

## REGENERATION SCRUTINY PANEL

**Venue:** Town Hall, Moorgate  
Street, Rotherham. S60  
2TH

**Date:** Friday, 6 March 2009

**Time:** 1.30 p.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. Apologies for absence.
4. Declarations of Interest.
5. Questions from members of the public and the press.
6. Communications:-
  1. Recycling in Rotherham – Adrian Gabriel, Waste Strategy Manager, to report.
  2. Feedback from Town Centre Renaissance Tour – Paul Woodcock, Director of Planning and Regeneration.
  3. Whiston Crossroads Update – Dave Cooper, Network Manager, to report.
7. Minutes of the meeting of the Regeneration Scrutiny Panel held on 6th February, 2009. (copy attached) (Pages 1 - 8)

#### **Items for Consideration:-**

8. Scrutiny Review into 'Developing and Planning of Highways' Update (report attached) (Pages 9 - 27)  
Ken Wheat, Transportation Unit Manager, to report.
9. Principal Road Programme 2008-11 (report attached) (Pages 28 - 33)  
Dave Cooper, Network Manager, to report.

10. Six Monthly Update - Traffic Management Act 2004 (report attached) (Pages 34 - 38)  
Martin Beard, Parking Services Manager, to report.
11. Revenue Budget Monitoring - December 2008. (report attached) (Pages 39 - 49)
12. South Yorkshire 2nd Local Transport Plan Progress Report (Pages 50 - 60)

### **For Monitoring**

13. The Forward Plan - 1st February to 31st May, 2009 (copy attached) (Pages 61 - 72)

### **Minutes/Reports for information:-**

14. Minutes of the Performance and Scrutiny Overview Committee held as follows:-  
(Pages 73 - 82)
  - 28<sup>th</sup> January, 2009. (copy attached)
  - 13<sup>th</sup> February, 2009. (copy attached)
15. Minutes of meetings of the Cabinet Member for Streetpride held as follows  
(Pages 83 - 88)
  - 2<sup>nd</sup> February, 2009. (copy attached)
  - 16<sup>th</sup> February, 2009. (copy attached)
16. Minutes of Joint Meetings of the Cabinet Members for Regeneration and Development Services and Streetpride held as follows:- (Pages 89 - 93)
  - 2<sup>nd</sup> February, 2009. (copy attached)
  - 16<sup>th</sup> February, 2009. (copy attached)
17. Minutes of meetings of the Cabinet Member for Regeneration and Development Services held as follows:- (Pages 94 - 108)
  - 2<sup>nd</sup> February, 2009. (copy attached)
  - 16<sup>th</sup> February, 2009. (copy attached)

**Date of Next Meeting:-  
Friday, 3 April 2009**

### **Membership:-**

Chairman – Councillor Boyes  
Vice-Chairman – Councillor Swift  
Councillors:-Doyle, Gamble, Gilding, Gosling, N. Hamilton, McMahon, Slade, Thirlwall, Turner and  
Whysall

**REGENERATION SCRUTINY PANEL**  
**Friday, 6th February, 2009**

Present:- Councillor Boyes (in the Chair); Councillors Doyle, Gamble, Gilding, Gosling, Swift, Turner: Councillors Pickering and Dodson at the invitation of the Chair; together with Co-opted Member:- Mr. B. Walker.

Apologies for absence were received from Councillors N. Hamilton and Smith, and Co-opted Members Mrs. J. Williams and Parish Councillor F. Blanksby

**106.       DECLARATIONS OF INTEREST**

There were no declarations made at the meeting.

**107.       QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS**

There were no questions from the public or the press.

**108.       COMMUNICATIONS**

Rother Valley Country Park

The Chair of the Scrutiny Panel referred to the recent tragic death of a teenage girl and serious injury to other young people whilst enjoying winter activities in the snow at the Country Park. This was now a matter for investigation.

Members of this Scrutiny Panel wished to convey condolences to the bereaved family of Francesca Anobile.

The Panel also wished those who were injured in the accident a speedy recovery.

**109.       MINUTES OF THE PREVIOUS MEETING OF THE REGENERATION SCRUTINY PANEL HELD ON 14TH JANUARY, 2009**

Consideration was given to the minutes of the meeting of the Regeneration Scrutiny Panel held on 14<sup>th</sup> January, 2009.

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

**110.       MINUTES OF THE PERFORMANCE AND SCRUTINY OVERVIEW COMMITTEE HELD ON 16TH JANUARY, 2009**

Consideration was given to the minutes of a meeting of the Performance and Scrutiny Overview Committee held on 16<sup>th</sup> January, 2009.

Resolved:- That the contents of the minutes be noted.

**111. MINUTES OF MEETINGS OF THE CABINET MEMBER FOR STREETPRIDE**

Consideration was given to the minutes of meetings of the Cabinet Member for Streetpride held as follows:-

- 22<sup>nd</sup> December, 2008

A question was asked in reference to Minute No. 28 re: Termination of contract with Creation Recycling Ltd.

- 5<sup>th</sup> January, 2009

A question was asked in respect of the proposed hours for dimming street lights - Minute No. 29 re: Proposed Trial in the Use of Dimming Equipment on Proposed Gateway Schemes refers.

The Transportation Unit Manager explained that the principle for taking this action had been agreed. There was to be a trial period for dimming lights at certain times of the night when traffic flows had fallen to a level where it would be considered safe to reduce lighting levels.

Resolved:- (1) That the contents of the minutes be noted.

(2) That Members and Co-opted Members of the Panel receive a written reply to the question in respect of Minute No. 28.

(3) That the Transportation Unit Manager discuss the issues raised in respect of the proposal to trial the use of dimming equipment (e.g. hours; proposed routes; monitoring) with the Director of Streetpride Services.

(4) That the progress of the trial use of dimming equipment on selected gateway schemes be reported to a future meeting of the Regeneration Scrutiny Panel.

**112. MINUTES OF JOINT MEETINGS OF THE CABINET MEMBERS FOR REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE**

Consideration was given to the minutes of joint meetings of the Cabinet Member for Regeneration and the Cabinet Member for Streetpride held as follows:-

- 5<sup>th</sup> January, 2009

Reference was made to the following:-

- (i) Minute No. 163 – Response to the Consultation Draft of the Robin Hood Doncaster Sheffield Airport Master Plan

It was noted that the issue of a postcode for Rotherham had been minuted on a number of occasions and the Panel confirmed that it would be an advantage to the Borough for many reasons.

- 19<sup>th</sup> January, 2009
- (ii) Minute No. 171 - Town Centre Business Grants – how much take up had there been?

It was reported that several expressions of interest had been received, particularly regarding the shop front grant. An update would be included in the future update reports on the Town Centre Renaissance.

Resolved:- That the contents of the minutes be noted.

**113. MINUTES OF MEETINGS OF THE CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES**

Consideration was given to the minutes of meetings of the Cabinet Member for Regeneration and Development Services held as follows:-

- 5<sup>th</sup> January, 2009
- 19<sup>th</sup> January, 2009

Resolved:- That the contents of the minutes be noted.

**114. MINUTES OF THE RECYCLING GROUP HELD ON 6TH JANUARY, 2009**

Consideration was given to the minutes of a meeting of the Recycling Group held on 6<sup>th</sup> January, 2009.

Resolved:- That the contents of the minutes be noted.

**115. EDUCATION AND INSPECTIONS ACT 2006 DUTY TO PRODUCE A SUSTAINABLE SCHOOL TRAVEL STRATEGY**

Further to Minute No. 151 (3) of the meeting of the Cabinet Member for Regeneration and Development Services held on 15<sup>th</sup> December, 2008, consideration was given to a report, presented by the Transportation Unit Manager, detailing a number of new regulatory powers for Government and new statutory duties on local authorities.

Those duties that would impact on the Environment and Development Services Directorate were set out in Sections 76 -80 of the 2006 Act and included:-

- To promote environmentally sustainable travel modes for all educational journeys which may improve the physical well being of those who use them and/or the surrounding environment.

- To publish a School Travel Strategy to develop environmentally sustainable travel and transport infrastructure so that the needs of children and young people are better catered for.
- To audit any travel infrastructure that may be used when travelling to, from and between educational establishments.

It was reported that the Directorate together with Education, Health and Environmental Services were already making good progress and that a Scrutiny Review had been established to cover aspects associated with traffic and road safety around schools.

The Panel was also advised of:-

- The number of schools with Travel Plans
- Introduction of cycle training for all school aged children
- Training in road safety and transport issues
- The number of road safety and traffic management capital projects on home to school routes
- Healthy and sustainable schools agenda

It was pointed out that the Council's existing strategies and plans adequately took account of the need to improve school travel. However the 2006 Act required local authorities to publish and consult upon a 'stand alone' Sustainable Schools Transport Strategy. To this end a short easy to read consultation draft (Appendix A to the submitted report) had been produced to bring together the good work already under way and to set out a future action plan based on existing and future plans and strategies related to school travel.

Councillor Gosling reported that the Scrutiny Review Group welcomed this report and confirmed that a scoping meeting had taken place. Work was now proposed to look at practice in other local authorities.

It was pointed out that the Council only had duty to support the Travel Plans process and that enforcement of things like this was more difficult than enforcing planning conditions requiring physical works.

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

(2) That the results of the consultation be reported to a future meeting of this Scrutiny Panel.

