of sites in isolated areas has raised concern that there are now fewer sites well placed to contribute towards ensuring sustainable communities.</p> <p>A number of the sites suggested by HMRP have been surveyed and a number are not allocated for employment use. Table 1 below summarises the response to these sites.</p> <p>With regard to the steelworks at Thrybergh, the importance of this site is acknowledged and we are currently seeking to engage Corus in discussions about the site to identify long term aspirations for the site, and to consider potential for better use of existing land within the site for other employment uses.</p> <p>This review has specifically considered employment land and the viability and suitability of sites for continued employment use. It is not considered the most appropriate forum for wider strategic consideration of sites and allocations. It is noted that HMRP and Forward Planning are liaising in respect of the LDF and that as such this is the most appropriate route for considering the Pathfinder masterplans in detail.</p>	None
Graham Kaye (RMBC drainage) & Environment Agency	<p>Concerns expressed around how flood plain/flood risk has been dealt with. The sites should be reviewed to ensure compliance with PPS25; 34 sites are within floodrisk zones 2/3 and the sequential test should be applied.</p>	<p>Flood risk was considered in respect of the site survey question which required consideration of site constraints, however was not considered as a standalone issue.</p> <p>The Environment Agency has provided further comments on a number of sites. Since the survey</p>	<p>Include further information regarding flood risk, including a schedule identifying sites within flood zones</p>

Name/Organisation	Summary of comments	Consideration	Recommended changes
		<p>work was concluded RMBC has also had a Strategic Flood Risk Assessment completed. In response to these concerns it is considered appropriate to include a separate section within the ELR considering flood risk.</p> <p>However it should also be noted that more detailed work will be undertaken on individual sites as part of the "site allocations" document on which work is progressing.</p>	
Gavin Winter, Spawforths	<p>Concur with view to reallocate the Croda away from employment but continue to contend that the site is unviable for any form of employment use</p> <p>Would like to clarify the relationship between Redirack and the Rotherham Waste Recycling Plant – they are two parcels of land and need to be considered separately</p>	<p>Whilst acknowledging that significant employment use on the Croda site is unlikely to be viable Forward Planning remain to be convinced that some limited form of employment use, such as live/work units could not be accommodated within any redevelopment. In view of this, and until convinced otherwise it is considered appropriate to favour a mixed use allocation which retains the potential for some employment use on site.</p> <p>The Redirack site and adjacent land (including the waste recycling company) were considered together. Given time and resource constraints the second stage of the site surveys considered both individual sites and also employment areas/groups of sites. It is considered appropriate to consider the Redirack and adjoining sites as one parcel given that they are the last remaining site(s) between Croda and the Ben Bailey residential development to the South.</p>	None
Ken Burley & Associates on behalf of Redirack Ltd	Regarding site 118 (Redirack) – argues that the site and adjoining land should be favoured for de-allocation from employment use and table 21 should be amended to reflect this. It is argued that	It is not considered that evidence has been produced at this stage which indicates that the site is no longer viable for employment use, particularly given the existing businesses operating on the site at present.	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
	reallocation to residential use rather than b1 use is preferable as part of a comprehensive strategy for this area	The area may be considered in greater detail as part of the site allocations work, however at this stage no change is favoured.	
English Heritage	No comment	Noted	None
Ian Gilder, ERM	<p>Generally support analysis of demand and supply.</p> <p>Support favoured option of de-allocation of the timber yard at Dinnington and this should be reflected in comments in table 21.</p> <p>The next logical step will be allocation for residential use in the LDF allocations document</p>	Noted. Agree regarding comments in table 21. It should be noted that the employment land review has considered suitability for employment use and where appropriate made an initial indication of potentially suitable alternative uses. The employment land review will feed into the site allocations work which will be progressed in 2007.	Amend table 21 to reflect favoured option for site
Rob Murfin, Yorkshire and Humber Assembly	Support the need for 230 ha of land to 2016 in view of compliance with draft RSS policy E3. It would assist clarity and justification if this was linked to a broader economic strategy. It would assist clarity of table 25 could read across to an economic strategy. The review could be clearer in its support for the RES and in particular spatial priorities and the implementation of the cluster development plans. The review could be more 'objective' and 'strategy' rather than opportunity driven. This may require further consideration of locations and reconsideration of justification for table 5.21	We welcome the comments and consider it appropriate to amend the document to clarify the economic strategy. The employment land review has responded to the emerging core strategy preferred options document and further opportunity to consider locations will be available as work on the submission core strategy continues, and the site allocations development plan document is progressed.	Amend to include further clarification and detail regarding economic strategy
Rob Murfin, Yorkshire and Humber Assembly	Encourage considering reallocation of sites which are not in sustainable locations rather than focussing on sites which are "difficult to market"	Site survey scores have considered a range of factors and the employment land review has favoured reallocation of sites in unsustainable locations. There is opportunity to consider sites further as part of the site allocations work, therefore no change to the study is favoured at this stage.	None
Rob Murfin, Yorkshire and Humber Assembly	It would provide clarity if the relative weight of emphasis between the ldf planning zones was provided up front. The strategic overview could map	The LDF planning zones are a means to divide the borough in terms of broad travel to work patterns and therefore there is no specific weight of emphasis to	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
	the implications of agreed spatial strategy drawing on draft RSS, the South Yorkshire Vision and the South Yorkshire Settlement Study	any zone. It is considered that the core strategy preferred option document most appropriately sets out the broader vision for the borough.	
Rob Murfin, Yorkshire and Humber Assembly	It would be useful if the key themes of the Sheffield City Region Development Plan (CDRP) could be reflected in the spatial messages emerging from the review	The City Region work has been acknowledged in the study, however it is considered appropriate to amend the report to further highlight the CDRP key themes.	Amend to highlight key CDRP themes
Rob Murfin, YHA & John Pilgrim, Yorkshire Forward	Welcome statement that the majority of additional office requirement will be concentrated within or on the edge of Rotherham town centre or other appropriate centres; however 'majority' could be better defined and the appropriate centres accord with a revised table 5.2. Would like to see a commitment to concentrate B1 uses in the town centre unless a suitable site is not available	Knight Frank is undertaking a South Yorkshire office market study on behalf of Renaissance South Yorkshire. It is considered that this study will inform office requirements in greater detail when complete. The Council supports and operates the sequential approach to office location set out in PPS6 and remains committed to this approach. As such it not felt appropriate to amend the study at this stage.	Amend to clarify the sequential approach to office locations
John Pilgrim, Yorkshire Forward	Welcomes the general approach taken in the report and notes that it is important that sufficient land is allocated to meet the land requirements of non-traditional manufacturing sector within Rotherham, and that suitable sites are available to meet the land requirements of the priority clusters (specifically the advanced engineering and metals cluster). The importance of directing retail developments to Rotherham town centre as opposed to out of centre locations is raised.	Welcome the comments and note that the employment land review acknowledges the likely increase in economic development taking place on non-traditional employment land. Further consideration of sites in, for example town and other centres, will be undertaken as part of the site allocations work. The ELR has identified the need to meet the needs of priority clusters, specifically including the protection of the advanced manufacturing park at Waverley. The comments regarding retail are noted, however are not of direct relevance to the ELR.	None
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	Object to the ELR. In particular the fundamental framework for considering employment issues is draft RSS policy E5 which has yet to be finalised and to which objections have been submitted, including that retention of employment land will limit the ability to meet the brownfield housing target. Not confident that the 75ha of land identified as likely to be lost from	The employment land review has been conducted having regard to the ODPM guidance note and both existing and emerging regional spatial strategy; in additional local and national guidance has also been taken into account. It is not considered that the fundamental framework for the employment land review is flawed.	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
	employment land use to 2016 will enable the borough to meet its brownfield housing target	This study has only considered employment land. Further work will be undertaken on housing requirements and site allocations work. Meeting the brownfield target is an issue for consideration in this broader work rather than the employment land review and therefore no change is considered necessary.	
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	The ELR is lengthy and not user friendly	Whilst the Council is disappointed that the provision of a comprehensive and transparent employment land review does not appear to be supported it is acknowledged that the site survey appendices could be made more user friendly and that an executive summary would be helpful in the final report	Amend to include an executive summary and improve the legibility of site survey appendices
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	The authority has failed to bring a reality check to which sites are attractive to the market given modern requirements	It is considered that the employment land review has taken account of modern market requirements (both in broad terms, and through consultation on site surveys with Rotherham Investment and Development Office). Opportunity for comment has been made available through the consultation process. Where further evidence on specific sites is available in the future it will be taken into account in making planning decisions.	None
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	It seems that sites in stage 2 are arbitrary, it is not a full survey of employment land and does not compare the relative value of the sites in terms of the whole supply of employment land	The methodology sets out the selection process for identifying sites and areas for survey. It does not reflect solely those sites for which an interest for other uses has been shown; it includes sites and areas close to residential areas which could come under pressure or be considered for release for other uses. A site specific review of all employment land is impractical and is not the intention of this review. However the industrial estate summaries are provided at appendix 1 of background paper 3 to move towards	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	It is noted that the employment land requirements for the east midlands region is only 18ha per year and it is questioned whether Rotherham's requirement of 12ha per year is realistic given the need to restructure the economy towards higher value jobs	<p>some measure of completeness.</p> <p>The restructuring of the economy has been taken into account, as has the forecast economic structure of Rotherham. The consideration of need for employment is considered robust, and I note that the Yorkshire and Humber Assembly raise no concerns regarding projected land requirements.</p>	None
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	Regarding Site 82 (Maltby) – the site surveyors qualifications are questioned in terms of considering market attractiveness, marketing potential and so on; the survey fails to mention a previous refusal of planning permission for employment use; the scoring mechanism is fundamentally flawed and the weighting given to each point should be fully transparent and should be agreed with stakeholders to proceed further; lack of market interest in the site indicates that it is wrongly being retained as an employment site; the overall score of 3 is unsupportable.	<p>Background paper 3 sets out in detail the methodology adopted in the review. The scoring methodology is considered to be transparent and not fundamentally flawed.</p> <p>It should be noted that the site survey covers the whole B1 allocation which includes several existing businesses in addition to Lantern Engineering.</p> <p>Colleagues within RIDO were asked to provide comments on the market potential of surveyed sites in their professional capacity. This then informed the scores on the site survey. I would note that for this site RIDO indicated marketing potential as medium to low. This was recorded as a score of 2 for the relevant question in the survey. I am satisfied that the overall score of 2 for the market attractiveness factors is appropriate having regard to the scoring of questions within this section.</p> <p>The overall score and favoured option reflects a consideration of the scores for all three categories. It scored 2 for market attractiveness, 2 for sustainability and 3 for strategic factors. On balance an overall score of 3 was applied reflecting the scores, the presence of existing commercial uses on site, its</p>	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
		<p>location within the settlement and lack of land for new employment development in Maltby.</p> <p>I do not consider that the evidence provided is of sufficient weight that would alter the overall score significantly to favour re-allocation. In view of the reasonable sustainability and high strategic scores I remain of the opinion that the favoured site option should be retention of the employment allocation.</p> <p>Reference to the previous refusal of planning permission is not directly relevant given that the permission related to a B2 use; I note that the site is allocated for B1 employment uses and the review favours retention for B1 allocation.</p>	
Janet Hodson (on behalf of Ben Bailey homes and Keyland Developments)	Regarding site 67 (France Street, Parkgate) – support the findings in terms of retaining for residential allocation	Noted	None
Janet Hodson (on behalf of Keyland Ltd)	Regarding site 87 (Wadsworth Road, Bramley) – the keyland site and remaining land should be assessed separately. The authority have accepted the principle of residential development on the keyland site and this should be reflected in the report.	Since the surveys were undertaken the Council has resolved to grant permission for housing on part of this site. It is appropriate for the ELR to reflect this in the final report	Amend to reflect resolution to grant planning permission
Janet Hodson (on behalf of Ivanhoe properties and David James)	Regarding site 89 (Masbrough) – The current properties are unattractive to modern employment uses and there is no realistic demand for such premises today. It is not possible to reuse the floorspace and the site would not be viable for redevelopment for employment use. Objection is made to the summary score and to the score for market attractiveness. The site should be considered for a mix of uses (including retail/leisure/community) and should	<p>The favoured option is to retain the mixed use allocation, however no evidence has been put forward to support the comments submitted in terms of employment viability and as such it is considered that no change to the favoured recommendation or scoring is necessary.</p> <p>This is a large area and any change would have significant impact upon the area. Any further</p>	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
	more positively reflect the mixed use approach currently outlined in the udp , there are alternative employment sites nearby identified for retention	consideration of this site should be in the context of the site allocations work, including the detailed context of any mixed use allocation.	
Janet Hodson (on behalf of Ben Bailey homes) & Smiths Chartered Surveyors	Regarding site 70 (Brampton Enterprise Centre) – argue that the site is highly appropriate for alternative uses (including housing), that the condition of the premises and profile within the area make it unattractive to the market and it is not a good strategic site	The site forms part of the borough’s offer in terms of providing opportunities for small businesses, including youth enterprise. It is an entirely suitable B1 use for its location and is currently in use and marketed by RIDO. As such there is no evidence that it is not viable as an employment use, nor that it will not continue to play such a role in the future. As such no change is considered appropriate.	None
GVA Grimley on behalf of Sheffield Business Park	Regarding site 122 (greenbelt land adjacent to the Parkway) – argued that the site no longer fulfils a greenbelt role, that retention of greenbelt may lead to encroachment in order to develop other parts of Sheffield Business Park, that the site is attractive to the market and meets acknowledged need for B1 space within Sheffield and Rotherham and should be allocated for employment use	Sheffield City Council has recently granted permission for redevelopment of the airport site within Sheffield Business Park for significant employment development. In addition land within the business park which had permission for office development was recently granted permission for use as a car showroom (a significantly lower job density use). Justification put forward to support the proposed car showroom use included a current lack of demand for the site for employment use. In view of the above it is not considered that there is a current need to consider release of the greenbelt in this location at present. No change to the report is recommended.	None
GVA Grimley on behalf of Wolseley UK Ltd	Regarding site 104 (Timber yard and adjoining land, Dinnington). This representation supports the favoured option for de-allocation of the site from employment use	Noted	None
GVA Grimley on behalf of Threadneedle Property Investments Ltd	Regarding UDP allocation E30 – it is noted that this site is not mentioned in the UDP and safeguarding for employment redevelopment is sought	The site has not been included in the review as it is recorded as developed in the Council’s monitoring schedules, and it is located at the heart of an employment area considered unlikely/unsuitable for development for alternative purposes. It is envisaged	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
		that the site will remain in employment use in the future. The future of sites not reviewed as part of the employment land review will be considered as part of the Council's site allocations work which has recently commenced.	
GVA Grimley on behalf of Express Parks Developments	The favoured approach regarding sites 43 and 44 at Manvers are supported however it is noted that site 52 (part of UDP allocation E6) is favoured for removal from the mixed use allocation and is not supported	Part of the mixed use area site 52 is already allocated as an employment development site as part of E6. As such the favoured option does not seek to remove this area from the mixed use allocation; rather it seeks to retain its current status as an employment development site.	None
Indigo planning on behalf of Safety Kleen Ltd	Request that site 108 (North of Todwick Road) is retained for employment purposes	This is in line with current favoured option.	None
Bolsover district council	No specific comments to make at this time	Noted.	None
GVA Grimley on behalf of Laycast Ltd	Regarding site 98 (Laycast, Woodhouse Mill) – it is argued that the site should be considered for alternative uses, that as previously developed land the site could help meet housing requirements and that a mixed use option could include appropriate B1 office developments	<p>It is not considered that evidence that the site is not viable for employment use has been provided. In respect of B1 office use I would note that this site is in an out of centre location and would not be favoured for office use. Office floorspace would only be acceptable should proposals demonstrate compliance with the tests set out in PPS6 (Planning for Town Centres).</p> <p>It is not the role of the employment land review to consider in detail the suitability of sites for alternative uses; favoured options, where they are different to employment use are an indicative indication of uses which may be suitable for the site. More detailed work will be undertaken as part of the site allocations work.</p> <p>No change is considered necessary.</p>	None
GVA Grimley on behalf	Regarding site 56 (former Guest and Crimes site) –	Welcome the comments. It is acknowledged that	Amend to remove