#### **116. REVENUE BUDGET MONITORING - APRIL TO NOVEMBER, 2008**

Further to Minute No. 43 of the joint meeting of the Cabinet Member for Regeneration and Development Services and the Cabinet Member for Streetpride held on 19<sup>th</sup> January, 2009, consideration was given to a

report, presented by the Strategic Director, detailing the performance of the Environment and Development Services Directorate against the revenue budget for the period ended 30<sup>th</sup> November, 2008.

The Panel noted that the key areas of pressure continued to be:-

- Energy cost increases
- Planning fee income under-recovery
- Street cleansing

The Strategic Director explained the various measures being taken within the Directorate to partially off-set these pressures.

A questions and answers session ensued covering:-

- Interim waste contract
- Savings on transport costs in respect of waste transfer
- Drop in recycling prices
- Impact of the recent winter weather on both waste collections and on
- highways and traffic flows

Resolved:- That the reported position be noted.

#### **117. PERFORMANCE INDICATORS - QUARTER 3**

Further to Minute No. of the meeting of the Cabinet Member for Regeneration and Development Services held on 2<sup>nd</sup> February, 2009 consideration was given to a report presented by the Best Value Officer, detailing the performance results for the Directorate for the third quarter 2008/2009.

Members' attention was drawn to the following:-

Number of indicators that had achieved target (green):- 94 (88%)

Number of indicators slightly outside target (amber):- 6 (5.40%)

Number of indicators not achieved target (red):- 7 (6.60%)

Further detail was provided in respect of the following:-

- |                    |                                                                                                                                                                                                                                                                                                                          |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NI 157<br>(BV109A) | Major Planning Applications:- noting this was a new National Indicator. It was reported that an improvement had been seen since December 2008. To date there were now 71.43% of major planning applications passed on time.                                                                                              |
| BV 200b            | Plan making milestone which the current Local Development Scheme sets out:- noting this would become a Local Indicator in April 2009. The Panel noted the statutory requirement to produce a Local Development Framework by 2010. Concern about resourcing and constantly changing Government Guidelines was also noted. |

NI 195b	Improving street and environmental cleanliness (detritus); an explanation was given regarding why this was in the "red" zone.
NI 195c	Improve street and environmental cleanliness (graffiti):- noting that the Council was in the top quartile for Metropolitan Boroughs
BV 204	Planning Appeals: details were given of the number of appeals together with a breakdown of the number dismissed and those allowed.

Those present commented on:-

- The need for a full breakdown of the number and nature of planning decisions appealed against, with reference to whether the decision was in respect of officers' recommendations or a Planning Board decision.
- Discrepancy in listings re: Quartile positions in respect of BV082c and BV082cii and also re: BV 82ai
- NI 48 – children killed or seriously injured in road traffic accidents:- rating symbol need to be changed to something more sensitive.

The submitted report also contained detail in respect of the Direction of Travel, Equalities Monitoring and the Catalogue of Red Risks identified.

The Panel referred to:-

- How closely monitored local government was
- Trend in the condition of unclassified roads
- Number of roads with dangerous defects

The Strategic Director briefly explained the Local Transport Funding allocation process and reported on the current programme and additional funding which was aimed at getting the Council on target (BV224b) within 3 years.

Resolved:- That the current performance be noted.

#### **118. WAVERLEY PLANNING APPLICATION - UPDATE**

Consideration was given to a report, presented by the Strategic Director, Environment and Development Services, relating to an outline planning application for a new community at Waverley which was received in August 2008.

A PowerPoint presentation, including outline plans and aerial photographs, was also given which highlighted the following:-

- The Waverley New Community
- ATLAS (Advisory Team for Large Applications)
- Planning Performance Agreement
- In house structure for dealing with the application
- Consultation: already carried out and proposed
- Main issues:- e.g. design; sustainability
- Section 106 Agreement, including Management Company and management plan
- Helical Governetz element
- Park and Ride element
- Size of the proposed development
- Time span

A questions and answers session followed covering:-

- Further consultation
- Inter authority co-operation
- Criteria which would trigger the need for e.g schools and transport infrastructure
- The Section 106 Agreement and phasing
- The housing market
- Implications for the parish/town councils and precepts

Resolved:- (1) That the content of the report and presentation be noted.

(2) That further updates be given to the Panel in due course.

#### **119. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (financial/business affairs).

#### **120. THE YES PROJECT AND ROTHER VALLEY COUNTRY PARK - UPDATE**

Consideration was given to a report, presented by the Strategic Director, Environment and Development Services, relating to the current situation regarding the YES project at Pithouse West and the proposals for the Rother Valley Country Park in connection with the YES project.

A brief history of the site and background to this proposed development was given.

In respect of the YES Project and Pithouse West site reference was made to:-

- the process undertaken to choose and select a preferred developer
- the Preferred Development Agreement
- granting of outline planning permission
- the Conditional Development Agreement
- the uniqueness of the proposal
- impact of the current economic downturn

In respect of Rother Valley Country Park it was noted that discussions were being held about the interim management, and a draft interim management agreement was being drawn up which was considered would benefit both the proposed developer and the Council.

An outline of the proposed financial arrangements was set out in the submitted report.

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

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>Regeneration Scrutiny Panel</b>
<b>2.</b>	<b>Date:</b>	<b>6<sup>th</sup> March 2009</b>
<b>3.</b>	<b>Title:</b>	<b>Scrutiny Review into ‘Developing and Planning of Highways’ Update</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

This report updates on progress made in implementing the Scrutiny review into ‘Developing and Planning of Highways’ as amended and approved by Cabinet in December 2007

**6. Recommendations**

Regeneration Scrutiny Panel is asked to note the update attached as an Appendix to this report

## **7. Proposals and Details**

Members will recall the report to 18<sup>th</sup> March 2008 Regeneration Scrutiny Panel which informed of the Cabinet's decisions regarding the Scrutiny Review 'Developing and Planning of Highways'. Attached to that report as Appendix A was a template which set out the individual Review recommendations, the CMT/Cabinet's response and the rationale to support that response.

A review has been carried out and Appendix A has been updated with comments shown in red in the final column of the Table.

## **8. Finance**

This report informs of decisions by Cabinet and a review and has no direct financial implications.

## **9. Risks and Uncertainties**

This report informs of decisions by Cabinet and a review and therefore there are no risks or uncertainties directly associated with it.

## **10. Policy and Performance Agenda Implications**

This was dealt with in the reports to Cabinet.

## **11. Background Papers and Consultation**

Report to Cabinet 14 November 2007 "Response to Regeneration Scrutiny Review into Highway Matters".

Report to Cabinet 12 December 2007 "Response to Regeneration Scrutiny Review into Highway Matters".

Report to Regeneration Scrutiny Panel 18<sup>th</sup> March 2008 "Scrutiny Review into 'Developing and Planning of Highways'".

**Contact Name:** *K J Wheat, Transportation Unit Manager ext. 2953*  
[ken.wheat@rotherham.gov.uk](mailto:ken.wheat@rotherham.gov.uk)

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/ Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<i>“.....that a joint review is undertaken by Neighbourhoods and EDS to establish whether funds from HMR could support the aesthetic design work in certain areas”</i>	This is ongoing: there is regular liaison via the HMR Pathfinder groups set up and chaired by the Local Members and a body of evidence to show that HMR funding has been, and continues to be, used to improve and enhance appearance.	Ongoing.	Safe and Achieving.		Refocusing of funding therefore minimal impact.	Agree recommendation.  Ongoing – HMR funding has been used in a number of schemes/gateway improvements
<i>“.....that a Design Code is developed identifying a hierarchy of roads and streets to which a range of aesthetic design features may apply .....”</i>	We already have two ‘Design Guides’: Better Places to Live in South Yorkshire and Better Places to Work in South Yorkshire. The Government have recently published its Manual for Streets which updates documents like DB32 and Roads in Urban Areas. It is intended to review the South Yorkshire guidance in light of Manual for Streets	Completion of LDF’s.	Safe and Achieving. SYLTP, SYCDP, SY Bus Strategy.	Hierarchy is already established. Needs reviewing in light of new Manual for Streets.	Increased revenue costs, difficult to quantify but will impact on other areas of work and priorities.	Agree to review current South Yorkshire Design Guidance as part of LDF process.  South Yorkshire Design Guides ‘Better Places to Live’ and ‘Better

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	and the Scrutiny Review to capture a consistent set of principles in the Local Development Frameworks that each planning authority in South Yorkshire is completing. It should be noted that a distinction should be made between ‘streets’ and ‘roads’. Generally streets can be considered as ‘places between buildings’ whereas the principal purpose of roads is the free and safe movement of people and goods. The Council, as a traffic authority, has a Network Management Duty under the Traffic Management Act 2004 to manage both ‘road’ and ‘streets’ although different objectives and criteria apply in different circumstances.					Places to Work’ are under review as part of the LDF work

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<p><b><i>“.....that the current Audit and Quality Control system is enhanced to reflect the principles of the Design Code ..... and sets out how road design will meet objectives for the local community.”</i></b></p>	<p>This will be examined but it should be recognised that the Council has set out its transport objectives via the South Yorkshire Local Transport Plan which also quantifies the resources available. As outlined earlier, there will be conflicting priorities and tensions. It should also be remembered that ‘objectives for the local community’ are often hard to define and may vary according to viewpoint.</p>	<p>March 2008.</p>	<p>Safe and Achieving SYLTP, SYCDP, SY Bus Strategy.</p>	<p>Difficult to define “objectives of local communities” finite resources.</p>	<p>Potential significant impact on capital budgets and resources.</p>	<p>Examine in more detail implications on budgets and seek clearer understanding of “objectives of local communities” and tensions that this may create.</p> <p><b>Ongoing work with local Area Assemblies has been helpful in highlighting issues although it has not always been possible to comply with all requirements</b></p>

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<p>“.....that a Consultation Plan specific to each project is developed to set out:</p> <p>who is affected – residents, businesses, etc</p> <ul style="list-style-type: none"> <li>level and type of consultation to be undertaken – state objectives with reference to the Council’s CCI Framework</li> <li>timescales for consultation at</li> </ul>	<p>This is currently carried out in accordance with the Council’s corporate consultation requirement, though perhaps not recorded with the rigour as highlighted above. The earlier comments made about the scope and applicability needs to be considered as it would be impractical and inefficient to prepare such a comprehensive plan for all schemes. Both Planning and Transportation and Streetpride Services have established, well-proven consultation arrangements and the Council have received praise and recognition for their community involvement schemes, for example Streetpride’s ‘Engineers on Street Corners’ initiative.</p>	N/A.	Safe and Achieving.	<p>This is already done and has been recognised. Risks include scope and applicability as well as resources and effort.</p>	<p>Significant cost implications if current Corporate procedures are amended.</p>	<p>Because this is already carried out, it is recommended that this be <b>NOT</b> proceeded with but that EDS be asked to record procedures more rigorously.</p> <p>Engaged in discussions to comply with the Council’s refreshed CCI although statutory requirements mean it is not always possible or appropriate to comply and so exemptions are sought</p>

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<p><i>each stage of project</i></p> <ul style="list-style-type: none"> <li><i>publicity – state media to be used, for what purposes, etc”</i></li> </ul>						
<p><b>“.....support the development of a protocol to facilitate changes to road scheme (sic) arising from public or statutory consultation.”</b></p>	<p>This is already in place; developed in house between Planning and Transportation and Streetpride. A review of the portfolios for Cabinet Member for Regeneration and Development Services and Cabinet Member for Streetpride is also underway.</p>	N/A.	Safe and Achieving.	Already in place.	No significant implications.	<p>Note and note also the review of CM portfolios.</p> <p><b>Review of Cabinet Members portfolios yet to be completed</b></p>

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<i>“.....that monthly updates are issued to Statutory Consultees during the implementation of a scheme. Members also recommend that post scheme (within 6 months) discussions are held to assess the success or problems with a scheme.”</i>	This is not considered to be acceptable on resource grounds and indeed the wisdom and value of monthly updates to Statutory Consultees during the implementation of a scheme is questionable. Again, there is the uncertainty about what schemes fall within scope. The recommendation of a post scheme review is welcomed (again with the caveat about <b>which</b> schemes are to be considered). Six months could be a useful interim date but industry best practice is to consider a 3 year ‘after’ period in order that full effects can be captured and considered objectively.	Not applicable.		Suggestion does not add value and there is uncertainty on the scope of its application.	Very significant impact on resources.	Do NOT support the recommendation.  Recommendation not supported by Cabinet

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<i>“With reference to the LTP Stakeholder Involvement Group, the review group would recommend that either these or similar structures are developed so that consultation during a road scheme can reflect the aspirations of the Council’s CCI Framework.”</i>	This is noted but again is subject to the caveat about what ‘a road scheme’ is and those that fall in scope.			It is not clear what the recommendation refers to. Also, see earlier comments about the Consultation Plan. However, as noted in the report to 12/12/07 Cabinet the LTP Stakeholder Group deals with a variety of issues at a strategic level across SY. By broadly following the Council’s CCI	Not significant	Current arrangements are considered to be satisfactory.  <i>Current arrangements are considered to be satisfactory. See earlier comment about working closely with the Council’s refreshed CCI</i>

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				it is considered that the current arrangements are satisfactory		
<i>“The outline road schemes are supported by an assessment of the impact on local residents, businesses and general environmental or aesthetic issues specific to that local centre.”</i>	This is accepted and will be implemented again subject to the caveat about the scope and definition of “outline road schemes”.	March 2008.	Safe and Achieving, SYLTP, SYCDP, SY Bus Strategy.	The assessment should be carried out by Officers in an objective, structured way and be applied consistently throughout. It also must be consistent with the South Yorkshire objectives.	Slight impact on resources and budgets.	Agree recommendation.  Procedures in Transportation Unit and Streetpride have been amended to reflect this. Applies to schemes in scope and must be consistent with SY objectives in the statutory Local Transport Plan for example

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<i>“.....that outline plans be referred to Scrutiny by the Cabinet Member for information and as a means of inviting feedback via this form of consultation with Members.”</i>	This is not considered to be appropriate and would potentially conflict with the Council’s Cabinet system. It may also result in certain Members being unable to ‘call-in’ Cabinet Member(s) decisions.	Not applicable.		The benefits are difficult to ascertain and there is a risk that it would conflict with the current Cabinet system.	No direct implications.	Do NOT support recommendation.  <b>Recommendation not supported by Cabinet</b>
<i>“.....that Area Assembly Co-ordinating Groups receive an initial brief on a scheme and thereafter, copies of all briefing notes issued to other Consultees on road schemes impacting on their area.”</i>	This is already in place following the recent restructuring in the Transportation Unit to allow closer working with the Area Assemblies and their Co-ordinating Groups.	March 2008 (review current arrangements).		Already in place.	Minor impact on revenue budgets.	Recent changes in the Transportation Unit have improved working arrangements. Review by March 2008.  <b>Arrangements reviewed in March 2008. No fundamental changes were required as the view was that the new</b>

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				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
						arrangements were working well. However two people were assigned to Rotherham South AA because of workload. Some schemes amended, some schemes abandoned following consultation
<i>“That the Cabinet Members for EDS and Streetpride, Chair of the Regeneration Panel and the Strategic Director for EDS review the stages of the democratic process to include Community Consultation at key stages of the process.”</i>	This is agreed and the review will take place.	March 2008.	Safe, Proud, Achieving.	Review current arrangements. Carries little risk.	Review has little impact; any changes might.	Agree review takes place.  Review undertaken. See report to 14 <sup>th</sup> March 2008 Regeneration Scrutiny Panel.  “...the revised working arrangements

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
						recently introduced within the Planning and Transportation Service, whereby problem identification, optioneering and consultation now take place with the Area Assembly(ies) alongside scheme development, before a scheme was presented to Cabinet Member for decision, offered the best way forward bearing in mind the resources available, the need to maintain progress towards LTP targets and other commitments.”

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<b><i>“.....that Parish Councils are consulted as autonomous bodies.”</i></b>	Although not a Statutory Consultee, where there is a Parish Council, it is our established practice to include them as a Consultee. This change to procedure occurred approximately two years ago.	Not applicable.		Already happening.		Note that this already happens.  Consultation with Parish Councils is taking place.
<b><i>“.....support the listing of planning applications posted to the Council’s Website, listed according to Ward boundaries.”</i></b>	The planning applications’ list is available on the Council’s Website and, although not configured on Ward or Parish Boundaries, individual Members or Parish Clerks can be alerted to any planning applications in the vicinity through the Council’s highly acclaimed electronic ‘Alert’ system. This issue has been raised previously at the 6 monthly Parish Liaison meeting where it was agreed not to change the procedure. The issue is also not directly relevant to this Scrutiny	Not applicable.		Not considered to be directly relevant to the Review and is already happening in part.		Note that this already happens in part.

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<p><i>“.....that Design Panels are set up and used to provide a design, monitoring and auditing function to projects involving the design of roads and streets.</i></p> <p><i>The triggers for setting up a Design Panel should include:</i></p> <ul style="list-style-type: none"> <li>• <i>that the scheme affects a village or local centre environment</i></li> <li>• <i>a requirement for a specific design or aesthetic finish</i></li> <li>• <i>a design where</i></li> </ul>	<p>Review.</p> <p>Design Panels, set up as ‘task and finish groups’, for individual schemes cannot be supported because of impact on resources, timescales, targets and effective working arrangements. The triggers, as set out above, would inevitably mean that a design panel would need to be convened for every ‘scheme’ which would be impossible to administer and have a disproportionate effect on other areas of work and targets. However, we are about to set up a ‘standing’ Design Panel to consider significant planning applications and other major schemes affecting the public realm and it is considered that significant ‘highways’</p>	<p>Design Panel as outlined in report to be set up by April 08.</p> <p>Further report to Cabinet on issues and matters considered by April 09</p>		<p>This is considered to be impractical to implement as proposed in the Review. See main body of report to Cabinet 12/12/07 for details of proposed Design Panel</p>	<p>Significant cost/resource issues if implemented as recommended by Review. Costs of proposed Design Panel acting as per report to Cabinet 12/12/07 can be contained within existing budgets</p>	<p>DO NOT support recommendation but support the principle of a ‘standing’ Design Panel to which new significant schemes could be referred.</p> <p><b>Design Panel set up and sitting on all schemes in scope.</b></p> <p><b>See report to 18<sup>th</sup> March 2008 Regeneration Scrutiny Panel</b></p> <p><b>The Design Panel has considered a number of planning applications but no ‘schemes’ from</b></p>

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/ Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<p><i>civic or village pride is a key factor</i></p> <ul style="list-style-type: none"> <li>• <i>the impact on the local community is assessed to be of high importance</i></li> <li>• <i>where issues of conflict are apparent between community interests and traffic flow”</i></li> </ul>	<p>schemes could be referred to this one Panel for comment.</p>					<p>highways as these have all fallen out of scope. Subject to more detailed consideration, it is possible that schemes at Bramley and Swallownest could be considered in the future.</p>
<p><i>“.....that each Design Panel appoints a Chair whose skills and authority are compatible and complimentary to the project. This would establish clear</i></p>	<p>See the earlier comments above.</p> <p>Also, at page 35 the report states; “It was thought that the project management of a scheme would be more effectively undertaken by</p>			<p>See comments earlier about the role of Design Panel.</p>	<p>See comments earlier.</p>	<p>Do NOT support recommendation.</p> <p>Recommendation not supported by Cabinet – see report</p>