Name/Organisation	Summary of comments	Consideration	Recommended changes
of Evans Property Group	the favoured option identified is supported, however it is not appropriate to make reference to the current OJEU process and any previous negotiations regarding this site.	references to previous negotiations regarding this site are not necessary and that the report should be amended to remove these. With regard to the OJEU process this is a matter of public record and sets out identified requirements for Council and is therefore a relevant consideration. However the report should be amended to ensure that this is not considered in the context of this site.	references to the OJEU process in the context of this site
Indigo Planning on behalf of National Grid and Signet Planning	Regarding site 45 (Station Road, Wath) – argues that there is an ample supply of employment land, in particular in the north of the borough and that re-allocation of site E7 will not affect supply; that the site has not attracted market interest since allocation in the UDP and this has been given insufficient weight in the assessment; disagree with conclusions regarding the site’s market attractiveness and argue that given constraints the site will remain undeveloped; the national grid element of E7 should be reallocated for residential use; that the whole of E7 should be considered for reallocation to residential; the scoring should be based on clearly stated and specified findings; that residential development would have a regenerative effect and deliver a local balance between employment and housing	<p>As previously indicated the methodology for the survey and scores for each site assessed are included within the employment land review. It is considered therefore that the findings are clearly stated and transparent.</p> <p>E7 remains one of the few larger sites allocated for employment use within the Wath area and given its context loss of the site will affect future supply by removing a site close to Wath town centre. Re-allocating part of this site is, in our opinion, detrimental to bringing the wider site forward for development and a comprehensive approach to development should be considered.</p> <p>Whilst it has not attracted market interest to date this may in part be attributable to the significant amounts of land previously available at Manvers with Enterprise Zone status. Little of this land now remains and therefore this site may become more attractive to the market in the future. It is agreed that there should be a balance between housing and employment and as such it is considered that this site remains suitable to help ensure that sustainable, accessible employment sites are available within Wath. It is not considered that the evidence put forward has demonstrated that</p>	None

Name/Organisation	Summary of comments	Consideration	Recommended changes
		the site survey score should be amended and as such the favoured option for the site remains.	
Sheffield City Council	<p>Is there an element of double counting by including a 75ha additional land requirement to replace land lost? Presumably the jobs need approach allows for that amount of employment lost on 75ha to be reallocated?</p> <p>Are the REM job requirement figures total employment or are they B1/2/8 jobs in line with the figures in the draft Regional Spatial Strategy?</p> <p>Why does the requirement relate to a 17 year requirement to 2021, when this is 15 years from the projections?</p>	<p>The figures in table 5 of background paper 2 remain correct however table 5 should be amended to acknowledge that an additional 75ha of land has been added to all forecasts except the jobs need assessment (which has included this 75ha as part of the forecast methodology).</p> <p>The REM figures are total jobs however as part of the methodology to derive land requirements an assumption has been made that 60% of new jobs will be on traditional employment land (B1/2/8) and of this 60% a further assumption has been made of the division of jobs by B1/2/8 sectors.</p> <p>In background paper 2 an error in calculation has been identified when factoring replacement employment land in to the regional econometric modelling work. This slightly reduces the resulting land requirements. In addition the average take-up rate from 1999-2004 has been corrected from 12.8ha to 15.2ha. These changes do not alter the recommendation to plan for around 230ha of land to 2016 or 330ha to 2021.</p> <p>Calculations projecting take up rates forward and the jobs need assessment both take 2004 as a base date, with the regional econometric modelling using base dates of 2005 and in the most recent modelling 2006. The 230ha requirement to 2016 has had regard to the range of land requirements derived from the methodologies rather than favouring any one. For ease of calculation the employment land requirements</p>	<p>Amend table 5 to clarify the addition of 75ha of replacement land.</p> <p>Amend to correct calculations in background paper 2, and to clarify the employment forecasts, in particular the base dates for calculating requirements</p>

Name/Organisation	Summary of comments	Consideration	Recommended changes
		<p>have been assumed as meeting requirements over the period of 2004 – 2016, and 2004 – 2021. However in identifying a requirement to 2021 the average yearly take up has been applied and the figure calculated from a base date of 2004 (ie 17 years). An alternative approach would be to add an additional 5 years to the 2016 requirement based on average take up of 13ha per year: 5 years at 13ha/year take up = 65ha, plus 5 years replacement land at 6.3ha/year = 31.5ha = 96.5ha. This gives a requirement to 2021 of 326.5ha, which broadly relates to the 328ha figure</p>	

AREA	Address	Current Use	Comment	Planning response
Rawmarsh Parkgate	Stagecoach Depot	Bus Depot	Potential Residential Use	ELR favours retention for employment use
	Westfield Rd	Workshops	Potential Residential Use	Viable site currently in use – ELR favours retention for employment use
	School Lane	Industrial	Potential Residential Use as part of mixed housing and open space	ELR favours retention for employment use
	Craven St	Industrial	Potential Residential Use	Currently in residential allocation
Rotherham East	Peugeot, Fitzwilliam Rd	Car Showroom	Potential Residential Use	Currently in residential allocation
	Shakespeare Rd Eastwood	Industrial	Potential Residential Use	ELR favours retention for employment use
	St Johns Rd	former Dairy	Potential Residential Use	Currently in residential allocation
	ATS, Fitzwilliam Rd	tyre depot	Potential Residential Use	Currently in residential allocation
Wath Swinton	Wharf Rd, Kilnhurst		Potential Residential Use	Already under construction for residential use
	Whitlee Ind Est, Swinton		Potential Residential Use?	A number of plots in this area have been

				assessed; one of which is favoured for re-allocation (site reference 114)
Rotherham West	Masbrough Bus Depot adj above		Mixed use in Masterplan, potential residential	ELR favours retention of mixed use allocation
			Potential Residential Use	ELR favours retention of mixed use allocation
	Millmoor area, adj riverside		Potential Residential Use as part of mixed use	ELR favours retention for employment use
	Gloystarne/Guest and Chrimes		Potential Residential Use as part of mixed use	ELR favours retention of mixed use allocation (which could include housing)
	Thornhill/Tenter St		Potential Residential Use as part of mixed use	No sites surveyed in this area. If this refers to the former school site then this is currently allocated for community use.
REGENERATION AREA				
Dinnington	Manor Rd/Queen St	Builders Depot	Potential Residential Use	Currently in residential allocation
	Silverdales Head	Concrete Furniture manufacture	UDP Allocated Residential Use	Currently in residential allocation
Maltby	Hamilton Rd	Builders Depot	Potential Residential Use	ELR favours retention of employment allocation
West and Rural	Kiveton Park Station		Potential Residential Use as part of mixed use	ELR favours reallocation to greenspace/greenbelt in view of unsustainable location

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	21 May 2007
3.	Title:	Yorkshire Highways and Utilities Committee (YHAUC) Charter for Works in the Street
4.	Programme Area:	Environment and Development Services

5. Summary

For Cabinet Member to be made aware of the work currently being undertaken by Streetpride as part of the Yorkshire Highways and Utilities Committee, and in particular the work connected with the consistency of approach to be achieved through a Yorkshire wide Charter

6. Recommendations

(1) that The Director of Rotherham Streetpride (or his deputy) be authorised to attend the signing ceremony, for a Yorkshire Charter, on behalf of the Highway Authority and Traffic Manager.

7. Proposals and Details

Rotherham Streetpride, acting in the Council's capacity of Highway Authority, sits on the Yorkshire Highways and Utilities Committee (YHAUC). This body's main aims are to cement a partnership between highway authorities and the utilities in terms of the co-ordination of works, the implementation of works and the general workmanship of all works carried out on our highway.

The new duties which have been imposed on Local Traffic Authorities as part of the Traffic Management Act 2004 necessitated a similar type of "joined up" approach and this led to the formation of the Yorkshire Traffic Managers Group (YTMG).

Although both organisations have their own business plans, goals and aspirations, there are a considerable number of areas where the aims and objectives are similar, for instance the need to reduce disruption.

In the Yorkshire region it was therefore felt, at a very early stage, that these two groups (YHAUC and YTMG) should be closely linked to be able to co-ordinate, wherever possible, these common aims, in effect to have a practical "joined up" approach.

One of the suggestions made through YHAUC was for a Yorkshire wide charter which would align the commitments and service levels of all 15 Highway Authorities and 11 Utilities who currently operate within the region.

This approach would not only lead to a consistency of co-ordination and working practices between neighbouring authorities within the whole Yorkshire region, but to anyone travelling through Yorkshire the journey would appear "seamless" in terms of the approach by Councils and utilities, in full accord with the aims of the Traffic Management Act and the Local Transport Plan.

Officers from Rotherham Streetpride, together with the Councils Traffic Manager have been actively involved in many of the working groups whose work has led to the formulation of the document which is attached as Appendix A to this report.

Both YHAUC and YTMG have been at the forefront of implementing legislation in relation to both the New Roads and Street Works Act and the Traffic Management Act, and many of the practical solutions introduced have been adopted as best practice.

In terms of the Charter, it is felt that this would be a first step in obtaining a Yorkshire wide Charter Mark (the first of its kind). It is therefore felt that a formal signing ceremony, which would involve key personnel from all 15 Highway Authorities and 11 Utilities, would be most appropriate to mark this significant development.

It is therefore suggested that The Director of Rotherham Streetpride (or his deputy) be authorised to attend the signing ceremony on behalf of the Highway Authority and Traffic Manager.

8. Finance

The Charter has a number of crucial performance indicators (PI's) which are attached as an addendum to the charter (charter dashboard). Rotherham's performance will be benchmarked against the other 14 highway authorities in Yorkshire. These PI's will help to improve standards which should be obtained through implementation of best practice. The PI's will include information relating to work durations, reinstatement standards and so on. Some investment in new technology may be required, but this cannot be quantified at this stage.

9. Risks and Uncertainties

If we do not continue to be at the forefront of ever evolving legislation, we may run the risk of having an intervention order imposed on us for poor performance, under the Traffic Management Act 2004.

10. Policy and Performance Agenda Implications

The development of a Charter accords with the aims and objectives of the LTP2 and seeks to minimise disruption to traffic in accordance with the requirements of The Traffic Management Act 2004.

11. Background Papers and Consultation

Traffic Management Act 2004
New Roads and Street Works Act 1991
Local Transport Plan
Appendix A – YHAUC Charter for works in the street.

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APPENDIX A

Yorkshire Highways and Utilities Committee (YHAUC) Charter for Works in the Street



The Yorkshire Highway Authorities and Utilities Committee, is one of the regional Highway Authorities & Utilities Committees established throughout the UK.

Our aim is to work together to implement continuous improvement solutions and minimise disruption by effectively managing street and highway works

About the Charter

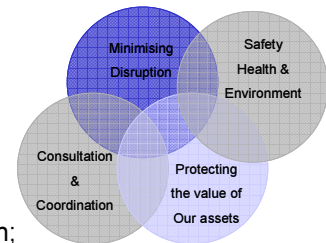
This Charter covering works in the street will help you understand the Commitments and Service Standards that members of YHAUC have agreed to provide to its Customers (users of the highway) together with an insight into how our standards are measured.

We recognise that we have a wide range of Customers within Yorkshire necessitating all members of YHAUC and their respective organisations to work in the spirit of mutual trust and cooperation in the interests of:

- ❖ Minimising Disruption;
- ❖ Providing effective consultation and coordination in respect of works in the street;
- ❖ Safety, Health and the Environment;
- ❖ Protecting the value of our assets;

and

- ❖ Achieving high quality and sustainable standards together with;
- ❖ Continually improving Standards and Service Commitments.



Commitments and Service Standards

1. To Minimise Disruption

Roads and footways are essential to modern day society carrying not only people and goods but also essential services, such as water, gas, electricity and tele-communications. We recognise that our Customers expect to have reliable travel times with minimal disruption to their journey. Essential maintenance and improvement works to roads, footways and utility services can lead to delays. As part of our commitments we will endeavour to minimise this disruption by influencing our respective organisation's to manage work activities with regard to this basic Customer expectation.

Service Standards

We will:

- Monitor the duration of works in the street and set reasonable duration periods for completion. We will monitor the number of works which take longer than necessary and the percentage of works completed on time.
- Aim to carry out works at a time which minimises disruption.
- Influence our respective organisations in developing and implementing new construction techniques or best industry practice to minimise the impact of our works on our Customers. We will gather information about these techniques and demonstrate their impact in reducing the time to complete works.
- Encourage adoption of a **Right First Time Approach** and monitor levels of success by establishing performance measures to monitor the quality of works and the percentage of permanent reinstatements which will avoid the need to return at a later date.

2. Consultation and Coordination

We recognise that works in the street, should be undertaken in a way that meets the approval of the local community. We are therefore committed to ensuring that works in the street are coordinated effectively and carried out in consultation with our customers.

Service Standards

We will:

- Coordinate the increasing and often conflicting demands to maintain and improve roads, footways and utility services for the community in the most timely and effective manner. This can be achieved by each organisation providing advance information regarding works in the street which allows consideration to be given of the likely impact on the local community.
- Aim to ensure that our work programmes are flexible but at the same time ensuring customer preferences and the regulatory and investment priorities of each organisation are met.
- Endeavour to measure customer satisfaction through questionnaires and surveys which will be used to establish a benchmark from which performance improvement can be measured.
- Promote involvement and consultation with key stakeholders and customers.
- Ensure that information regarding works in the street is recorded appropriately and meets regulatory requirements.

3. Safety, Health and the Environment

We are fully committed to ensuring a safe, healthy and sustainable environment. This will include providing Customers, especially pedestrians and people with disabilities, with a safe journey through our works; protecting the environment from excessive noise, fumes and dust and monitoring the safety of those undertaking the works. With ever reducing natural resources and an increased need to protect the environment for future generations we are committed to reducing, reusing and/or recycling materials we have excavated.

Service Standards

We will:

- Ensure people are appropriately trained and qualified for the role they occupy.
- Ensure people have the correct equipment to carry out their activities effectively and safely.
- Minimum standards with signing, lighting and guarding are achieved.
- Ensure quality issues in respect of workmanship are addressed quickly and works are monitored to ensure that they are completed on time.
- Contribute to developing and identifying best practice to provide a safe, healthy and sustainable environment and strive towards implementing best practice ideas in all organisations.
- Ensure our service providers maintain high standards.
- Monitor compliance against our CARE initiative. The CARE initiative has been established to improve the quality of signing and guarding at sites. CARE stands for **C**arry enough equipment, **A**chieve first time results, **R**egulatory maintain sites, **E**nsure speedy closure of works.
- Promote the use of recycled materials.