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/ Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<i>responsibility and accountability for managing activities.”</i>	such a panel .....” It is considered to be totally inappropriate for any Design Panel to be involved in project management. We have experienced professional engineering and project management expertise within EDS. Any Design Panel should focus on design to be most effective.					to Regeneration Scrutiny Panel 18 <sup>th</sup> March 2008
<i>“....that the Design Panel develops a checklist based on the existing design checklist1 (sic), but should review at the outset of a scheme whether additional factors need to be considered. This should reflect the design code.”</i>	The principle of developing a design checklist is welcomed but see the comments above about the appropriateness and impracticability of a host of Design Panels.	March 2008.		See comments earlier.	See comments earlier.	Agree to support the preparation of a design checklist but NOT that this be developed by a host of individual Design Panels.  Formal design checklist has not been prepared by the Design Panel

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
						<p>although the Panel does work to a set of 'industry standards' e.g. those from CABE.</p> <p>An informal group consisting of representatives of traffic management and landscaping and the highways/urban design officer meets regularly to 'quality audit' most highways schemes that fall outside the scope of the Design Panel</p>

<u>Scrutiny recommendation</u>	<u>Proposed action/comment</u>	<u>Target date</u>	<u>Link to Themes/ Strategies</u>	<u>Impact Analysis</u>		<u>CMT recommendation to Cabinet and March 09 update</u>
				<u>Benefit/Risk</u>	<u>Cost implication</u> <i>Impact on revenue/capital budget, MTFS</i>	
<i>“.....that Parking Services are invited to make a contribution to the design process at an early stage and that, where appropriate, they are invited to sit on a Design Panel.”</i>	Where appropriate, Parking Services, who are responsible for operational issues not parking policy, strategy or design matters, will be consulted. However it is important to recognise that they do not have sufficient expertise or resources to make a significant contribution to the design process.	Not applicable.		Parking Services have insufficient expertise and resources to be consulted on every scheme.	Significant impact on resources.	Agree to consult Parking Services where input could add value.  <b>Parking Services are consulted where appropriate</b>
<i>“.....the Fire Service is invited to contribute to and comment on the design of roads as is appropriate. It is anticipated that this will be done via the Design Panel.”</i>	Similar comments to the above apply to the Fire Service. The South Yorkshire Fire and Rescue Service is a Statutory Consultee and their comments in responses are taken into account during the design process.	Not applicable.				Because the Fire Service is a Statutory Consultee, Do NOT support the recommendation.  <b>Recommendation not supported by Cabinet</b>

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>REGENERATION SCRUTINY PANEL</b>
<b>2.</b>	<b>Date:</b>	<b>6 March, 2009</b>
<b>3.</b>	<b>Title:</b>	<b>PRINCIPAL ROAD PROGRAMME 2008-11</b>
<b>4.</b>	<b>Programme Area:</b>	<b>ENVIRONMENT AND DEVELOPMENT SERVICES</b>

**5. Summary**

To present a progress report on implementation of the programmed improvements across the Principal Road Network.

**6. Recommendations**

- a) That the progress report be noted.

## 7. Proposals and Details

### Principal Roads Capital Programme

In July 2008 Council agreed a project for £5,000,000 of Major Strategic Capital Investment for the improvement of Principal Roads across Rotherham to be delivered over a three year period 2008-11. Public concern over road conditions in Rotherham has been rising and this part of the network is being targeted as it carries over 80% of traffic movement. The first schemes within this programme commenced on site in October 2008.

The proposed programme of works is attached as an appendix to this report. It should be noted that the value of the schemes are budget estimates and will change as the schemes are designed and changes to the programme will be made to accommodate this.

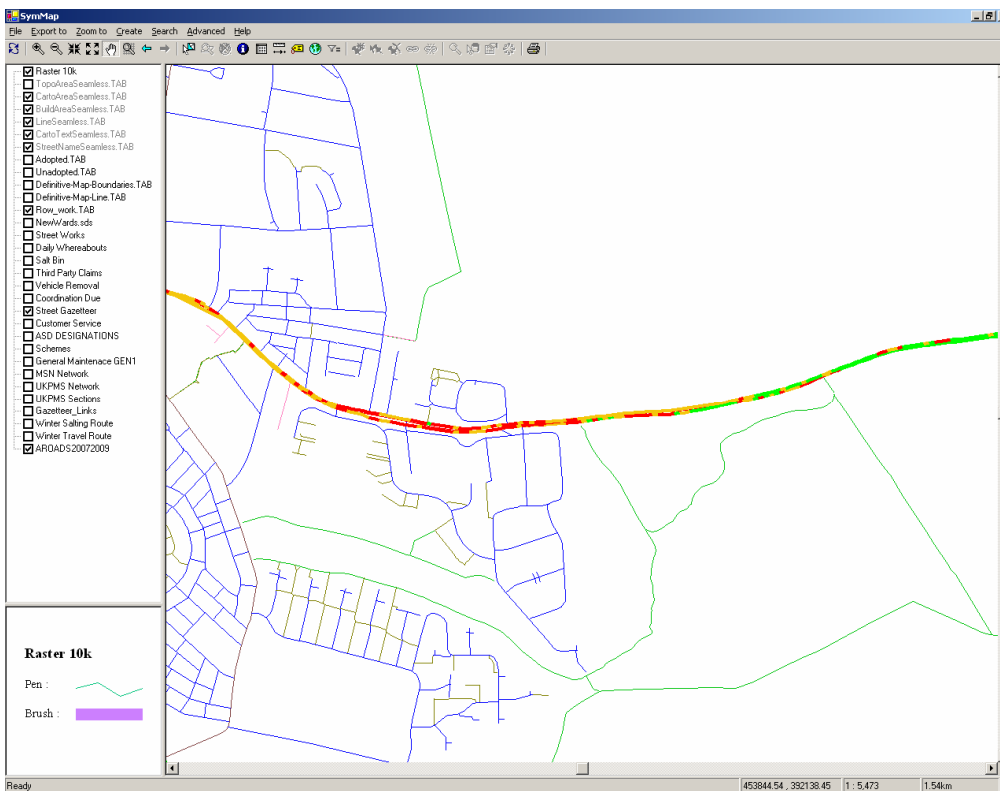
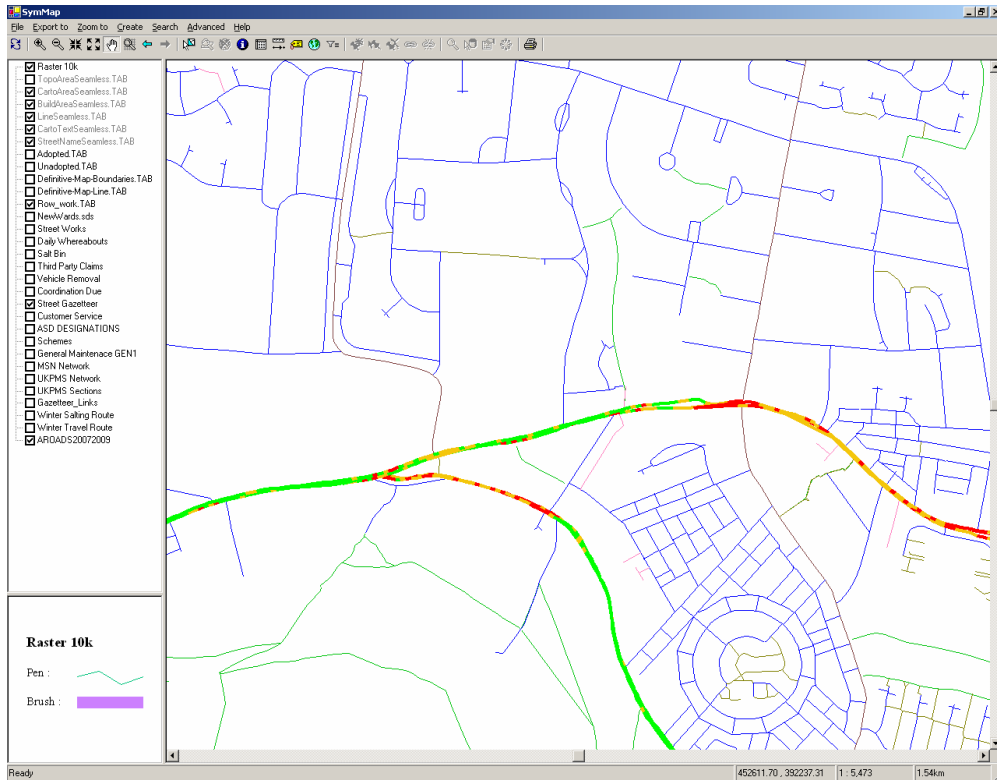
The national performance indicator for Principal Road condition, NI168, is one of the indicators selected for inclusion in the Local Area Agreement. The value of the indicator represents the percentage of the network in need of major repair and where maintenance should be planned soon. Improvement targets for this indicator set for the three year period are:

2009	5%
2010	4%
2011	3%

Calculation of the indicator is based on data collected as part of annual SCANNER surveys (Surface Condition Assessment for the National Network of Roads). This survey is undertaken by a vehicle equipped with a range of sensors being driven along the network. Based on the nature and extent of the defects measured each 10m section of traffic lane is identified using a traffic light, red / amber / green, coding. The percentage of red represents the performance indicator figure.