4. Protecting the value of our assets

Highway and Utility assets have been built up over many years. This significant investment needs to be protected by ensuring that damage to these assets is minimised during works in the street.

Service Standards

We will:

- Endeavour to ensure that all works are carried out to the highest standard.
 - Influence our respective organisations to deploy new technologies with the aim of protecting the assets.
 - Investigate the quality of reinstatements by using tests to establish whether regulatory standards have been met.
 - Work together to develop new initiatives and share best practice for the benefit of our Customers.
-

Providing Evidence

Evidence to demonstrate compliance with this Charter will be disseminated to key stakeholders, people within each of YHAUC's individual organisations and our Customers.

Key documents, such as the YHAUC Business Plan, best practice procedures, meeting minutes and action points will be published on the YHAUC web-site. The YHAUC secretary will have the responsibility for ensuring timely provision of information / data published on the web-site.

The Key Performance Indicators set out in Appendix 1 are based on the principle that they will contribute to a culture of improvement. They are designed to measure performance in all the key areas of the Charter. Reports will be produced and verified on a quarterly basis with reviews at YHAUC to ensure understanding of the previous and current position. The process will also require a review and where appropriate setting of future performance targets.



Charter
Dashboard.xls

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Delegated Powers Meeting
2.	Date:	21 May 2007
3.	Title:	Performance Indicators first quarter results 1 April to 31 March 2006/2007
4.	Directorate:	Environment and Development Services

5. Summary

To ensure continuous improvement of its services the Council has introduced a quarterly system of reporting its performance indicators and these have been set with agreed targets and priorities of the Community, Members and Senior Managers.

This report outlines the performance results for the fourth quarter of the year 2006/2007. The report focuses on indicators affected by the following issues:-

- Performance measures in the EDS suite of performance indicators.
- Performance indicators that have not reached their target setting.
- All England quartile comparisons.
- BVPI Survey results.
- New performance measures.

6. Recommendations

It is resolved that:-

- a) **The Cabinet Member considers EDS performance results.**
- b) **The performance indicator fourth quarter results for 2006/2007 are noted.**
- c) **That the Councils position in comparison with the Audit Commission 2005/2006 All England results is noted.**

7. Proposals and Details

The programme area has changed its approach to quarterly reporting and is focussing its attention on performance indicators that have failed to meet their target.

The report consists of:-

- a) A main report containing the EDS suite of performance indicators.
- b) An exception report identifying performance indicators that require attention entitled Performance News and Fourth Quarter kpi Summary 2006/2007.
- c) BVPI 2006 Survey results – Produced by the Audit Commission.
- d) The EDS Programme Area Management Team aim to improve the indicators contained in the exception report.

8. Finance

Financial support for the performance measures comes from set budgets, Local Transport Plan (LTP), Single Regeneration Budget (SRB), Objective 1, Planning Delivery Grant and in the case of LPSA performance indicators through Government funding. A small percentage of indicators attract incoming subscriptions. Indicators requiring financial support have been identified in the exception report.

9. Risks and Uncertainties

Performance Management is a key driver in the effective delivery and provision of services. It is also a specific theme within the Comprehensive Performance Assessment (CPA) framework and will feature in the assessment from this year onwards.

Financial support plays a major part in ensuring that indicators achieve their targets including:-

- Budget for operational support and schemes.
- Grants SRB, LTP and Objective 1
- LPSA funding for BV 96, BV 99 (stats 19), and BV 109
- Planning Delivery Grant which is also supported by the Pendleton assessment concerning electronic access to planning and we now satisfy 20 out of 21 maximum points required, reference to BV 205. Once online payment for planning applications is achieved Rotherham will have the maximum of 21 points.

10. Policy and Performance Agenda Implications

Links to:- The Councils Golden Thread

- Political Priorities (Councils themes)
- Community Plan
- Corporate Plan

- Local Authority Agreement
- LPSA
- Service Plans and the services that will carry out the performance agenda.

11. Background Papers and Consultation

Reports includes

Appendix A, the third quarter results of the EDS suite of performance indicators

Appendix B, the third quarter performance indicator summary report.

Appendix C, the 2006 Audit Commission BVPI Survey Results.

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Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
BV099a (i)	Road Accident Casualties: KSI all people	Transport	Stuart Savage	Number of People killed or seriously injured (KSI) in road traffic collisions.	83.00	2005 93	30	17	23	26	2006 96	2006 112	2006 96	Yes	😊	This part of the indicator has performed well in 2005 with a figure of 93 being achieved against a target of 113. This is partly due to key actions in the LPSA bid coming on stream in 2005 such as additional police enforcement and the installation of speed activated signs at accident hotspots. The targets from 2006 onwards have been rebase lined on the 2001 -2004 average rather than the 1994 -1998 average used previously. While the outturn figure for 2006 is above that for 2005 it is still well below the revised target.
BV099a (ii)	Road Accident Casualties: KSI all people	Transport	Stuart Savage	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the previous year.	-19.20	-38.0%										
BV099a (iii)	Road Accident Casualties: KSI all people	Transport	Stuart Savage	Percentage change in the number of people killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average.	-40.20	-38.8%										
BV099b (i)	Road Accident Casualties: KSI children	Transport	Stuart Savage	Number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions.	11.00	19	2	4	3	3	2006 12	2006 17	2006 12	Yes	😊	The child KSI fig for 2005 is 19 which is below the target of 26. The targets from 2006 onwards have been rebase lined on the 2001 -2004 average rather than the 1994 -1998 average used previously. The outturn for 2006 is below this revised target
BV099b (ii)	Road Accident Casualties: KSI children	Transport	Stuart Savage	Percentage change in the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions since the previous year.	-26.50	-9.50%										
BV099b (iii)	Road Accident Casualties: KSI children	Transport	Stuart Savage	Percentage change in the number of children killed or seriously injured (KSI) in road traffic collisions since the 1994-98 average.	-55.70	-47.20%										
BV099c (i)	Road Accident Casualties: Slight Injuries	Transport	Stuart Savage	Number of people slightly injured in road traffic collisions.	718.00	1103	250	281	302	369	2006 1202	2006 1195	2006 1202	Yes	😊	This number of SI's reduced to 1103 in 2005 from 1195 in 2004 but the outturn figure was still slightly above the target of 1068. The targets from 2006 onwards have been rebase lined on the 2001 -2004 average rather than the 1994 -1998 average used previously. The 2006 outturn figure shows that SI's increased on the 2005 figure and narrowly missed the target.
BV099c (ii)	Road Accident Casualties: Slight Injuries	Transport	Stuart Savage	Percentage change in the number of people slightly injured in the road traffic collisions since the previous year.	-8.60	-7.70%										
BV099c (iii)	Road Accident Casualties: Slight Injuries	Transport	Stuart Savage	Percentage change in the number of people slightly injured in road traffic collisions since the 1994-98 average.	-21.10	-2.40%										
BV100	Temporary Road Closures	Transport	Andrew Rowley	Number of days of temporary traffic controls, or road closure, on traffic sensitive roads, caused by road works, per km of traffic sensitive road.	0.10	0	0.00	0.00	0.00	0.00	0.00	0.02	0.00	Yes	😊	Target was achieved.
BV106	New Homes on Previously Developed Land	Planning	Nick Ward	Percentage of new homes built on previously developed land.	96.47%	51.09%	67.77%	76.05%	65.44%	72.99%	70.94%	55.00%	70.94%	Yes	😊	Cabinet approved a policy introducing a presumption against the granting of planning permission for residential development on "Greenfield" land. By removing the option of developing on Greenfield sites, the presumption against greenfield development, along with previous controls on the release of greenfield sites, has increased the Previously Developed Land (PDL) or "Brownfield" percentage for this year. This, however, has been at the expense of the overall completion rate, which we must maintain over the long term. The large number of planning permissions for housing granted in the last two years, which are mostly on PDL, mean that completion rate should improve and improvements in th PDL percentage should be maintained. Review of housing policies in the Local Development Framework will allow a reassessment of allocations to address this issue in the longer term.
BV109a	Planning Applications: Major Applications	Planning	Karl Battersby/ Bronwen Peace	Percentage of major applications determined within 13 weeks.	74.90%	64.20%	75.00%	72.72%	73.08%	60.61%	69.39%	65.00%	69.39%	Yes	😊	Above target
BV109b	Planning Applications: Minor applications	Planning	Karl Battersby/ Bronwen Peace	Percentage of minor applications determined within 8 weeks.	81.07%	67.66%	79.41%	75.49%	73.05%	65.42%	75.06%	70.00%	75.06%	Yes	😊	Above target

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
BV109c	Planning Applications: 'Other' applications	Planning	Karl Battersby /Bronwen Peace	Percentage of 'other' applications determined within 8 weeks.	91%	80.17%	92.20%	91.32%	89.26%	85.71%	89.99%	88.00%	89.99%	Yes	😊	Above target
BV156	Buildings Accessible to People with a Disability	Corporate Health	Stuart Carr/ Eric Stowe	The Percentage of Authority buildings open to the public in which all public areas are suitable for, and accessible to, disabled people.	84.70%	53.09%	53.09%	53.09%	53.09%	53.09%	53.09%	60.00%	53.09%	No	😞	No improvements were been carried out on properties during this financial year because funding support of £200,000 was not approved. We now have an approved budget of £400,000 for 2007/08 and will be carrying out 2 years improvements during 2007/08 to reach the original 2007/08 target of 70%.
BV165	Pedestrian Crossings with Facilities for Disabled People	Transport	Mick Powell	The percentage of pedestrian crossings with facilities for disabled people, as a proportion of all crossings in the local authority area.	100.0%	100%	100.00%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	Yes	😊	Crossings are complete
BV178	Footpaths and Rights of Way Easy to Use by the Public	Transport	Bob Stock	The percentage of the total length of rights of way in the local authority area, that are easy to use by the general public.	88.1%	93.50%	94.00%	96.30%	93.80%	95.40%	95.10%	95%	95.10%	Yes	😊	Target was achieved.
BV179	Standard Searches within 10 Days	Planning	Karl Battersby/Phil Reynders	The Percentage of standard searches carried out within 10 working days.	100%	99.92%	99.94%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	Yes	😊	Target was achieved.
BV187	Condition of Surface Footway	Transport	Bob Stock	Percentage of the category 1, 1a and 2 footway network where structural maintenance should be considered.	12.0%	45.30%	44.8%	45.02%	47.69%	46.42%	46.42%	43.00%	46.42%	No	😞	Target not met. Some works undertaken at end of year had a positive effect but in general the works undertaken this year were insufficient to match general deterioration across the network. Target had been set in expectation of additional Capital funding that has not been received.
BV199a	Local Street and Environmental Cleanliness - Litter & Detritus	Waste and Cleanliness	Chris Hayes	The proportion of relevant land and highways (expressed as a percentage) that is assessed as having combined deposits of litter and detritus that fall below and acceptable level.	8.80%	8%	9%	9%	9.30%	8.6%	9.0%	7%	9.00%	No	😞	The target was very stretching and the result was marginally less. BIP for additional funding to bring spending up to 70% of national average was not approved.
BV199b	Local Street and Environmental Cleanliness - Graffiti	Waste and Cleanliness	Chris Hayes	The proportion of relevant land and highways (expressed as a percentage) from which unacceptable levels of graffiti are visible	1.00%	3%	4%	4%	3.20%	0.6%	2.95%	3%	2.95%	Yes	😊	Target met and in addition the LAA target of 40% reduction in incidents is being achieved.
BV199c	Local Street and Environmental Cleanliness - Fly-posting	Waste and Cleanliness	Chris Hayes	The proportion of relevant land and highways (expressed as a percentage) from which unacceptable levels of fly-posting are visible	0.00%	0%	0%	0%	0.00%	0%	0%	1.00%	0.00%	Yes	😊	Target was achieved.
BV199d	Local Street and Environmental Cleanliness - Fly-tipping.	Waste and Cleanliness	Chris Hayes	The year-on-year reduction in total number of incidents and increase in total number of enforcement actions taken to deal with 'fly-tipping'.	N/A	2 - Effective	2 - Effective	Poor	Good	V Effective	V Effective	Effective	V Effective	Yes	😊	Target was achieved. Corrective action at the end of the 2nd quarter has been effective.
BV200a	Plan-making: Development Plan	Planning	Phil Turnidge	Did the local planning authority submit the Local Development Scheme (LDS) by 28th march 2005 and thereafter maintain a 3-year rolling programme?	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	😊	A three year programme is being maintained, ref: the Local Development Scheme March 07 as agreed with Govnt Office Yorkshire and Humber (GOYH).
BV200b	Plan-making: Milestones	Planning	Phil Turnidge	Has the local planning authority met the milestones which the current Local Development Scheme (LDS) sets out?	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	😊	Meeting mile stones in the Local Development Scheme March 07.
BV200c	Plan-making: Monitoring Report	Planning	Phil Turnidge	Did the local planning authority publish an annual monitoring report by 31st of December each year?	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	😊	Timely publication of Annual Monitoring Report
BV204	Planning Appeals	Planning	Karl Battersby/Bronwen Peace	The number of planning appeal decisions allowed against the Authority's decision to refuse on planning applications, as a percentage of the total number of planning appeals against refusals of planning applications	25%	26.50%	50.00%	16.67%	33.30%	28.6%	31.71%	26%	31.71%	No	😞	41 appeal decisions, 13 allowed (3 additional decisions received in qrt 3 have not been reported until qrt 4 due to an admin error) Each appeal decision is analysed on receipt and although year end target has not been met it is not considered that any change in policy is necessary
BV205	Quality of Planning Services Checklist	Planning	Karl Battersby/ Bronwen Peace	The local Authority's score against a 'quality of planning services' checklist.	94.50%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	100.0%	94.4%	No	😞	Awaiting installation of on - line payment system in order to fully comply - to be implemented during 2007
BV215a	Rectification of Street Lighting faults: non DNO	Transport	Howard Webb/Alan Lewis	The average number of days taken to repair a street lighting fault, which is under the control of the local authority	3.43	3.46	2.86	2.91	3.99	3.23	3.34	3.40	3.34	Yes	😊	This indicator has met the target and achieved an upper quartile outturn
BV215b	Rectification of Street Lighting Faults: Distribution Network Organisation DNO	Transport	Howard Webb/Alan Lewis	The average time taken in days to repair a street lighting fault, where response time is under the control of a DNO.	14.03	8.07	8.75	10.02	8.80	7.52	8.78	8.00	8.78	No	😞	Although this PI has not met the target figure, it has still easily achieved an upper quartile outturn. It is felt that 8 days was too ambitious a target and it is proposed to revise this to 10 for 2007/08.
BV218a	Abandoned Vehicles	Environment & Environmental Health	Bob Stock	Percentage of new reports of abandoned vehicles investigated within 24hrs of notification	96.64	99.30%	98.70%	99.30%	99.70%	99.50%	99.20%	98%	99.30%	Yes	😊	Target was achieved.
BV218b	Abandoned Vehicles - removal	Environment & Environmental Health	Bob Stock	Percentage of abandoned vehicles removed within 24 hours from the point at which the Authority is legally entitled to remove the vehicle.	95.00%	99.3%	100.00%	100.00%	100.00%	100.0%	100.00%	96.00%	100.0%	Yes	😊	Target was achieved.

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
BV219a	Preserving the Special Character of Conservation Areas	Culture and Related Services	Peter Thornborrow	Total number of conservation areas in the local Authority area.	N/A	25	25	26	26	26	26	24	26	Yes	😊	One new conservation area designated in June '06 (Doncaster Road, Eastwood). The review recommended removing one particular CA (Gildingwells) this has not been progressed as yet (scheduled by end 07-08). During 07-08 it is anticipated that another 12 CAs will be ready for designation; these are currently being surveyed, 8 areas now with proposed boundaries, 4 yet to survey.
BV219b	Preserving the Special Character of Conservation Areas: Character Appraisals	Culture and Related Services	Peter Thornborrow	Percentage of conservation areas in the local Authority area with an up-to-date character appraisal.	31.81	100.00%	100.00%	96.15%	96.15%	96.15%	96.15%	100.00%	96.15%	No	😞	Doncaster Road CA is one of 12 areas currently being surveyed as part of the production of a summary appraisal (8 surveyed, 4 to do). The aim is to complete these within the next financial year 07-08
BV219c	Preserving the Special Character of Conservation Areas: Management Proposals	Culture and Related Services	Peter Thornborrow	Percentage of conservation areas with published management proposals.	7.7	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	8.00%	4.00%	No	😞	The variance with the year end target is due to revised priorities following the appointment of an Assistant Conservation Officer (appointed November 2006). Instead of doing a single management plan it was decided to review all those villages (12 areas) identified in the UDP as potential CAs and to produce a boundary and summary appraisal for each one, + a similar appraisal of the new Doncaster Road CA. 8 have been surveyed and proposed boundaries drawn up and work has commenced on writing these up. The survey fieldwork of the remaining 4 is on target for completion by end of May '07. The programme for management plans will be formulated following a Del. Powers report on Conservation in the near future.
BV223	Condition of Principal Roads	Transport	Bob Stock	Percentage of the authority principal road network where structural maintenance should be considered. SCANNER		7.00%	9.0%	9.0%	9.0%	9.0%	9.0%	7.0%	9.00%	No	😞	Mechanical Annual Survey. Annual expenditure on this part of the network only about 25% of that required to maintain condition. Strategic Capital bid submitted for additional funding for 2007/08.
BV224a	Condition of Non-Principal Classified Roads	Transport	Bob Stock	Percentage of the non-principal classified road network where maintenance should be considered. SCANNER	3.43%	16.00%	14.00%	14.00%	14.00%	14.00%	14.00%	16.00%	14.00%	Yes	😊	Mechanical Annual Survey (second year). As this uses a two year survey cycle the fact that this years outturn shows improvement on 2005/06 may be caused by the additional roads added into the calculation this year. Now the first survey cycle is complete future results should be directly comparable. Other, visual survey data shows continuing deterioration across the network.
BV224b	Condition of Unclassified Roads	Transport	Bob Stock	Percentage of the unclassified road network where structural maintenance should be considered. Course Visual Inspection (CVI).	14.03%	7.76%	7.91%	8.79%	8.81%	9.08%	9.08%	8.00%	9.08%	No	😞	Target not met. The network is deteriorating as repair programme is insufficient to arrest decline. Unclassified roads are the lowest priority for available funding as they carry little traffic. This indicator is slow to react to changes in condition on the ground due to its 4 year survey cycle.
LPI 1a	Improve Rotherham's overall employment rate		Neil Rainsforth	Gap between Rotherham and the national average in terms of working age population in employment.		0.50%	0.40%	-0.30%	0.10%	2.10%	2.10%	GB Ave	2.10%	No	😞	Annual Population Survey from the ONS - data should be released 6 months in arrears. Rotherham is showing an employment rate 2.1% below the national average for the quarter ended June 2006. (72.1% against GB average of 74.2%) All labour market information is subject to variance caused by sample size of the survey so fluctuations between quarters are to be expected - previous quarters much nearer to target.
LPI 1b	Improve Rotherham's overall employment rate		Neil Rainsforth	Gap between Rotherham and the national average in terms of working age population in employment. (taken as a 4 quarter average)		0.50%										LPSA target which ends in 2006 - measured on last 4 quarters average under old Labour Force Survey. See above re changes to measurement (New Annual Population Survey) - now measured under same system as local indicator above and comfortably exceeding target.
LPI 2	Economic inactivity rate		Neil Rainsforth	Economic inactivity calculated as a percentage of the working population.		23.00%	22.50%	22.10%	22.10%	23.10%	23.10%	22.80%	23.10%	No	😞	Rotherham is 1.5% above national average (GB = 21.6%) for quarter ended June 2006 and slightly above 22.8% target. All labour market information is subject to variance caused by sample size of the survey so fluctuations between quarters are to be expected - previous quarters on/better than target

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
LPI 3	Highway Cleanliness		Chris Hayes	The percentage of highways that are either of a high or acceptable standard of cleanliness.		97%	99.10%	99.70%	98.80%	100.00%	99.40%	96.75%	99.40%	Yes	😊	High performance reflects Rotherham's position as UK 2006 APSE best performing street cleansing service.
LPI 4	CO2 emissions for operational property		Arnold Murray	CO2 emissions in tonnes of carbon dioxide per m ² . with the m ² used of operational properties, markets and public												
LPI 5	Removal of Fly-tipping		Chris Hayes	Average time taken to remove fly-tips (days)		0.53	0.46	0.43	0.80	0.8	0.62	1 day	0.62	Yes	😊	Target met
LPI 6			Stuart Savage	people killed or seriously injured on the roads of Rotherham as measured by STATS 19.		2005 93										In 2004 the rise in KSI's can 2004 can be attributed to two wheeled accidents. In 2005 the indicator performed well against target due to police enforcement and speed activated signs at accident hotspots.
LPI 7			Stuart Savage	Number of Serious Casualties per 1,000,000 kilometres travelled by a vehicle on principal roads												
LPI 9			Alan Matthews	Staff Training for the Borough Emergency plan.										Yes	😊	An emergency planning calendar of training events for 2006 was produced covering raising awareness of emergency planning and training all key officers listed in the Borough Emergency Plan. All events have now been completed satisfactorily. A two day exercise to fully test the Authority's emergency arrangements has been successfully undertaken.
LPI 10			Alan Matthews	Preparedness - Ensure that the programme Areas are prepared to respond to a major incident in accordance with the Borough Emergency Plan.										Yes	😊	The annual audit of each Programme Area took place in April/May 2006 to ensure that their plans and response to a major incitement are in place. The Authority has been awarded Beacon status in emergency planning and has been designated as good in the recent CPA. The South Yorkshire Community Risk Register has been produced and approved by the Local Resilience Forum and published on the South Yorkshire Police website. The Rotherham Community Risk Register has been produced and links into the South Yorkshire Risk Register to identify which risks are to be planned for the locality. The Risk Registers are reviewed and updated every year as new risks are identified. Local risks with migratory measures that are in place are currently identified in Section 8 of the Borough Emer
LPI 11			Alan Matthews	Assessment and preparations of the risks which would give rise to an emergency response (BEP)										Yes	😊	Public perception of lighting is satisfactory, being the most highly rated service in the latest Outreach Survey. Large numbers of failures during the winter period has resulted in a marginally worse out-turn than expected.
LPI 12			Howard Webb/Alan Lewis	Percentage of street lamps not working as planned. (At any one time throughout the year.)		0.88%	0.92%	1.07%	1.96%	1.06%	1.09%	<1.0%	1.09	No	😞	
LPI 13 OLD	BV188		Karl Battersby	The number of planning decisions delegated to Officers as a percentage of all planning decisions.			89.10%	91.65	89.54		89.64%	90%	89.64%	Yes	😊	On target
LPI 14a	Land Search Breakdown		Phil Reynders	Electronic searches		11.60%	10.80%	10.52%	10.20%	12.09%	10.85%	30%	10.85%	No	😞	Take up of Electronic (NLIS) Searches improving
LPI 14b	Land Search Breakdown		Phil Reynders	Manual searches		50.50%	49.40%	48.96%	49.94%	48.86%	49.32%	30%	49.32%	No	😞	Loss of conventional business to Personal Search Companies - proposed switch to NLIS Level 3 and increased automation may reverse trends
LPI 14c	Land Search Breakdown		Phil Reynders	LLC1 Only searches		37.90%	39.80%	40.51%	39.86%	39.04%	39.83%	40%	39.83%	No	😞	
LPI 15a	Search Turnaround		Phil Reynders	NLIS carried out in less than 10 days.		97.83%	99.90%	100.00%	100.00%	100.00%	100.00%	100%	100%	Yes	😊	Good performance
LPI 15b	Search Turnaround		Phil Reynders	Non NLIS carried out in less than 10 days.		98.20%	99.36%	99.92%	100.00%	100.00%	99.98%	100%	99.98%	Yes	😊	Good performance
LPI 15c	Search Turnaround		Phil Reynders	LLC1 carried out in less than 10 days.		98.90%	99.21%	100.00%	100.00%	100.00%	99.97%	100%	100%	Yes	😊	Good performance
LPI 16			Bob Stock	Winter Maintenance routes gritted within allocated time.		97.8	N/A	N/A	99.40%		99.95%	98%	99.95%	Yes	😊	On target
LPI 17			Chris Hayes	Highway inspections achieved		99.60%	100.00%	99.70%	100.00%	100.00%	99.90%	99.50%	99.90%	Yes	😊	Performance is on target
LPI 18			Chris Hayes	Damage to roads and pavements. The percentage of reported dangerous defects (e.g. potholes) in roads and footways that have been repaired within 24 hours.		99%	99.80%	99.10%	99.40%	95.50%	98.50%	98%	98.50%	Yes	😊	Performance is on target
LPI 20			Andrew Rowley	Percentage of chargeable inspections of undertaker's work achieved.		100%	100%	100%	100%	100%	100%	100%	100%	Yes	😊	Target met
LPI 21			Chris Hayes	Total number of actionable defects on roads and pavements per 100 kilometres of network inspected.		118.2	127.4	114.1	88.10%	129.4	114.75	130	114.8	Yes	😊	Performance is on target

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
LPI 22a	Average reception waiting time		Graham Clark	Percentage of visitors with appointments seen within 10 minutes.		95%	100%	100%	89%	95%	96%	95%	96%	Yes	😊	Target met
LPI 22b	Average reception waiting time		Graham Clark	Percentage of visitors without appointments seen within 10 minutes.		95.00%	50%	97%	98%	80%	96%	95%	96.00%	Yes	😊	Back on target
LPI 23			Graham Clark	Percentage of Customer complaints replied to within 10 days		78%	64.70%	100.00%	80.40%	90.00%	83.30%	100%	83.30%	No	😞	Staff in Planning and Transportation found it difficult to meet the target.
LPI 24			Arnold Murray	Revenue running costs of floor space per m².		£22.29	£4.74	£16.22	£24.75	£36.14	£36.14	£22.29	£36.14	No	😞	The year end result has not achieved the target. We have revised the basis of the calculation of the indicator so that it meets with the Coprop methodology. This has now become the nationally recognised standard for measuring property revenue running costs. The target figure for 2007/08 will be adjusted to reflect revenue running costs in line with the Coprop method. The outturn figure for 2006/07 is in line with the running costs identified for the development of the new town centre accommodation business case. Insurance costs have not been received to date but they will be included in the calculation for 2007/08.
LPI 25			Arnold Murray	Consumption in kWh/m² Operational Property, markets and public toilets.												These indicators have been replaced by LPI 42.
LPI 26			Arnold Murray	Consumption in litres/m² Operational Property, markets and public toilets.												
LPI 27			Arnold Murray	Percentage of gross floor-space classified as good satisfactory categories A-B		71%	71%	72%	69%	68%				No	😞	A three year programme of stock condition surveys has now been adopted in the programme area. The information has been updated on the asset data base and provides a more accurate status of the condition of the properties. The general condition of the properties has gone down and this reflects the current minimum investment due pending major replacement of a significant proportion of the portfolio. The indicator currently excludes PFI properties which should all be category A.
LPI 28			Bob Stock	The number of reports received of blocked gullies per 1000 gullies.		3.65	1.17	2.52	3.88	5.06	5.06	5	5.06	No	😞	Close to target. Four intense summer storms and exceptional weather conditions in Jan. 2007 (one of the wettest months on record) have resulted in an increase in the number of reports. The introduction of Streetpride Connect reports for this activity has also provided upward pressure on the number of reports.
LPI 29			Alan Matthews	Working days lost from work related injuries and ill health (including stress) injuries only		1607	351	477	1011	456	2295	1580	2295	No	😞	The 3rd quarter result did not include December as it was not available at the time of the report this has now been amended. Discrepancies have been found in the Yourself System. A reduction in statistics is expected once the problem is sorted out.
LPI 30			Alan Matthews	Incidents rate fatal and major accidents. National Performance target is for a reduction by 10% by 2010.		23	3	2	2	3	11	22	11	Yes	😊	Within the set target
LPI 31			Alan Matthews	Informing the HSE of reportable injuries and dangerous occurrences within 10 working days as a percentage of the total.		85%	85%	92%	98%	94%	93%	100%	93%	No	😞	During the 4th quarter 35 incident reported of which 2 (1-EDS Facilities Management - cleaner and 1 Neighbourhoods & Adult Services - home carer) were late.
LPI 32			Karl Battersby	Planning cost per head of population												
LPI 33			Chris Hayes	The cost per square kilometre of keeping relevant land and relevant highways for which the local authority is responsible, clear of litter and refuse.		£62,239	£15,559	£15,559	£15,559	£16,207	£64,828	£63,795	£64,828	Yes	😊	Spend was marginally above target
LPI 34			Chris Hayes	Cost per square kilometre of keeping highways for which the local authority is responsible, clear of litter.		£155,824	£38,956	£38,956	£38,956	£41,688	£166,753	£159,720	£166,753	No	😞	The variance was attributed to the increased number of developed budget schemes for example additional sweeper at Wath and Area Assemblies provided with additional litter clean-ups and bins.
LPI 35a			Arnold Murray	Number of properties entering the property bank			3	1	1	0						The total number of properties in the land & property bank is 158.