We are able to plot this data onto maps on our pavement management system and this makes the selection of the most beneficial schemes relatively straightforward. The schemes contained within the three year programme are designed to have the maximum impact upon the indicator figure. Two screen shots from this data showing the section of A631 at Maltby, between Blyth Road and the colliery are shown below for illustration.

Various treatments will be used as part of the work from large patch repairs, surface treatments, and resurfacing / reconstruction appropriate to the nature and scale of the failure on the roads.



### A630 Centenary Way – Major Maintenance Scheme

The length of Centenary Way between Canklow Road and Sheffield Road roundabout has been in need of reconstruction with the removal of all the expansive materials below the road surface for a number of years. Various temporary measures have been taken in order to protect user safety whilst funding for this exceptional scheme has been sought.

In July 2007 a bid for exceptional funding was made to the Department for Transport under the transitional arrangements before such funding was transferred for regional allocation. The Department advised that an application should be made to the Regional Transport Board (RTB) for inclusion as part of the regional funding allocation. This was submitted in January 2008 and endorsement was finally received in July last year. As such schemes are now classed as major schemes The DfT advised that a Major Scheme Business Case needed to be submitted to them to demonstrate the value of the scheme against the range of their separate criteria. Consultants were engaged jointly with Wakefield MDC, who also had similar schemes endorsed, to prepare such a case.

At the start of February 2009 we were advised of a range of measures which the Government Office for Yorkshire and the Humber were proposing in conjunction with the RTB to accelerate spending from the Regional Funding Allocation (RFA). A course of action has been formally recommended to DfT for which confirmation was anticipated by the end of February. If approved this would see a sum of £4,300,000 vired from the RFA programme to Rotherham to fund the scheme for Centenary Way. The sum represents the full estimated cost of the work less the 10% contribution that Councils are required to make for major projects. Submission of the Business Case would no longer be required.

Over the past few months Streetpride have worked closely with our strategic partner, Ringway Infrastructure Services in an attempt to reduce the estimated costs in such a way that the scheme can be procured through the Council's existing contract and thereby avoid an additional delay in works commencing on site. This will be largely governed by the disposal costs for the slag materials.

If the funding is confirmed as anticipated a start on the reconstruction works could be made during May with completion before the end of the year.

## **8. Finance**

The Principal Road improvements form part of the Council's Major Strategic Capital Programme

It is anticipated that the funding for Centenary Way will be received as a direct grant during March 2009.

## **9. Risks and Uncertainties**

The Principal Road Improvement Programme is designed to achieve a set level in performance. At the same time as the Capital allocation was made there was also a resolution to support in principle an increase in Revenue Allocations from 2009/10. This was to be used to sustain the improvement delivered by the programme by allowing timely action to prevent deterioration on this part of the network. Without such an allocation conditions on the network will return to a cycle of decline once the Capitalised improvements end.

If the works to Centenary Way do require a separate contract to be let then there would be the normal contractual risks that tender prices could exceed the budget

estimate. This is more of a risk to the Council than usually the case for a major scheme because of the way the allocation is proposed to be made.

## 10. Policy and Performance Agenda Implications

<b>Rotherham Achieving</b>	The provision and maintenance of quality highway surfaces and amenities plays a significant part in making the Town Centre an attractive place to visit.  Well maintained highways also help the Council present the right image to prospective investors and developers.
<b>Rotherham Alive</b>	To increase satisfaction with the condition of highways
<b>Rotherham Safe</b>	Maintenance of the highway asset to a high standard helps provide the safe well maintained environment that people can enjoy and take pride in.
<b>Sustainable Development</b>	Reduced percentage of primary materials used in works on the highway network.
<b>Fairness</b>	Accessibility issues addressed as part of highway maintenance and highway improvement programmes.

## 11. Background Papers and Consultation

Not applicable

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

**PRINCIPAL ROADS NETWORK - 3 YEAR PROGRAMME - £5 MILLION ACTION PLAN**

YEAR	ROAD	DISTRICT	FROM	TO	TREATMENT	COMMENTS
2008/09	BAWTRY ROAD	BRINSWORTH	35M WEST OF BRINSWORTH GRANGE	EAST BRIDGE JOINT	100MM RESURFACING	START MAR 09
2008/09	CANKLOW ROAD	CANKLOW	OLD SHEFFIELD ROAD	ALMA ROAD	100MM RESURFACING + PATCHING	START MAR 09
2008/09	MAIN STREET	AUGHTON	TREETON LANE	WEST LANE	100MM RESURFACING	COMPLETE
2008/09	UPPER WORTLEY ROAD	KIMBERWORTH	50M BEFORE BROOK HILL	SCHOLES LANE	VARIOUS	COMPLETE
2008/09	WARREN VALE ROAD	SWINTON	WATH WOOD ROAD	ROCKINGHAM ROAD	100MM RESURFACING + PATCHING	COMPLETE
2009/10	MANSFIELD ROAD	WALES	SCHOOL ROAD	CHERRY TREE ROAD	100MM RESURFACING + PATCHING	
2009/10	ALDWARKE LANE	ALDWARKE	ENTRANCE TO STEELWORKS	ASDA RBT	40MM RESURFACING + PATCHING	
2009/10	BLYTH ROAD	MALTBY	ROTHERHAM ROAD	45M EAST OF MILLINDALE	100MM DEEP PATCHES	
2009/10	BLYTH ROAD	MALTBY	NEW ROAD	NOTTS BOUNDARY	100MM RESURFACING + PATCHING	
2009/10	DONCASTER ROAD	THRYBERGH	MAGNA LANE	PARK NOOK	VARIOUS	
2009/10	DONCASTER ROAD	HOOTON ROBERTS	DONCASTER BDRY	CROOKED LANE	40MM/ 100MM RESURFACE + PATCH	
2009/10	EAST BAWTRY ROAD	BROOM	OPP BEECH AVENUE	BRECKS HOTEL (INC RBT)	100MM RESURFACING + PATCHING	
2009/10	GREASBROUGH STREET	MASBROUGH	GREASBROUGH ROAD	COLLEGE ROAD RBT	100MM RESURFACING + PATCHING	
2009/10	MANGHAM ROAD	PARKGATE	STADIUM COURT	GREASBROUGH ROAD RBT	GRIPFIBRE + PATCHING	
2009/10	MOORGATE ROAD	MOORGATE	ALMA ROAD	WHISTON GROVE	100MM RESURFACING + PATCHING	
2009/10	TICKHILL ROAD	MALTBY	QUEENS CROSSROADS	PIT ENTRANCE	VARIOUS	
2009/10	UPPER WORTLEY ROAD	KIMBERWORTH	BROOK HILL	DUAL CARRIAGEWAY	VARIOUS	
2009/10	WATH WOOD ROAD	WATH-UPON-DEARNE	QUARRY HILL ROAD	RACECOURSE ROAD	100MM RESURFACING + PATCHING	
2010/11	BAWTRY ROAD	WICKERSLEY	PARK GROVE	55M EAST OF CROSS STREET	100MM RESURFACING	
2010/11	CENTENARY WAY	ST ANN'S	COLLEGE ROAD RBT	ST ANN'S RBT (EAST & WESTBOUND)	40MM RESURFACING	
2010/11	CENTENARY WAY	MASBROUGH	COLLEGE ROAD RBT	ST ANN'S RBT (NORTH & SOUTHBOUND)	40MM RESURFACING + PATCHING	
2010/11	CENTENARY WAY	CANKLOW	CANKLOW RBT	ICKLES RBT	40MM OR 100MM RESURFACING	
2010/11	DONCASTER ROAD	DALTON	ASDA RBT	DONCASTER ROAD, THRYBERGH	VARIOUS	
2010/11	FITZWILLIAM ROAD	EAST DENE	CHERRY BROOK	ASDA RBT	40MM RESURFACING & MICROFIBRE	
2010/11	FITZWILLIAM ROAD	EASTWOOD	ST ANN'S RBT	SHAKESPEARE ROAD	VARIOUS	
2010/11	MANSFIELD ROAD	ASTON	WORKSOP ROAD	55M EAST OF LODGE LANE	GRIPFIBRE	
2010/11	MEADOWBANK ROAD	HOLMES	WILTON LANE	SHREWSBURY TERRACE	100MM RESURFACING + PATCHING	
2010/11	SANDYGATE	WATH-UPON-DEARNE	FESTIVAL ROAD	DEARNEWAY	100MM RESURFACING + PATCHING	
2010/11	SANDYGATE	WATH-UPON-DEARNE	QUARRY HILL ROAD	FESTIVAL ROAD	GRIPFIBRE + PATCHING	
2010/11	WATH ROAD	WATH-UPON-DEARNE	DONCASTER BDRY	RAILWAY BRIDGE	100MM RESURFACING + PATCHING	
2010/11	WELLGATE	ROTHERHAM TC	60M EAST OF HOLLOWGATE	30M WEST OF BROOM ROAD RBT	100MM RESURFACING + PATCHING	
2010/11	WHARNCLIFFE STREET	ROTHERHAM TC	NOTTINGHAM STREET	DONCASTER GATE	40MM RESURFACING + PATCHING	
2010/11	WILTON GARDENS	BRADGATE	WORTLEY ROAD	WILTON LANE	100MM RESURFACING	
2010/11	WILTON LANE	BRADGATE	WILTON GARDENS	MEADOWBANK ROAD	100MM RESURFACING	

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

1.	<b>Meeting:</b>	<b>REGENERATION SCRUTINY</b>
2.	<b>Date:</b>	<b>6 MARCH 2009</b>
3.	<b>Title:</b>	<b>TRAFFIC MANAGEMENT ACT 2004 - UPDATE</b>
4.	<b>Programme Area:</b>	<b>ENVIRONMENT AND DEVELOPMENT SERVICES</b>

**5. Summary**

The report gives an update on the Council's Parking Services position following the introduction of the Traffic Management Act 2004 in March 2008.