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
LPI 35b			Arnold Murray	Number of properties exiting the property bank.			3	3	0	0						
LPI 36			Chris Hayes	Net Spend per head of population on street cleaning.		£7.67	£1.92	£1.92	£1.92	£1.97	£7.86	£7.71	£7.86	No	☹️	Cost was marginally above the target. More money was given to Area Assemblies through developed budgets and their choice was to spend more on cleansing.
LPI 37			Arnold Murray	Number of property assets reviewed against a checklist of 31 criteria.												
LPI 38	Vacancy rate for Industrial and Commercial Property		Neil Rainsforth	Vacancy rate for Industrial and Commercial Property (percentage of total floorspace vacant) per m²		12.0%			Annual	13.40%	13.40%	8.0%	13.40%	No	☹️	The last two years has seen a high build rate, some of which is speculative or may have occupiers waiting to move in. There is also some evidence that some companies are relocating to newer premises with older property becoming less desirable. There are also some properties which may be demolished in the coming years. The previous years have seen rates around 10% but the long-term aim is to maintain a vacancy rate of 8%
LPI 39	Vacancy rate of Rotherham Town Centre only premises		Neil Rainsforth	Vacancy rate of Rotherham Town Centre only premises (number of vacant units)		13.0%			Annual	10.03%	10.03%	9.0%	10.03%	No	☹️	September 2006 survey shows a reduction in vacant units from previous year (Imperial Buildings units removed from baseline and vacant unit figures this year as currently undergoing refurbishment and not available to let). Aim is to maintain a vacancy rate of 9%.
LPI 40	Vacancy rate of Town Centre premises		Neil Rainsforth	Vacancy rate of Town Centre premises (number of vacant units across all borough centres)		9.2%			Annual	7.87%	7.87%	7.0%	7.87%	No	☹️	September 2006 survey shows a decrease of 4 vacant units across other borough town centres in addition to the Rotherham decrease (Imperial Buildings units removed from baseline and vacant unit figures this year as currently undergoing refurbishment and not available to let). Aim is to maintain a vacancy rate of 7%.
LPI 41	All footways condition		Bob Stock	Percentage of footway network needing major repairs		New	10.44%	8.86%	7.81%	6.86%	6.86%	N/A	6.86%			New indicator. The progressive improvement in the indicator through the year is suspicious and is being further investigated. It may be due to old poor quality survey data collected prior to accredited inspections but may also be due to a system fault. At the present time the outturn figure should be regarded as provisional.
LPI 42a	Energy consumption in public buildings		Steve Cope	Measurement of gas and electricity in kwh/mtr²		New	70kwh/m²	70kWh/m²	92kWh/m²		232kWh/m²					New indicator, first years data is being collected
LPI 42b	Energy consumption in public schools		Steve Cope	Measurement of gas and electricity in kwh/mtr²		New	44kWh/m²	22kWh/m²	73kWh/m²		139kWh/m²					New indicator, first years data is being collected
LPI 42c	Electricity consumption		Steve Cope	kWh unit of measure		New	9,726,600	8,338,321	8,808,088		26,873,009					New indicator, first years data is being collected
LPI 42d	Total fossil fuel consumption		Steve Cope	kWh unit of measure		New	24,327,156	10,669,993	34,631,599		69,628,748					New indicator, first years data is being collected
LPI 42e	Total water consumption		Steve Cope	m³ unit of measure		New	78653	88,752	101,083		268,488					New indicator, first years data is being collected
LPI 42f	Total Co2 consumption in operational properties and schools		Steve Cope	kg Co2/m²		New	8.03	5.78	12.16		25.97					New indicator, first years data is being collected

Culture and Leisure Service

BV 118 a)	Libraries User Satisfaction: % of Users who Found book of information wanted		Guy Kilminster	% of Users who Found book of information wanted	N/A	N/A	N/A	N/A	N/A	N/A	89%	85%	89%	Yes	☺️	Outturn has shown significant improvement over 03/04
BV 118 b)	Libraries User Satisfaction: % of users who reserved book or information wanted		Guy Kilminster	% of users who reserved book or information wanted	N/A	N/A	N/A	N/A	N/A	N/A	91%	80%	91%	Yes	☺️	Outturn has shown significant improvement over 03/04
BV 118 c)	Libraries User Satisfaction: % of Users who were satisfied with the outcome		Guy Kilminster	% of Users who were satisfied with the outcome	N/A	N/A	N/A	N/A	N/A	N/A	94%	94%	94%	Yes	☺️	Outturn has shown significant improvement over 03/04
BV 170 (a)	The number of visits to / uses of local authority funded or part funded museums and galleries per 1,000 population		Guy Kilminster	Usage of Musuems per 1,000 population, includes 'virtual' visits (i.e. internet)	952	551	154.4	174.8	104.5	123.2	556.9	450	556.9	Yes	☺️	On target to be achieved
BV 170 (b)	Visits to and use of museums and galleries in person		Guy Kilminster	Visits in person	523	500	147.5	159.8	89.5	109.3	506.1	425	506.1	Yes	☺️	On target to be achieved
BV 170 (c)	The number of pupils visiting museums & galleries on organised school groups		Guy Kilminster	Includes visits to Museums or Museum exhibitions / lecture etc at Schools	8156	1928	650	432	471	1011	2564	2,000	2,564	Yes	☺️	On target to be achieved

Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn		Rating	Comments
BV 220	Performance against the Public Library Service Standards		Guy Kilminster	Councils can achieve from 1 to 4 (higher is better) based on a points system which awards 2 points for each standard achieved with additional points possible where there is net-improvements in comparison with the previous year.	N/A	3	N/A	N/A	N/A	N/A	3	4	3	No	☹	2006/07 performance failed to reach the target of 4. The service has not met 3 standards. These are: PLSS01 % of households within specified distance of a static library; PLSS 06 Number of physical visits per 1,000 population; PLSS 08 % of users under 16 who rate the Library Service as 'good'

Environmental Services

BV82a (i)	Household waste management (recycling)	Waste and Cleanliness	Hugh Long	Percentage of household waste arisings which have been sent by the Authority for recycling	20.87%	15.17%	14.59%	15.13%	16.32%	17.24%	17.24%	16.76%	17.24%	Yes	☺	Year-end figures are estimates.
BV82a (ii)	Household waste management (recycling)	Waste and Cleanliness	Hugh Long	Total tonnage of household waste arisings sent by the Authority for recycling	15126.10	18556.94	4966.93	9950.31	15527.75	21582.99	21582.99	20138.41	21582.99	Yes	☺	The expansion of the alternate week collection system (which now covers almost half of the Authority) in September 2006 has dramatically improved kerbside recycling performance. Blue box figures are 24% higher than last year. Kerbside waste paper collection figures are 22% higher than last year. Recycling figures from the Household Waste Recycling Centres were 380 tonnes higher than last year (and this on a slightly reduced total tonnage throughput to the sites). Bring bank recyclable tonnages were also 5.5% higher than last year.
BV82b (i)	Household waste management (composting)	Waste and Cleanliness	Hugh Long	Percentage of household waste arisings which have been sent by the Authority for composting or treatment by anaerobic digestion	13.05%	7.26%	11.67%	11.70%	12.23%	11.13%	11.13%	8.94%	11.13%	Yes	☺	The expansion of the alternate week collection system (which now covers almost half of the Authority) in September 2006 has dramatically improved the composting performance. At the same time, thick card was allowed in the green bin (in line with customer suggestions). Met
BV82b (ii)	Household waste management (composting)	Waste and Cleanliness	Hugh Long	Total tonnage of household waste arisings sent by the Authority for composting or treatment by anaerobic digestion	8770.30	8885.03	3973.92	7690.22	11632.92	13941.82	13941.82	10741.05	13941.82	Yes	☺	
BV82c (i)	Household waste management (energy recovery)	Waste and Cleanliness	Hugh Long	Percentage of household waste arisings which have been used to recover heat, power and other energy sources	6.72%	0.00%	0.06%	0.13%	0.15%	0.17%	0.17%	0.00%	0.17%	Yes	☺	Year-end percentage figure is an estimate.
BV82c (ii)	Household waste management (energy recovery)	Waste and Cleanliness	Hugh Long	Total tonnage of household waste arisings which have been used to recover heat, power and other energy sources	13174.00	0.00	20.88	83.49	146.22	215.16	215.16	0.00	215.16	Yes	☺	Year-end targets were set at 0% and 0 tonnes, as at the beginning of the year no waste was used to recover heat, power and other energy sources. From June 2006, following the closure of the autoclave facility at Rotherham District General Hospital, all clinical waste was sent to Leeds for incineration at an energy from waste plant. In 2007/08 these indicators are likely to decrease as only hazardous clinical waste will need to be incinerated (non-hazardous clinical waste can be landfilled at a lower cost).
BV82d (i)	Household waste management (landfilled)	Waste and Cleanliness	Hugh Long	Percentage of household waste arisings which have been landfilled	59.41%	77.56%	73.67%	73.04%	71.30%	71.46%	71.46%	74.30%	71.46%	Yes	☺	
BV82d (ii)	Household waste management (landfilled)	Waste and Cleanliness	Hugh Long	Total tonnage of household waste arisings which have been landfilled	53892.20	94872.90	25082.40	48019.12	67844.32	89478.19	89478.19	89289.87	89478.19	No	☹	Year-end percentage figure is an estimate. The year-end percentage target was improved upon, but the tonnage target was only missed in the last month. Landfilled household waste has decreased this year by 5,400 tonnes. The alternate week collection system has had the effect of limiting the amount of waste sent to landfill (as well as increasing recycling and composting). In the last two months of the year refuse round waste, street cleansing waste and residual waste from the H.W.R.Cs. have increased more than forecast.

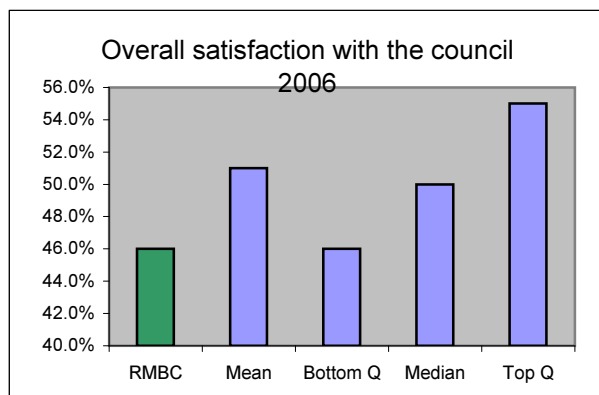
Environment and Development Services Appendix 'A' 2006/2007 Q1, Q2, Q3 and Q4

Indicator number	Indicator title	BV Theme	Officer Responsible	Description	Top Quartile	05/06 Actual	Quarter 1	Quarter 2	Quarter 3	Quarter 4	cuml	Year End Target	Outturn	Rating	Comments
BV84a	Household waste collection (kilograms per head)	Waste and Cleanliness	Hugh Long	Number of kilograms of household waste collected per head	393.6	484.8	537.9	519.3	501.1	494.6	494.6	474.9	494.6	No	Year-end figure is an estimate. Household waste has increased this year by 2,700 tonnes, reversing the recent downward trend and reverting to the level of the 2004/05 waste arisings. It should be noted that 2006/07 was a 53 week year (this last occurred in 2001/01) and therefore there is 1 extra week of waste arisings. This extra waste was built into our forecasts, but March waste (to date) has exceeded this estimate by almost 1,600 tonnes. Whilst the alternate week collection system has had the effect of increasing recycling and composting; and limiting the amount of waste sent to landfill, it does not appear to have had the expected waste minimization effect although there may be a strong climatic effect at work here. As with the last time we failed to achieve this indicator (2004/05) there is a correlation between improved composting performance and a worsening of this indicator. In contrast, when (in 2005/06) there was strong Met Office evidence of relatively poor weather for the growing season, we failed to achieve our composting targets yet substantially improved up
BV84b	Household waste collection (% change)	Waste and Cleanliness	Hugh Long	Percentage change from the previous financial year in the number of kilograms of household waste collected per head	-3.74%	-1.71%	-2.64%	-1.79%	-0.77%	2.01%	2.01%	-2.05%	-0.83%	No	Year-end figure is an estimate. This indicator which measures the percentage change in household waste from the previous year has been distorted due to 2006/07 being a 53 week year and therefore there is 1 extra week of waste arisings. The increased levels of recycling and, in particular, composting have not been matched by a similar reduction in the amount of waste sent to landfill, although there is strong climatic evidence that there was more grass growth (and therefore more composted waste) in 2006/07 than in the previous year.
BV86	Cost of household waste collection	Waste and Cleanliness	Adrian Gabriel	Cost of household waste collection per household		£46.02	£44.59	£44.50	£46.65	£46.34	£46.34	£46.41	£46.34	Yes	Year-end figure is an estimate. This indicator cannot be finalised until the revenue outturn forms are completed. Increased collection costs due to higher than forecast levels of kerbside waste paper and blue box recyclables have been met from the waste minimisation fund.
BV87	Municipal waste disposal costs	Waste and Cleanliness	Adrian Gabriel	Cost of waste disposal per tonne of municipal waste	£39.39	£33.23	£33.75	£34.90	£37.40	£36.56	£36.56	£39.36	£36.36	Yes	Year-end figure is an estimate. This indicator cannot be finalised until the revenue outturn forms are completed. Due to a delay in the P.F.I. procurement process, only £ 25,000 of the £ 150,000 procurement budget was spent this year. We will be looking to carry the remaining £ 125,000 forward to 2007/08. Clinical waste costs are £ 116,000 lower than anticipated due to a revised pricing structure from our disposal contractor. The unit cost is also lower than target due to overheads being spread over a larger denominator with the greater than forecast waste arisings.
LPI88	Missed collections	Waste and Cleanliness	Yvette Plimbley	Number of collections missed per 100,000 collections of household waste	N/A	20	19	26	24	24	24	19	24	No	March saw a continued improvement in performance – the actual figure for the month being 14. Operational issues encountered during the launch of the alternate week collections in September 2006 and the 62% increase in recyclables collected after the Christmas / New Year holiday period had a significant impact on this indicator making recovery difficult. However the cumulative year-end figure of 24 would still be high in the top quartile.
BV91a	Kerbside collection of recyclables (one recyclable)	Waste and Cleanliness	Hugh Long	Percentage of households in the authority's area served by a kerbside collection of recyclables	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	Yes	It should be noted that actual performance is 99.97%, but since the Audit Commission now require this indicator to be shown to 1 decimal place it becomes 100.0%. This does not mean that every property in the Authority has a kerbside collection of recyclables – there are still a few isolated or difficult to reach properties that do not have kerbside recycling facilities.
BV91b	Kerbside collection of recyclables (two recyclables)	Waste and Cleanliness	Hugh Long	Percentage of households in the authority's area served by a kerbside collection of two recyclables	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	Yes	99.97%, but since the Audit Commission now

Surveys - All Single Tier and Counties

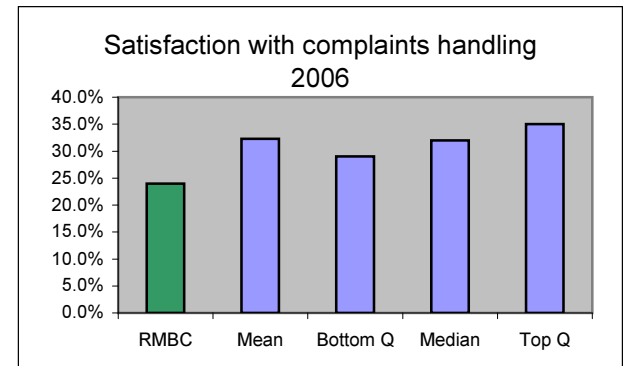
BV3 Overall satisfaction with the Council

RMBC 46.0%
 Mean 51.0%
 Bottom Q 46.0%
 Median 50.0%
 Top Q 55.0%



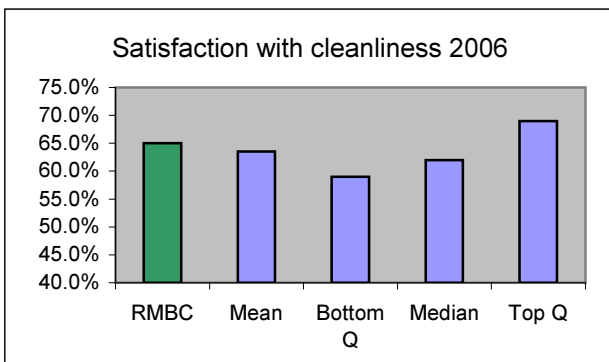
BV 4 Overall satisfaction with complains handling the Council

RMBC 24.0%
 Mean 32.3%
 Bottom Q 29.0%
 Median 32.0%
 Top Q 35.0%



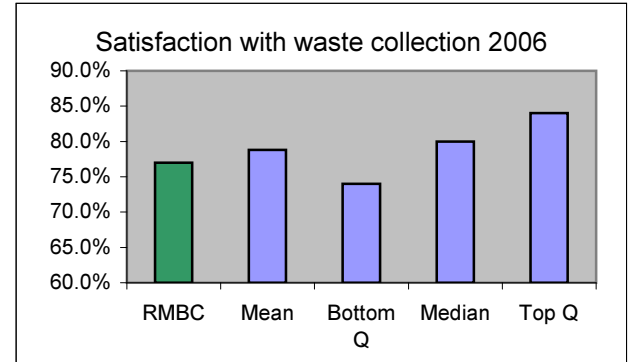
Satisfaction with cleanliness BV89

RMBC 65.0%
 Mean 63.5%
 Bottom Q 59.0%
 Median 62.0%
 Top Q 69.0%



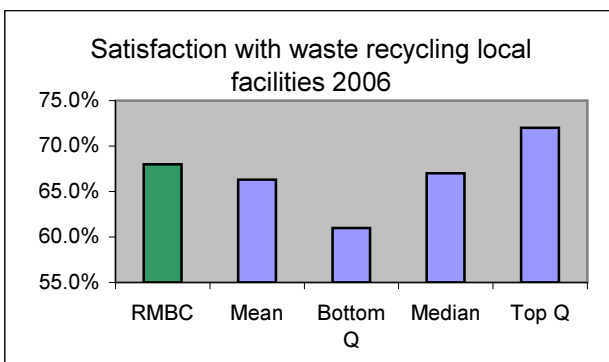
BV90 Satisfaction with waste collection

RMBC 77.0%
 Mean 78.8%
 Bottom Q 74.0%
 Median 80.0%
 Top Q 84.0%



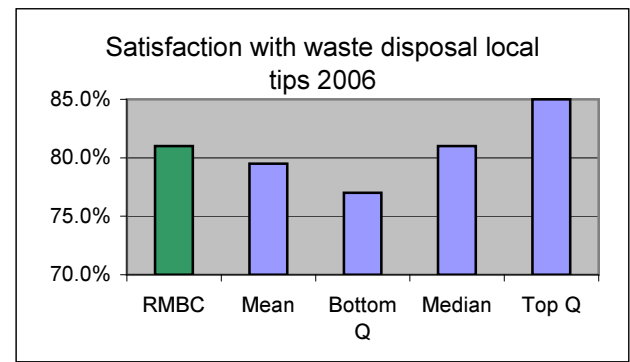
BV90 Satisfaction with waste recycling local facilities

RMBC 68.0%
 Mean 66.3%
 Bottom Q 61.0%
 Median 67.0%
 Top Q 72.0%



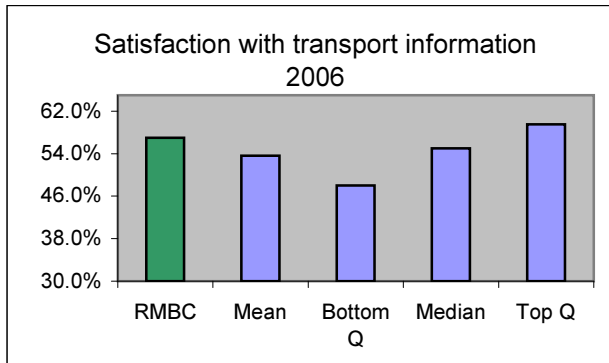
BV90 Satisfaction with waste disposal local tips

RMBC 81.0%
 Mean 79.5%
 Bottom Q 77.0%
 Median 81.0%
 Top Q 85.0%



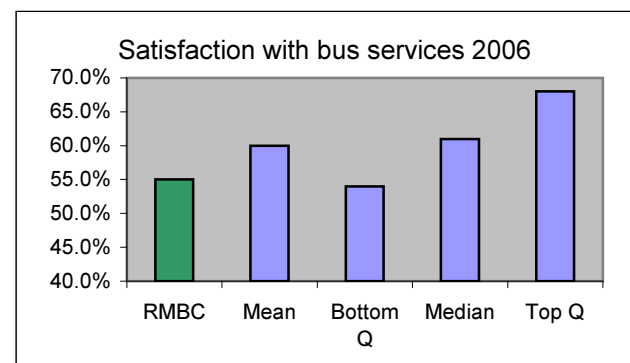
BV103 Satisfaction with transport information

RMBC 57.0%
 Mean 53.6%
 Bottom Q 48.0%
 Median 55.0%
 Top Q 59.5%



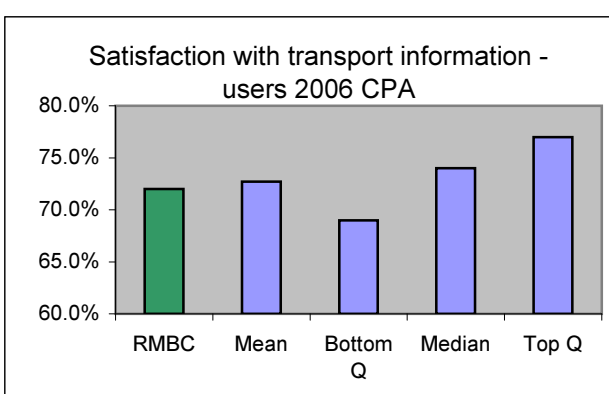
BV104 Satisfaction with bus services

RMBC 55.0%
 Mean 60.0%
 Bottom Q 54.0%
 Median 61.0%
 Top Q 68.0%



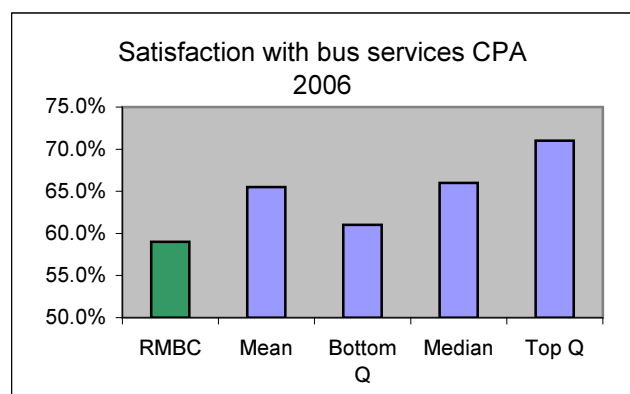
Satisfaction with transport information users CPA

RMBC 72.0%
 Mean 72.7%
 Bottom Q 69.0%
 Median 74.0%
 Top Q 77.0%



Satisfaction with bus services CPA

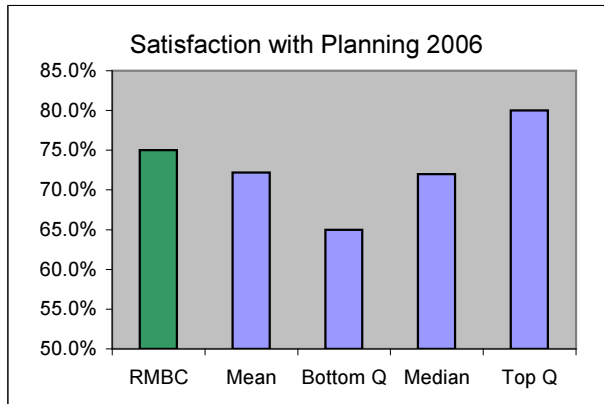
RMBC 59.0%
 Mean 65.5%
 Bottom Q 61.0%
 Median 66.0%
 Top Q 71.0%



Surveys - All Single Tier and Counties

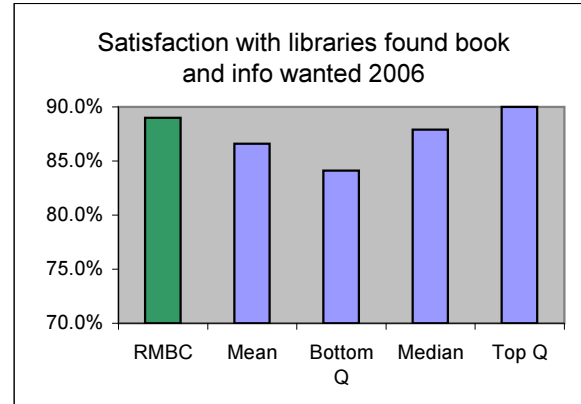
BV111 Satisfaction with Planning

RMBC 75.0%
 Mean 72.2%
 Bottom Q 65.0%
 Median 72.0%
 Top Q 80.0%



BV118 Satisfaction with libraries - found book info wanted

RMBC 89.0%
 Mean 86.6%
 Bottom Q 84.1%
 Median 87.9%
 Top Q 90.0%



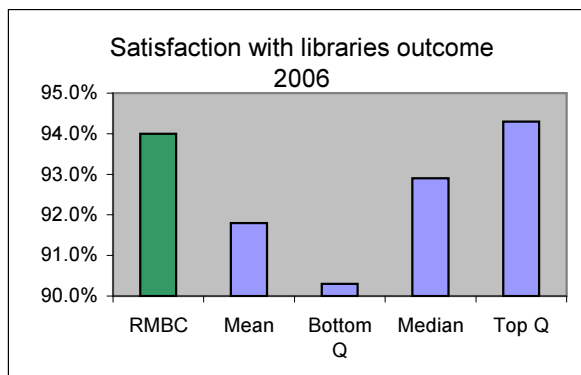
BV118 Satisfaction with libraries - reserved wanted book info

RMBC 81.0%
 Mean 77.0%
 Bottom Q 73.9%
 Median 78.1%
 Top Q 80.5%



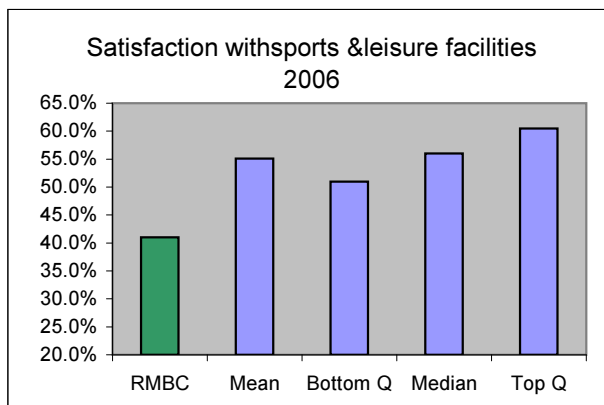
BV118 Satisfaction with libraries - outcome

RMBC 94.0%
 Mean 91.8%
 Bottom Q 90.3%
 Median 92.9%
 Top Q 94.3%



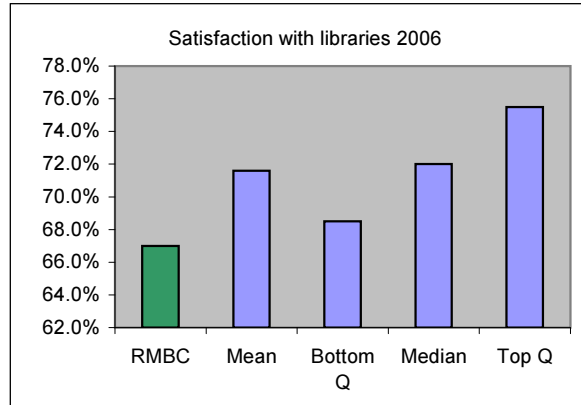
BV119a Satisfaction with sports & leisure facilities

RMBC 41.0%
 Mean 55.1%
 Bottom Q 51.0%
 Median 56.0%
 Top Q 60.5%



BV119b Satisfaction with libraries

RMBC 67.0%
 Mean 71.6%
 Bottom Q 68.5%
 Median 72.0%
 Top Q 75.5%



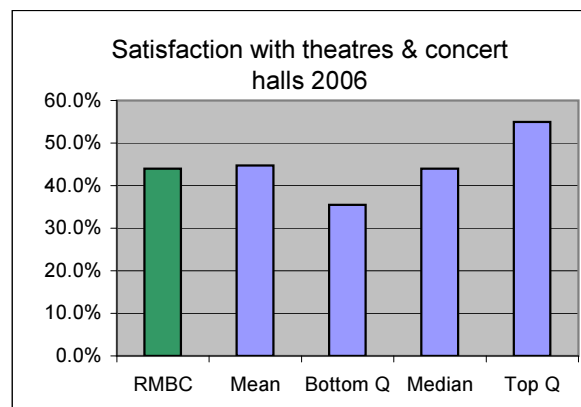
BV119c Satisfaction with museums and galleries

RMBC 50.0%
 Mean 43.0%
 Bottom Q 32.0%
 Median 42.0%
 Top Q 52.0%



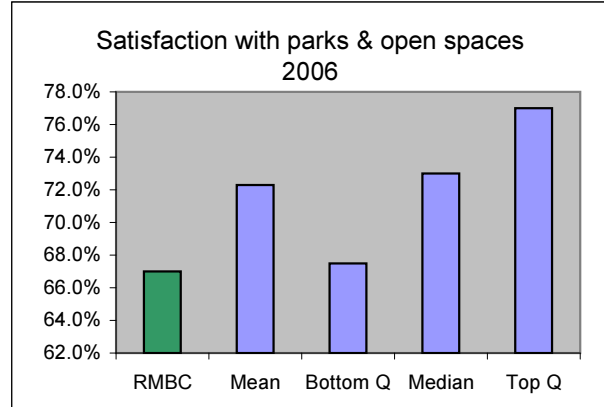
BV119d Satisfaction with theatres & concert halls

RMBC 44.0%
 Mean 44.7%
 Bottom Q 35.5%
 Median 44.0%
 Top Q 55.0%



BV119e Satisfaction with parks & open spaces

RMBC 67.0%
 Mean 72.3%
 Bottom Q 67.5%
 Median 73.0%
 Top Q 77.0%



**Performance News and Fourth
Quarter kpi Summary
2006/2007**

**Environment and Development Services
Exception Report Appendix B**

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Q 4 results - performance against targets.

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Environment & Development Services PI Performance – 2006/2007

This report sets out the fourth quarter performance results (1 April 06 to 31 March 07) for Environment and Development Services (EDS). In total, 105 EDS PI's and their component parts are included in the suite of indicators. These PI's have been monitored against agreed targets and they are aligned to the Council's priorities.

This section shows indicators that have not achieved their set target. (Performance period 1 April 2006 to 31 March 2007)

Number of indicators reported 105.