**6. Recommendations**

**That it be resolved that:**

**The contents of the report are noted.**

## 7. Details

The new Act introduced several mandatory changes, all of which have been adopted by the Council's Parking Service. The changes included:

### Presentational Differences

- Parking Attendants being called Civil Enforcement Officers (CEO).
- Special Parking Areas and Permitted Parking Areas being called Civil Enforcement Areas.

### Changes to regulations and guidance

- Differential parking penalties depending on the seriousness of the contravention.
- Powers to serve PCN by post if CEO has started to issue it but driver leaves with the vehicle before it can be served.  
***Rotherham, as per most parking authorities in the Country, is not yet issuing this type of Notice due to software provider delays.***
- Enforcement cameras ("approved devices") to be certified by the Secretary of State.  
***Rotherham is not yet and has no immediate plans to undertake this type of enforcement.***
- Adjudicators have the power to refer appeals back to the authority for reconsideration where a contravention took place but in mitigating circumstances.  
***This has not happened in Rotherham since the onset of the Traffic Management Act.***

**New powers for authorities outside London, previously only held by those in London, enabling them to:**

- Send a PCN by post with camera evidence.
- Send PCNs by post when a CEO has been prevented from serving by the motorist.
- Enforce dropped footways in a Civil Enforcement Area.
- Enforce double parking in a Civil Enforcement Area.
- Place a 6 month time limit on authorities issuing a Notice to Owner.

**Authorities should publish parking policies:**

The Secretary of State strongly recommended that the parking policies of a local authority, including its enforcement policies and priorities, should be made readily and easily available to the public. This makes the authority more accountable to its residents and also helps it to counter accusations that enforcement is being carried out in an arbitrary and unfair way. Rotherham MBC's parking enforcement policy is available to view on the Council's web site.

In situations where a contravention has occurred but in mitigating circumstances, the Council has published guidelines on its use of discretion which is applied flexibly.

**Stronger emphasis on staff training:**

The success of CPE depends on the dedication and quality of the staff that deliver it. Therefore, it is essential that staff at all levels have the skills and training to do their jobs effectively if the service is to command public confidence and respect. It is recommended that new and existing CEOs hold the level 2 nationally accredited qualification cross-referenced to the national occupational standard in parking control, such as the certificate offered by City and Guilds.

***Please note that all Civil Enforcement Officers currently employed by Rotherham MBC have received City and Guilds training.***

**Authorities are encouraged to use photographic evidence gathered by CEOs as additional evidence that the contravention has occurred:**

Digital cameras are now widely used within the parking enforcement industry and the Secretary of State strongly recommends their use in collecting further evidence of a contravention occurring.

***Please note that this is already standard procedure for Civil Enforcement Officers employed by Rotherham MBC.***

**Where an informal challenge made against a PCN within the 14 day 50% discount period is rejected, authorities are encouraged to re-offer discount:**

If a challenge is received within the discount period and subsequently rejected, the Secretary of State recommends that the enforcement authority should consider re-offering the discount for a further 14 days to incentivise payment. It is worth bearing in mind that the enforcing authority has the discretion to re-offer the discount at any time during the appeals procedure.

***Please note that this is current standard procedure in Rotherham MBC Parking Services.***

**8. Finance**

Authorities should publish certain items of financial and statistical information which could include:

Financial:

The total income and expenditure of the on-street and off-street parking account.

A breakdown of income by source (i.e. parking charges and penalty charges).

The total surplus or deficit of the on-street parking account.

Any action taken with respect to a surplus or deficit of the on-street account detailing how any money has been or is going to be spent, including the benefits that can be expected as a result of such expenditure.

Statistical:

Number of higher level PCNs issued.

Number of lower level PCNs issued.

Number of PCNs paid.

Number of PCNs paid within 14 days.

Number of PCNs against which a formal or informal representation has been made.

Number of PCNs cancelled (i.e. where an informal or statutory representation is successful).

Number of PCNs written off.

Number of vehicles removed.

**What authorities had to do to prepare for CPE**

- Ensure that the appropriate Traffic Regulation Orders are in place to facilitate enforcement of the Act.
- Ensure that their staff are fully aware of and trained in the new procedures.
- Make necessary changes to their IT system.
- Appraise their policy and enforcement strategy to ensure it still meets their needs.
- Appraise their existing TROs, traffic signs and road markings to ensure they conform to the legislation and are consistent with one another and the TROs, and make any necessary changes to rectify deficiencies.  
***Please note that this is an ongoing, continual procedure within the appropriate Services within Rotherham MBC.***
- Advise the public of changes to enforcement such as dropped footways.
- Advise the public of changes to penalty charge levels.

## 9. Risks and Uncertainties

### Differential Levels of Penalty Charges

New contraventions were introduced and there are now two levels of contraventions i.e. higher and lower level. Local Authorities had to choose between the following bands of penalty charges:

Band 1          Lower Level £40      Higher Level £60

Band 2          Lower Level £50      Higher Level £70

Rotherham MBC opted for the £50 / £70 band. The previous penalty charge in the Rotherham Borough was £60 and the majority of contraventions fell into the current Lower Level £50 category. This resulted in a reduction in income per penalty charge for previous contraventions. However, the introduction of flexible working arrangements has resulted in a significant increase in the number of penalty charge notices issued. This has resulted in no overall deficit in penalty charge notice income.

## 10. Policy and Performance Agenda Implications

The parking enforcement regime is in line with objectives set out in the South Yorkshire Local Transport Plan and supports the themes in the Corporate Plan and Community Strategy.

## 11. Background Papers and Consultation

Papers - Department for Transport - Parking Policy and Enforcement – Operational Guidance to Local Authorities in England.

**Contact Name:** Martin Beard, Parking Services Manager, Streetpride. Telephone extension 2929. E-mail [martin.beard@rotherham.gov.uk](mailto:martin.beard@rotherham.gov.uk)

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Regeneration and Development Services and Streetpride Delegated Powers meetings</b>
<b>2.</b>	<b>Date:</b>	<b>16 February 2009</b>
<b>3.</b>	<b>Title:</b>	<b>December Revenue Budget Monitoring Report</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

**5. Summary**

To report on performance against the revenue budget for the Environment and Development Services Directorate as at **the end of December 2008** and to provide a forecast outturn for the whole of the 2008/09 financial year.

**6. Recommendations**

(1) That Members note the forecast outturn position of **an overspend of £766,000** for the Environment & Development Services Directorate based on expenditure and income as at December 2008 and forecast expenditure and income to the 31<sup>st</sup> March 2009. This primarily represents a combination of the energy cost price increase and the net shortfall on Planning Service fee income budgets in this financial year.

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

## 7. Proposals and Details

Members are asked to receive and comment upon budget monitoring reports on a monthly basis from May onwards. This report reflects the position against budget for the period 1st April 2008 to 31st December 2008. The attached **appendices** give a summary of the projected 2008/09 revenue position for the Directorate;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

Following the December cycle of budget monitoring the Directorate has identified that it is likely incur **an overspend of £766,000** against its total net revenue budget of £44,377,216.

Key areas of forecast are :

▪ Energy Cost pressures	£641,000
▪ Planning Fee Income under-recovery	£837,000
▪ Street cleansing	£296,000

Key savings which are *partially* offsetting pressures are :

▪ Interim waste contract savings	£670,000
▪ Use of Housing and Planning Delivery Grant	£238,000
▪ Additional fee income from land disposals	£ 50,000
▪ Freezing of vacant posts	£135,000
▪ Staff savings (Economic Strategy Team)	£ 30,000
▪ Staff savings within Culture and Leisure	£ 57,000

### Energy Costs

Members will be aware of the current severe upward trend in energy price movements. Both gas and electricity supply contracts have now been re-negotiated. The new gas contract came into operation from 1<sup>st</sup> June 2008 and has resulted in a price increase of 15.5% from that date. The new electricity supply contract has been implemented from November 2008 and equates to a 48.5% increase on previous prices from that date (it should be noted that the 2008/09 budget setting process allowed for energy price increases of 5% only).

For EDS energy budgets this is forecast to lead to an estimated overspend in 2008/09 of £532,000 (gas £120,000, electricity £412,000) plus a further amount associated with the Leisure PFI contract of £109,000 will also be incurred. Management are currently considering options for mitigating this pressure as much as possible within existing budgets. However the forecast cost pressure cannot be contained by the Directorate's savings alone.

Funding for this pressure (net of Directorates identified savings above) will be requested through the Council's 'Revised Estimates' process in a report to Cabinet in January. This pressure is impacting across the Directorate, within office accommodation (£170k), street-lighting and Streetpride (£200k),

Regeneration and Planning (£12k) and Pools (£150k) and PFI accounts (£109k).