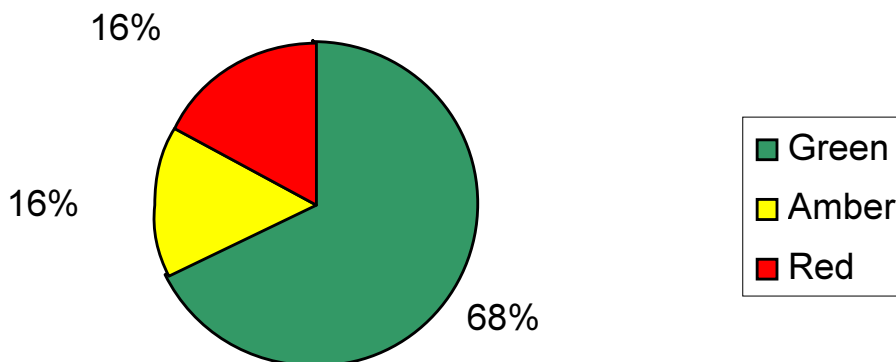
Number of indicators that have achieved their target and in the **green** zone is 70 (68%), this is a good result.

Number of indicators that are slightly out side their target and in the **amber** zone is (16%); indicators in this category are slightly below their target.

Number of indicators that have not achieved their target and in the **red** zone is 16 (16%), merits will be outlined in this report.

The PI's not achieving their target in quarter 4 of 2006/2007 are:-

Quarter 4 performance results



Rotherham Safe

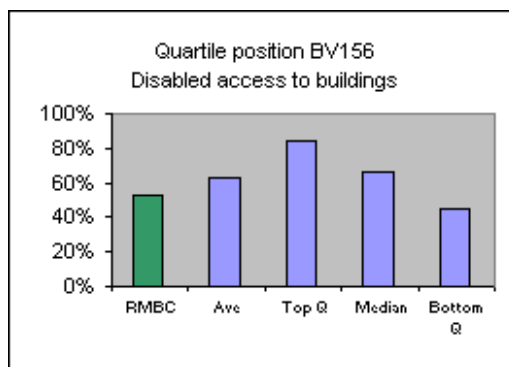
Asset Management

- **BV 156** Buildings Accessible to people who have a disability.
PI Lead Officer – Arnold Murray and Stuart Carr
Access Officer Eric Stowe

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
53.09%	60.00%	53.09%	53.09%	84.7%	N/A

Quartile position BV 156 - 05/06
All England vis Q4 - 06/07
Disabled Access to buildings

RMBC	53.09%
Ave	63.11%
Top Q	84.70%
Median	66.67%
Bottom Q	44.66%



No improvements were been carried out on properties during this financial year because funding support of £200,000 was not approved. We now have an approved budget of £400,000 for 2007/08 and will be carrying out 2 years improvements during 2007/08 to reach the original 2007/08 target of 70%.

- **LPI 31** Informing the HSE of reportable injuries and dangerous occurrences within 10 working days.

LPI Lead Officer – Alan Matthews and Nicholas Keightley

Actual 05/06	Target 06/07	Q.4.	OT	Cuml	Gov Target
85%	100%	93%	93%	93%	100%

During the 4th quarter 35 incidents were reported of which 2 (1-EDS Facilities Management - cleaner and 1 Neighbourhoods & Adult Services - home carer) were late.

Achieving

- **LPI 24** Revenue running cost of floor space per m²

LPI Lead Officer – Stuart Carr and Arnold Murray

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
£22.29 m ²	£22.29 m ²	£36.14 m ²	£36.14 m ²	N/A	N/A

The year end result has not achieved the target. We have revised the basis of the calculation of the indicator so that it meets with the Coprop methodology. This has now become the nationally recognised standard for measuring property revenue running costs. The target figure for 2007/08 will be adjusted to reflect revenue running costs in line with the Coprop method. The outturn figure for 2006/07 is in line with the running costs identified for the development of the new town centre accommodation business case. Insurance costs have not been received to date but they will be included in the calculation for 2007/08.

Rotherham Safe**Streetpride**

- **BV 187** Condition of surface footway i.e. percentage of category 1, 1a and 2 footway network where structural maintenance should be considered.

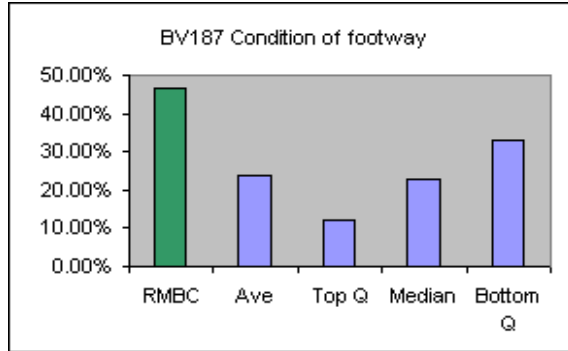
PI Lead Officer – Bob Stock and David Cooper

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
45.3%	43%	46.42%	46.42%	12.0%	N/A

Target not met. Some works undertaken at year end had a positive effect but in general the works undertaken this year were insufficient to match general deterioration across the network. Target had been set in expectation of additional capital funding that has not been received.

Quartile position BV187 - 05/06
Condition of surface footway
All England vis Q4 - 06/07

RMBC	46.42%
Ave	24.00%
Top Q	12.00%
Median	23.00%
Bottom Q	33.00%



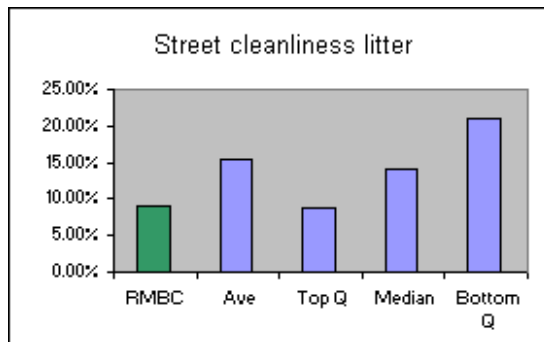
- **BV 199a** Local street and environmental cleanliness – Litter and Detritus.

PI Lead Officer – Andy Shaw and Chris Hayes

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
8%	7%	9.0%	9.0%	8.8%	N/A

Quartile position BV199 - 05/06
Street cleanliness litter
All England vis Q4 - 06/07

RMBC	9.00%
Ave	15.30%
Top Q	8.80%
Median	14.00%
Bottom Q	21.00%



The target was very stretching and the result was marginally less. Business Issue Paper (BIP) for additional funding to bring spending up to 70% of national average was not approved.

- **BV 215b** Rectification of street lighting faults measured in days - Distribution Network Organisation (DNO)

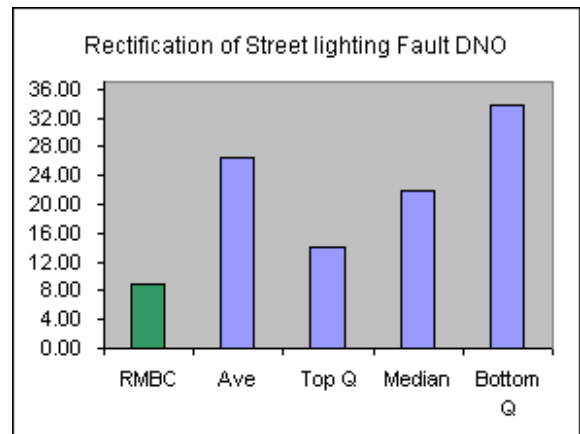
PI Lead Officer – Howard Webb and Alan Lewis

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
8.07	8	8.78	8.78	14.03	N/A

Quartile position BV215b - 05/06
Rectification of street lighting faults DNO in days

All England vis Q4 - 06/07

RMBC	8.78
Ave	26.45
Top Q	14.03
Median	21.96
Bottom Q	33.77



Although this PI has not met the target figure, it is in the upper quartile position. It is felt that 8 days was too ambitious a target and it is proposed to revise this to 10 for 2007/08.

- **BV 223** Condition of principal roads measured by SCANNER

PI Lead Officer – Bob Stock and David Cooper

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
New PI	7.00%	9.0%	9.0%		N/A

Mechanical Annual Survey. Annual expenditure on this part of the network only is about 25% of that required to maintain condition. Strategic Capital bid has been submitted for additional funding for 2007/08.

- **BV 224b** Condition of unclassified roads i.e. the percentage of the road network where structural maintenance should be considered.

PI Lead Officer – Bob Stock and David Cooper

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
7.76%	8.00%	9.08%	9.08%		N/A

Target not met. The network is deteriorating as repair programme is insufficient to arrest a decline. Unclassified roads are the lowest priority for available funding as they carry little traffic. This indicator is slow to react to changes in condition on the ground due to its 4 year survey cycle.

Rotherham Achieving

- **LPI 88** Number of missed collections per 100,000 collections of household waste.

PI Lead Officer – Yvette Plimbley

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
20	19	24	24	N/A	N/A

March saw a continued improvement in performance – the actual figure for the month being 14. Operational issues encountered during the launch of the alternate week collections in September 2006 and the 62% increase in recyclables collected after the Christmas / New Year holiday period had a significant impact on this indicator making recovery difficult.

- **BV84a** Household waste collection (kilograms per head of population)
PI Lead Officer - Hugh Long and Adrian Gabriel

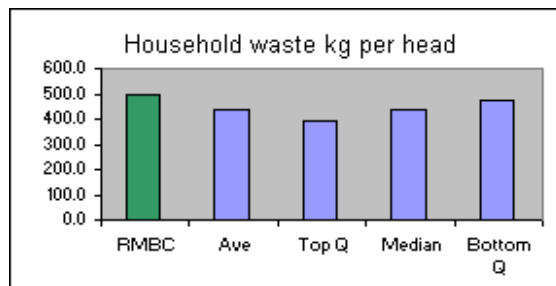
Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
484.8	474.9	494.6	494.6	393.6	N/A

Quartile position BV84a - 05/06

Household waste collected
kg per head

All England vis Q4 - 06/07

RMBC	494.6
Ave	438.4
Top Q	393.6
Median	433.8
Bottom Q	474.5



Year-end figure is an estimate.

Household waste has increased this year by 2,700 tonnes, reversing the recent downward trend and reverting to the level of the 2004/05 waste arisings. It should be noted that 2006/07 was a 53 week year (this last occurred in 2001/01) and therefore there is 1 extra week of waste arisings. This extra waste was built into our forecasts, but March waste (to date) has exceeded this estimate by almost 1,600 tonnes. Whilst the alternate week collection system has had the effect of increasing recycling and composting; and limiting the amount of waste sent to landfill, it does not appear to have had the expected waste minimization effect although there may be a strong climatic effect at work here. As with the last time we failed to achieve this indicator (2004/05) there is a correlation between improved composting performance and a worsening of this indicator. In contrast, when (in 2005/06) there was strong Met Office evidence of relatively poor weather for the growing season, we failed to achieve our composting targets yet substantially improved upon our waste arisings target.

- **BV 84b** Household waste collection (% change)

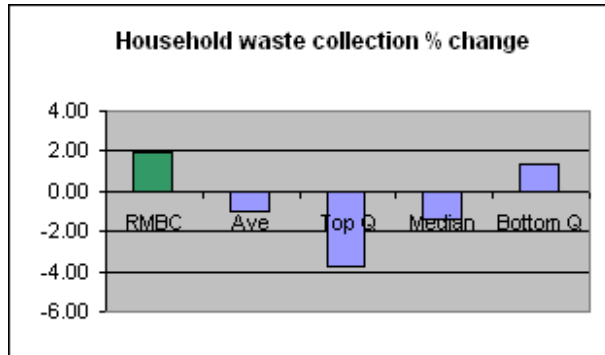
PI Lead Officer - Hugh Long and Adrian Gabriel

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target
-1.71%	-2.05%	1.98%	1.98%	8.8%	N/A

Quartile position BV 84b -05/06

**Household waste collection
% change**

RMBC	1.98
Ave	-0.99
Top Q	-3.74
Median	-1.44
Bottom	1.31



Year-end figure is an estimate.

This indicator which measures the percentage change in household waste from the previous year has been distorted due to 2006/07 being a 53 week year and therefore there is 1 extra week of waste arisings. The increased levels of recycling and, in particular, composting have not been matched by a similar reduction in the amount of waste sent to landfill, although there is strong climatic evidence that there was more grass growth (and therefore more composted waste) in 2006/07 than in the previous year.

Rotherham Achieving

Planning and Transportation

- **BV 204** Planning appeals
PI Lead Officer - Karl Battersby and Bronwen Peace

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
25.5%	26%	31.71%	31.71%	25%	N/A

41 appeal decisions, 13 allowed (3 additional decisions received in qrt 3 have not been

reported until qrt 4 due to an admin error) Each appeal decision is analysed on receipt and although year end target has not been met it is not considered that any change in policy is necessary.

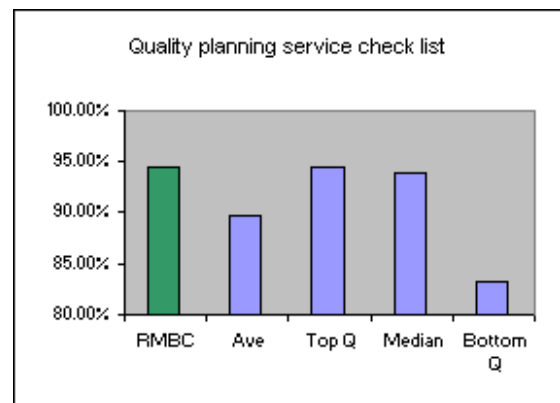
- **BV 205** The local Authority's score against the quality planning services checklist.

PI Lead Officer – Karl Battersby and Bronwen Peace.

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
94.40%	100%	94.4%	94.4%	88.90%	N/A

**Quartile position BV205 - 05/06
Planning service check list
All England vis Q4 - 06/07**

RMBC	94.40%
Ave	89.80%
Top Q	94.50%
Median	94.00%
Bottom Q	83.30%



Awaiting installation of on - line payment system in order to fully comply - to be implemented during 2007. Rotherham is in the top quartile position.

Sustainable

- **BV219b** Preserving the Special Character of Conservation Areas: Character Appraisals

PI Lead Officer - Peter Thornborrow

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
100.00%	100.00%	96.15%	96.15%	31.81%	N/A

Doncaster Road CA is one of 12 areas currently being surveyed as part of the production of a summary appraisal (8 surveyed, 4 to do). The aim is to complete these within the next financial year 07-08

- **BV219c** Persevering the Special Character of Conservation Areas: Management Proposals.

PI Lead Officer Peter Thornborrow

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
4	8	4	4	7.7	N/A

The variance with the year end target is due to revised priorities following the appointment of an Assistant Conservation Officer (appointed November 2006). Instead of doing a single management plan it was decided to review all those villages (12 areas) identified in the UDP as potential CAs and to produce a boundary and summary appraisal for each one, + a similar appraisal of the new Doncaster Road CA. 8 have been surveyed and proposed boundaries drawn up and work has commenced on writing these up. The survey fieldwork of the remaining 4 is on target for completion by end of May '07. The programme for management plans will be formulated following a Delegated Powers report on Conservation in the near future.