## **Planning Income (Development Control & Land Charges)**

As previously reported there is a significant confirmed cost pressure in respect of a shortfall in fee income within the planning budgets of the Planning and Regeneration Service. This applies principally to planning fee income accruing to the development control account and the land charges fees budget. The first three quarters of 2008/09 has shown an average 20% reduction on the planning fee income levels experienced in 2007/08 due to the severe and escalating downturn in property market conditions. The Land Charges account is also now experiencing a related reduction in fee income levels due to the service's linkage to the property market. The total projected shortfall for the financial year across these accounts is estimated to be approximately £599,000 (this is after application of the remaining Planning Delivery grant and the successor Housing and Planning Delivery grant). The situation will be closely monitored and every effort taken to mitigate this pressure.

Work is on-going to substantiate the position on both these key issues. It is now highly likely that these issues will exert a significant and non-containable cost pressure on the Directorate's budget in 2008/09 and like the energy pressure will be requested through the Council's 'Revised Estimates' process in a report to Cabinet in January.

## **Street Cleansing**

The principal reason for the confirmed overspend is that the basic cost of the Street Cleansing establishment exceeds the budget by £225,000. This is a historical situation within Streetpride and previously this pressure has been largely managed by savings in other services such as Basic Highway Maintenance and by recovery of a margin on externally funded work. The capacity to cover these pressures from these sources does not exist this year.

Control measures have been taken to mitigate the overspend. These include the removal of agency staff that normally cover absence in the street cleansing teams and also cover seasonal peaks such as leaf removal. However, almost all Street Cleansing costs are fixed on labour, vehicles and waste disposal and offer no real scope for further control without reduction in permanent staffing. NB on Audit Commission figures the level of Street Cleansing spending in Rotherham is only 51% of the national average.

### **Remaining areas of pressure are :**

- Streetpride
  - Under-recovery of income - Parking and Section 38 (£156K)
- Asset Management

- Facilities Management (£100k)
- Culture and Leisure
  - Under-recovery of income at Pools (£53k)

The Environmental Development Services Management Team are actively seeking to introduce measures to reduce these pressures. Areas of savings contributing to the offset of the above pressures include :

### **Waste**

The detail of the new interim waste contracts and the extent of any resulting savings will be reported on fully when all interim contracts have been finalised (the Green Waste contract is due to commence mid January) and the impact on existing budgets can be accurately assessed. However, the current estimate is for savings of up to £670,000 in this financial year.

### **Development team fee income**

An additional £45,000 in unbudgeted fee income, generated from land disposals work in the development team of the Regeneration Service has been identified.

### **8. Finance**

Please refer to the attached appendices for detailed financial analysis.

### **9. Risks and Uncertainties**

The overall Directorate budget shows a projected overspend of £766,000. Members are also asked to be aware that there is potential for costs to be incurred as a result of the fatality at Fitzwilliam Road. Members will be updated following the initial court hearing on 6<sup>th</sup> February, 2009.

To date the reported position has reflected a combination of cost pressures partially being compensated for by savings/additional income being generated across the Service. The Strategic Director of Environment and Development Services and Cabinet Member have determined this is an acceptable way of balancing the budget in accordance with Financial Regulation Virement Note Section 11, without the need for implementing virement. However the revised estimate process will propose the transfer of resources to meet in-year cost pressures thereby partially addressing the Service budget imbalances. Where cost pressures cannot be contained within the Directorate's cash-limit a request to award a supplementary estimate to cover the currently identified shortfall of £766,000 will be made.

### **10. Policy and Performance Agenda Implications**

Directorate budgets are aligned only to corporate priorities and spending within the agreed Directorate cash allocation is key to demonstrate the efficient Use of Resources. The first quarter performance monitoring report of 2008/09 has identified no significant issues of concern that have arisen as a consequence of the above reported position. However BV109 (a) Planning

Applications income is slightly below the target range due to a low volume of applications being received in this period.

**11. Background Papers and Consultation**

This is the eighth budget monitoring report for the Directorate for 2008/09 and reflects the position from April 2008 to December 2008. This report has been discussed with the Strategic Director for Environment and Development Services and Finance.

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REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions
Planning & Regeneration Service	609	There is significant cost pressure through an escalation in the level of reduction in planning and land charges fee income (£837k) due to current property market conditions. This is partially off-set by additional fee income from land disposals (regeneration service).	R	Work continues to urgently establish extent of pressure. Management actions to be taken to implement all possible savings measures to contain this pressure whilst the revised estimates process will also be utilised to transfer additional funding in-year to at least partially cover cost pressure.	To minimise cost pressure through revised estimates process and management applied savings actions .
Asset Management	-7	Significant cost pressure through energy cost increases has been identified (£170k) and facilities management (£150k) partially off-set by fee income surplus on Rotherham Construction Partnerships.	A	Management action to be taken to implement all possible savings measures including use of budget virement within Service to balance pressures through revised estimates process. CMT report being prepared to substantiate extent of energy problem (10th November). Also to initiate request for corporate funding to be allocated through revised estimate process to manager costs not covered by identified management savings.	To minimise cost pressure through management applied savings actions and internal budget virement so that level of any additional funding required is minimised.
Streetpride	-12	Significant cost pressure on street-lighting energy (£190k) and Street cleansing (£296k) and under-recovery of income on Sec 38 and parking (£156k) have been identified , which are off-set by savings on the interim waste contracts (£670k), and Managements Costs (£16k)	G	CMT report being prepared to substantiate extent of energy problem. Identified interim waste contract savings if confirmed need to be retained by Service.	To minimise cost pressure through management applied savings actions so that level of any additional funding required is manageable.
Culture & Leisure	311	Significant cost pressure on energy costs (£259k) increases, an under-recovery of income (£53k), has been identified and the potential for a shortfall on Country parks (£42k) and additionally pressures in Archives and Theatres (£62k), are being partially offset by staff savings throughout the Service.	A	Management action to be taken to implement all possible savings measures. CMT report being prepared to substantiate extent of problem and to request for corporate funding to be allocated through revised estimate process to cover costs not covered by identified management savings.	To minimise cost pressure through management applied savings actions so that level of any additional funding required is manageable.
Business Unit	-135	Identified savings on management of non-essential vacant posts	G	Work is on-going to accurately substantiate the size of the saving and management action will be taken to implement all other possible savings measures.	
<b>TOTAL</b>	<b>766</b>				

## REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
<b>Planning &amp; Regeneration Service</b>						
Business Development	-5	Secured small amount of additional funding	G	No action required.		
Development Promotion	-45	Additional contractual fee income	G	Income will be utilised in revised estimates process through virement to support planning fee income shortfall.		
YES Project	85	Unfunded consultancy costs	G	Discussions are ongoing relating to the funding of this project		
Strategy Development	-30	Savings on staff vacancies	G	No action required.		
Work Implementation	0	Nil variance at this stage in the financial year	G	No action required.		
Managed Workspace (Business Centres)	0	Nil variance at this stage in the financial year	G	No action required.		
RERF	0	Nil variance at this stage in the financial year	G	No action required.		
Town Centre Mgt	-15	Savings on staff vacancies	G	No action required.		
Markets	-10	Savings generated due to moratorium	G	No action required.		
Forward Planning	25	Essential spend on Local Development Framework (LDF)	G	No action required.		
Management	55	Share of vacancy factor	A	Work is on-going to accurately capture the size of the issue and action will be taken to implement all possible savings measures.	To minimise cost pressure through management applied savings actions in order to restore budget to a balanced	G
Land Charges	175	Significant cost pressure identified through a reduction in fee income due to current property market conditions.	R	Revised estimates process will be utilised to transfer additional funding in-year to at least partially cover cost pressure, in addition to management identified savings measures.	To minimise cost pressure through revised estimates process and management applied savings actions .	A
Development Control	424	Variance at this stage in the financial year due to significant cost pressure through an escalation in the level of reduction in planning fee income caused by current property market conditions (£662k) off-set by Housing and Planning delivery grants (£238k) usage.	R	Work is on-going to accurately capture the size of the issue and management action will be taken to implement all possible savings measures. Revised estimates process will also be utilised to transfer additional funding in-year to at least partially cover cost pressure.	To minimise cost pressure through revised estimates process and management applied savings actions .	A
Building Control (80% Trading)	0	Nil variance at this stage in the financial year	G	No action required.		
Building Control (20% Revenue)	0	Nil variance at this stage in the financial year	G	No action required.		
Transportation	-50	Increased fee income being generated	G	No action required.		
<b>TOTAL</b>	<b>609</b>					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

Asset Management	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Management	0	Nil variance at this stage in the financial year	G	No action required.		
Facilities Management	100	Cost of management restructuring within Team.	A	To manage costs by implementing budget virement within Service as part of revised estimates process	To restore budget to a balanced position	G
Community Buildings	0	Nil variance at this stage in the financial year	G	No action required.		
Office Accommodation	158	Significant cost pressure through energy cost increases has now been identified (£158k).	A	Work is on-going to accurately capture the size of the issue and management action will be taken to implement all possible savings measures. CMT report being prepared to substantiate extent of problem and request for corporate funding has been made through revised estimate process to cover costs not covered by identified management savings.	To minimise cost pressure through management applied savings actions so that level of additional funding required is manageable.	G
Education Premises	0	Nil variance at this stage in the financial year	G	No action required.		
Environmental Management	0	Nil variance at this stage in the financial year	G	No action required.		
Caretakers	0	Nil variance at this stage in the financial year	G	No action required.		
Public Conveniences (All Saints)	-5	Saving on staffing	G	No action required.		
Bailey Suite	5	Under-recovery of income	G	No action required.		
Reresby Hospitality	12	Under-recovery of income, due to decanting.	G	No action required.		
School Crossing Patrol	-12	Increased number of vacant posts	G	No action required.		
Emergency Planning	0	Nil variance at this stage in the financial year	G	No action required.		
Health and Safety	0	Nil variance at this stage in the financial year	G	No action required.		
Swinton District Heating	0	Nil variance at this stage in the financial year	G	No action required.		
*Commercial Properties	20	Repairs to the roof at RAIN Building	G	No action required.		
*Valuation Group (Fee Billing)	0	Nil variance at this stage in the financial year	G	No action required.		
Misc. Fee Accounts	0	Nil variance at this stage in the financial year	G	No action required.		
Strategic Support Team	-35	Moratorium on spend and vacancies	G	No action required.		
Miscellaneous Properties	0	Nil variance at this stage in the financial year	G	No action required.		
Building Cleaning	0	Nil variance at this stage in the financial year	G	No action required.		
Fee Billing - Projects & Partnerships	-100	Anticipated fee income surplus in excess of budget by year end.	A	To confirm extent of income but to utilise in revised estimates process through virement to support facilities management shortfall.		
Fee Billing - Consultancy Management	-150	Anticipated fee income surplus in excess of budget by year end.	A	To confirm extent of income but to utilise in revised estimates process through virement to support facilities management shortfall.		
Transport	0	Nil variance at this stage in the financial year	G	No action required.		
<b>TOTAL</b>	<b>-7</b>					