Rotherham Learning

Culture and Leisure

- **BV220** Performance against the Public Library Service Standards
PI Lead Officer – Eleanor Fisher

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
3	4	3	3	N/A	N/A

2006/07 performance failed to reach the target of 4. The service has not met 3 standards. These are: PLSS01 % of households within specified distance of a static library; PLSS 06 Number of physical visits per 1,000 population; PLSS 08 % of users under 16 who rate the Library Service as 'good'

Rotherham Achieving**RiDO**

- **LPI38** Vacancy rate for industrial and commercial property.
PI Lead Officer

Actual 05/06	Target 06/07	Q.4.	OT	TQ	Gov Target by
12.0%	8.0%	13.4%	13.4%	N/A	N/A

The last two years has seen a high build rate, some of which is speculative or may have occupiers waiting to move in. There is also some evidence that some companies are relocating to newer premises with older property becoming less desirable. There are also some properties which may be demolished in the coming years. The previous years have seen rates around 10% but the long-term aim is to maintain a vacancy rate of 8%

Performance Direction against the previous quarter

Generally the direction of travel is improving, except for:-

- BV 109a Planning applications Major.
- BV 109b Planning applications Minor
- BV 109c Planning applications Other.
- BV 187 Condition of surface footway.
- BV 204 Planning appeals.
- BV 224b Condition of unclassified roads
- LPI 1a Improvement in the overall employment rate
- LPI 2 Economic activity
- LPI 18 Damaged roads and pavements
- LPI 22 Average reception waiting time
- LPI 24 Revenue running costs of floor space per m².
- LPI 30 Rate of fatal and major accidents – concern about the accuracy of data received from HR.
- LPI 31 Reports to HSE in 10 working days
- LPI 34 Cost / m² of keeping highways clear of litter and rubbish.

Comparing Performance

In the fourth quarter the following information shows how we compare with the All England Local Authorities PI's. This uses the data and quartile sets for 2005/6 released by the Audit Commission in January 2007.

CPA Environment Block (PI's – All England)

All England - **Top Quartile 43%**

BV100 Temp road closures
 BV 165 Pedestrian crossings equipped for the disabled
 BV 178 Foot paths and public rights of way
 BV 205 Quality of the planning service (Pendleton)
 BV 179 Standard planning searches within 10 days.
 BV 215a Rectification of street lighting faults non DNO
 BV 215b Rectification of street lighting faults DNO
 BV 218a Abandoned vehicles investigate within 24 hours.
 BV 218b Abandoned vehicles removed within 24 hours.
 BV 219b Preserving the character of special conservation
 – appraisal.
 BV 199c Street cleanliness fly posting
 BV 199d Cleanliness fly tipping
 BV 82a ii Tonnage of waste recycled
 BV 82b ii Household waste % change
 BV 82c ii Household waste energy recovery

Median Quartile 28.5%

BV 99 Road accident casualties: KSI all people.
 BV 99 Road accident casualties KSI children
 BV 82ai Household waste recycled
 BV 109a Major planning applications
 BV 109b Minor planning applications
 BV 109c Other planning applications
 BV 199a Removal of litter and detritus
 BV 199b Local Street and Environmental Cleanliness
 (Graffiti)
 BV 170a
 Visits to museums
 BV 170b Visits to museums/users.

Average 8.5%

BV 99ci Road accident casualties – Slight injuries.
 BV 82bi % of household waste composted
 BV 82bii Tonnage composted

Bottom Quartile 20%

BV 84a Household waste collected (kg/head)
BV 84b Household waste collected (% change)
BV 187 Condition of surface footway and
BV 106 New homes built on previously developed land
BV 156 Access to buildings for disabled people.
BV 219c Special conservation areas - management proposal published.

Environment & Development Services PI Performance Survey 2006/07

National Best Value Surveys were carried out in this financial year, they commenced in September and concluding in February. These BVPI surveys are carried out every three years. Results are attached in graphic form.

Environment & Development Services PI Performance Summary– Q 4

In general the performance indicators are performing well against set targets. We need to improve:-

All those BV indicators positioned below top quartile.

New performance measures

We have established performance measures for:-

Public building gas and electricity results in kwh/m²

With the loss of BV 180 the consumption of electricity and gas/fossil fuels from the suite of PI's, we needed to replace public building energy consumption with an alternative performance measure. Therefore in January 2007 we have launched a new LPI to measure our energy performance in Rotherhams operational buildings

Performance measure:

- Performance Consumption Report to Q3.
- Public buildings measuring gas and electricity consumption in kwh/m²
- Invoice data will be used but this will progress onto meter readings.

Projects (Equalities, Risk Management and Service Planning)

- Developing a Corporate performance management system for **equalities**.
EDS Departments are assisting in piloting a monitoring project and an example of this has been produced by RiDO, showing overview results April 2006 – March 2007.
In future we are looking to provide an exception report on a quarterly basis. We expect that these actions which include recording data and reporting any disparity with service provision experienced by different communities of interest that reside within Rotherham and all people who use our services, will inform us on communication issues.
Our aim is to achieve equality in service delivery to all the residents of Rotherham and in doing so this information will provide supportive evidence for the achievement for the Equalities Standard for Local Government – Level 4 and 5.
- Development of the Risk Management System Ris-Gen
It has been acknowledged by Internal Audit and Governance that risk management information contained on the Councils Corporate Risk Register Ris-Gen is now due for a review and refresh. It is the intention of Corporate Risk Management that the 2007/2008 service plans will be used to inform us of the risks that will be contained on the Ris-Gen register.
To assist in this process could all service directors consider their service plan risks and current Ris-Gen risks? Richard Garrad and Alan Platt will assist and bring the risk register programme up to date.

Local Public Service Agreement (LPSA)

LPSA 7 – Reduce the number of KSI on Rotherham's Roads

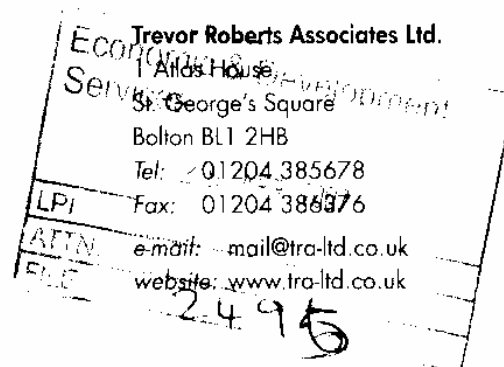
A letter explaining our claim was sent to the DCLG early this year, supporting our grant claim for £529,430.88. Unfortunately the response from the DCLG indicates that we have not met the agreement.

Alan Platt

KPI Q4 Report 2006.2007 - 3 May 2007



Mr Karl Battersby ✓
 Head of Planning, Transportation and Tourism
 Rotherham Metropolitan Borough Council
 Bailey House
 Rawmarsh Road
 Rotherham S60 1QT



23 April 2007

Dear Mr Battersby

**A WORKSHOP FOR PLANNING COMMITTEE CHAIRS & PLANNING PORTFOLIO HOLDERS
 19 & 20 July 2007 - Cambridge**

Details are enclosed of a specialist workshop aimed exclusively at Chairs of Planning Committee and Planning Portfolio Holders.

The now familiar separation of policy development, scrutiny and other functions has posed problems for the statutory planning system, particularly in the relationship between planning policy and development control. The ethical framework under the Local Government Act 2000, expressed via the Model Code of Conduct, also has important ramifications for Councillors involved in planning. Authorities are tackling these problems in different ways and this workshop provides an opportunity to compare the different approaches, within the context of clear guidance on how local authority structures relate to the framework of planning law and good practice.

The *Barker Review of Land Use planning* (2005) and the DCLG report *Councillor involvement in planning decisions* (2007) both highlighted the issues/problems involved. This workshop reflects these concerns and is therefore especially timely.

The workshop is facilitated by two highly experienced members of TRA's team. Steve Leach is Professor of Local Government at De Montford University and is a leading expert on local government management structures. Trevor Roberts has vast experience of training Councillors and officers in the UK planning system and is a specialist in the probity/propriety dimension of the planning process.

The workshop will run from 3.30pm on Day 1 until 3.30pm on Day 2. This extended format, including dinner followed by a case study discussion, offers the opportunity for Councillors to mix with others from different authorities in an informal atmosphere and share experiences.

Bookings are now invited and can be made using the booking form section of the enclosed leaflet. We look forward to hearing from you if you would like to reserve places.

Yours sincerely

Penny O'Shea

Penny O'Shea
 Principal Director

P.S. TRA also provides in-house training for Councillors involved in planning. Please feel free to get in touch if you would like more information.

BOOKING FORM

**A WORKSHOP FOR
PLANNING COMMITTEE CHAIRS AND
PLANNING PORTFOLIO HOLDERS**
19 & 20 July 2007 – Cambridge (8856)

Please use photocopies of this form when booking more than one place

PARTICIPANTS DETAILS:

TITLE: Mr Mrs Ms

FIRST NAME:

SURNAME:

AUTHORITY:

INVOICE AND JOINING INSTRUCTIONS TO:

NAME:

DEPARTMENT:

ADDRESS:

POST CODE:

TELEPHONE:

E-MAIL ADDRESS:
(course details and directions will be sent to this address)

PRICE: **£290.00 plus £50.76 VAT = £340.76**

AUTHORISED SIGNATURE:

DATE:

*An invoice will be issued with confirmation of the booking.
No refunds will be given for cancellations made later than
14 days before the event.*

Please complete and send this form to:

Trevor Roberts Associates
1 Atlas House, St George's Square,
Bolton BL1 2HB
Provisional bookings/enquiries to (01204) 385678
Fax bookings to (01204) 386376

M1

TREVOR ROBERTS ASSOCIATES

Trevor Roberts Associates specialises in training for people involved in local government, and particularly in the planning and development field. Our training events have been attended by thousands of staff from hundreds of organisations throughout the UK.

**IN-HOUSE TRAINING FOR COUNCILLORS
INVOLVED IN PLANNING**

We can respond to various training requirements, but particularly popular are our two main one-day workshops:

- *A Briefing on Planning for Councillors* – covering planning programmes and policies and focusing especially on DC
- *The Role of Councillors in Planning: Propriety and good practice* – covering issues such as conflicts/declaration of interest, material considerations, lobbying and decisions contrary to officer advice.

We also offer follow-up modules for existing clients, focusing on specific aspects of planning. Further details can be found on our website.

THE EFFECTIVE COUNCILLOR TRAINING PROGRAMME

This brand new training programme is aimed at all Councillors and is designed to equip them to fulfil their difficult roles effectively, to maximise their impact, and to enjoy the job.

The programme is divided into two separate mini-series:

The Councillor's Toolkit – a programme of workshops aimed at equipping all Councillors with the knowledge and skills to handle their roles competently, correctly and effectively:

- *Making the most of scrutiny*
- *Handling the media*
- *Propriety and propriety*
- *Working at the neighbourhood level*

Executive Briefings – a programme of workshops aimed principally at key portfolio holders, to assist them handle their role and functions in an informed manner so that they can contribute fully and effectively in their Cabinet/Executive:

- *Community Leadership*
- *Community Safety*
- *Sustainability and sustainable development*
- *Regeneration*
- *Leisure, culture and the arts.*

A brochure outlining the programme as a whole is available on request and details are also available via our website.

Trevor Roberts Associates
1 Atlas House, St George's Square, Bolton BL1 2HB
Tel: (01204) 385678 Fax: (01204) 386376
Email: mail@tr-td.co.uk Website: www.tr-td.co.uk

**A Workshop for
Planning Committee Chairs
& Planning Portfolio Holders**

**19 & 20 July 2007
Cambridge**

Trevor Roberts Associates
specialists in training for the planning service

**A WORKSHOP FOR
PLANNING COMMITTEE CHAIRS AND
PLANNING PORTFOLIO HOLDERS**

This is a specialist workshop (for a small group of participants) held over two days. It is uniquely aimed at "key players" in modern local authority structures, who are charged with making these arrangements work in the planning field.

The now familiar separation of policy development, scrutiny and other functions has posed problems for the statutory planning system, particularly in the relationship between planning policy and development control (which is classified as a "regulatory" function when it is by definition intimately linked to policy interpretation). The ethical framework under the Local Government Act 2000, expressed via the Model Code of Conduct, also has important ramifications for Councilors involved in planning.

Authorities are tackling these problems in many different ways. This workshop session is an opportunity to compare approaches within the context of clear guidance on how local authority structures relate to the framework of planning law and good practice. Issues covered include:

- the interface between Cabinet/Executive, Scrutiny, Regulatory, Standards and Area functions in the planning field
- the relationship between the statutory planning system and broader corporate/community plans
- mechanisms for ensuring effective and informed councilor input into planning policy
- decision making procedures: what can and what cannot be done
- the relationship between policy making and regulatory functions in planning
- the changing roles of Councilors and officers.

The *Barber Review of Land Use Planning* (2005) and the *DCLG report Councilor involvement in planning decisions* (2007) both highlighted the issues involved, so this workshop is especially timely and reflects these concerns.

WORKSHOP PRESENTERS

TREVOR ROBERTS, Consultant Director of Trevor Roberts Associates, Past President of the Royal Town Planning Institute, with vast experience of training Councilors and officers in the UK planning system. He is a specialist in the pro/property dimension of the planning process, and has advised dozens of local authorities throughout the UK on these issues. Prior to establishing TRA in 1984 he worked in local government planning and housing for 17 years, including a spell as Director of Housing for Ipswich Borough Council.

STEVE LEACH, Professor of Local Government at De Montford University, Leicester and an Associate of TRA. Previously he worked for a long time with INLOGOV's team of consultants and researchers following a career in town planning. He is a leading expert on local government management structures; a consultant to Government and numerous public sector agencies, including many local authorities; and author of several books on local government operation.

WORKSHOP FORMAT AND TECHNIQUES

The workshop will begin at 3.30pm on Thursday 19 July 2007. There will be a dinner break 6.30pm-8.00pm, followed by a case study discussion until about 9.30pm. On Friday 20 July 2007, the workshop will run from 9.00am until 3.30pm with appropriate breaks, finishing with tea.

Techniques involve presentations, discussions, case studies, group work etc. TRA training is participatory, "interactive" and crucially *good fun*.

There will be a maximum of 20 participants.

This format provides an excellent opportunity for councilors from different authorities to meet informally and compare approaches and practices.

**TRA TRAINING FOR COUNCILLORS
INVOLVED IN PLANNING**

TRA is the leading specialist in in-house training for Councilors involved in planning. Over the last 15 years, we have trained thousands of Councilors in over 150 local authorities throughout England, Wales and Scotland. Please see overleaf for further details.

Additionally, we run occasional inter-authority workshops of this nature for senior Councilors, on specific topics where it is clearly valuable to compare experience among authorities directly.

VENUE

The venue is *Madingley Hall, Cambridge*, an attractive Tudor mansion on the outskirts of Cambridge, close to the M11, A1 and A14, and the base of the University of Cambridge Institute of Continuing Education.

Accommodation is in single-study bedrooms with en-suite facilities.

Information about the venue can be found on the Hall's website:
<http://www.conf.ed.cam.ac.uk/conferences/>

PRICE

The charge for the workshop is **£290.00 plus £50.75 VAT**. This includes:

- tuition and pre-course/course documentation
- tea/coffee on arrival
- dinner on Day 1
- bed and breakfast accommodation at the Madingley Hall
- teas/coffees and lunch on Day 2.

VAT invoices will be provided in respect of all bookings so that VAT can be reclaimed where possible.

BOOKINGS

As numbers are limited, early booking is advised. Please use the form overleaf or a photocopy. Fax bookings especially welcome. Provisional bookings can be made either by telephone or online at www.tra-ld.co.uk. Provisional bookings will be held for 14 days without written confirmation.

CANCELLATIONS

The charge is payable before the event and no refunds will be made for cancellations received later than 14 days before the event. Non-arrivals will be charged the full fee. Participant substitutions will be accepted at any time.

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