Note:

## REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

Streetpride	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Community Delivery Teams	280	function (£296k) and Grounds Maintenance (£54k) are being partially offset by savings within Highway Drainage (£27k) and Graffiti Team (29k) and Maintenance of Civic Areas (£12k)	A	Work is on-going to accurately capture the size of the issue and management action will be taken to implement all possible savings measures.	To minimise cost pressure through management applied savings actions in order to restore budget to a balanced position.	G
Network Management Schemes & Partnerships	351	Significant cost pressure on street-lighting energy (£190k) and under-recovery of Sec 38 and parking income (£156k) represent the pressure on Network Management Budgets.	A	Work is on-going to accurately capture the size of the issue and management action will be taken to implement all possible savings measures. CMT report being prepared to substantiate extent of problem and to consider request for corporate funding to be allocated through revised estimate process to cover costs not covered by identified management savings.	To minimise cost pressure through management applied savings actions so that level of additional funding required is manageable.	G
	0	Nil variance at this stage in the financial year	G	No action required.		
Waste disposal and collection	-670	Saving at this stage in the financial year reflecting the impact of already identified savings on the interim waste contracts re-negotiation i.e green waste processing and H.W.R.C. Potential extent of saving has been constrained by approx 3 month delay in implementation of HWRC contract with Doncaster.	G	Ongoing work on substantiation of contract savings to be undertaken.		
Corporate Accounts - Streetpride	27	Cost pressures have been identified as Computer Maintenance Licences (£30k) together with Flood Alleviation Work (£42k) partially off-set by savings on service charges from Rotherham Connect (£40k) and on the Management Account (£15k)	G	To continue to monitor position and substantiate as a matter of urgency.	To minimise cost pressure through management applied savings actions in order to restore budget to a balanced position.	G
<b>TOTAL</b>	<b>-12</b>					

## REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

Culture & Leisure Services	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Culture & Heritage	58	Archives and theatres staffing budget pressures	A			
Library Service	22	General increase in operational costs throughout Library Service.	G	Measures being taken to offset this pressure		
Recreation & Sport	309	Significant cost pressure on energy costs at non-PFI pools (£150k) and under-recovery of income (£53k), plus (£109k) PFI energy costs. A shortfall on Country Parks budgets are emerging (£42k) which are being partially offset by some savings within this Service Area.	A	Work is on-going to accurately capture the size of the issue and management action will be taken to implement all possible savings measures. CMT report being prepared to substantiate extent of problem on energy and to consider request for corporate funding to be allocated through revised estimate process to cover costs not covered by identified management savings.	To minimise cost pressure through management applied savings actions so that level of additional funding required is manageable.	G
* Tourism	-15	Catering surplus from Rotherham Show, and staff savings	G	No action required.		
Service Management & Support	-63	Costs of photocopying and staffing, partially off-set by savings on vacancy management	G	No action required.		
<b>TOTAL</b>	<b>311</b>					

**Note:**

\* Now incorporates Visitor Information centre, Tourism, 40 Bridegate and part of Town Centre events budgets transferred from former RIDO Service

## REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end December 2008)

Business Unit	Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Business Support	-135	Identified savings due to freeze on recruitment	G	Work is on-going to accurately substantiate the size of the saving and management action will be taken to implement all other possible savings measures.		
Customer Liaison	0	Nil variance at this stage in the financial year	G	No action required.		
Payments to RBT Management	0	Nil variance at this stage in the financial year.	G	No action required.		
Corporate Account	0	Nil variance at this stage in the financial year	G	No action required.		
General Administration	0	Nil variance at this stage in the financial year	G	No action required.		
Performance & Quality	0	Nil variance at this stage in the financial year.	G	No action required.		
Training	0	Nil variance at this stage in the financial year.	G	No action required.		
<b>TOTAL</b>	<b>-135</b>					

<b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b>
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<b>1.</b>	<b>Meeting:</b>	<b>Regeneration and Development Services Matters</b>
<b>2.</b>	<b>Date:</b>	<b>2<sup>nd</sup> February 2009</b>
<b>3.</b>	<b>Title:</b>	<b>South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

### **5. Summary**

To inform Cabinet Member about the South Yorkshire Second Local Transport Plan Progress Delivery Report 2008 and the response from the Government Office for Yorkshire & the Humber.

### **6. Recommendations**

**Cabinet Member is asked to note the Delivery Report and the response from the Government Office for Yorkshire and the Humber and refer a copy of this report to Regeneration Scrutiny Panel for information.**

## 7. Proposals and Details

The second South Yorkshire Local Transport Plan 2006-11 (LTP2) sets transport objectives; a long-term transport strategy for South Yorkshire, a costed 5 year scheme implementation programme; and a set of targets and performance indicators to measure outputs and outcomes.

The Department for Transport (DfT) Guidance on Second Local Transport Plan (LTP2 Progress Reports (2008)) requires local authorities to review progress in implementing LTP2's and to prepare and publish concise progress reports. The South Yorkshire Progress Report reviews progress made between 2006 and 2008 towards mandatory and discretionary targets and indicators and outlines how the transport strategy and capital programme has been delivered using the capital funding available. It also assesses risks and challenges which will need to be addressed if all targets and indicators are to be met by the end of the Local Transport Plan in 2011.

In the main, performance against both mandatory and local LTP2 indicators is 'on track' with only a few areas for concern. Performance is summarised in the table below:

Core Indicator	Definition	Performance
BVPI 99a	All KSI's on public roads	On track
BVPI 99b	Child KSI's on public roads	On track
BVPI 99c	Slight injuries on public roads	On track
BVPI 223	Condition of principal roads	On track
BVPI 224a	Condition of classified non-principal roads	On track
BVPI 224b	Condition of unclassified roads	On track
LTP2	Change in area wide road traffic mileage	On track
LTP3	Cycling trips	On track
LTP4	Mode share of journeys to school	On track
LTP5	Bus punctuality (% on time at non-timing points)	On track
LTP6	Changes in peak period traffic flows to urban centres* Barnsley Rotherham Sheffield	On track
LTP7	Journey times / person miles	On track
SYLI1	% of non-car journeys to Sheffield Centre	On track
SYLI2	Light rail patronage	On track
SYLI4	Satisfaction with light rail services	On track
SYLI5	Number of local rail passengers	On track
SYLI7	Peak hour car driver journeys to Sheffield Centre	On track
BVPI102+	No. of local rail, bus, tram and CT passengers No. of local bus passengers	Almost on track and improving
LTP5	% buses on time at intermediate timing points Average excess waiting times on frequent bus routes	Almost on track and improving
SYLI6	% of rural households near an hourly or better bus service	Almost on track and improving
LTP1	Accessibility – access to work/local centres	Not on track
LTP5	Bus punctuality (% starting route on time)	Not on track
LTP6	Change in peak period traffic flows to urban centres* Doncaster	Not on track
LTP8	Air quality (concentrations of nitrogen dioxide)	Not on track

SYLI1	% of non-car trips to Barnsley, Donc., Rotherham centres	Not on track
SYLI3	Light Rail - % on time at route start and major timing points	Not on track
SYLI7	% of car driver trips to Barnsley, Donc., & Roth., centres	Not on track

It is encouraging to report that all mandatory BVPI's are on track with the exception of BVPI102+ (Total Local Public Transport Patronage). However, the target is showing an improving trend and is only 1.4% behind the trajectory target as a result of encouraging increases in bus (4%), Train (5%) and Tram (5%) patronage. With forthcoming initiatives including the South Yorkshire Bus Prioritisation Process, Strategic Quality Partnerships and various other major Public Transport schemes, the Delivery Report suggests that that the target could be back 'on track' by 2009 or thereabouts. However, the report does not take account of the introduction of free travel for over the 60's (after 9 a.m.) which will no doubt have influenced patronage and any initial surge will not be repeated in forthcoming years. Therefore, patronage growth could slow down.

Road safety indicators (BVPI99a/b/c) are on track however the GOYH have urged that we continue to pursue the national targets which are based on a percentage reduction to the 1994/1998 average accident rate of people killed or seriously injured (KSI). Cabinet Member will recall that some excellent road safety work in the mid 1980's to mid 1990's put Rotherham and South Yorkshire well ahead of other local authorities in terms of accident reduction and a further 40% reduction in KSI's is difficult to achieve, hence the fact that the DfT allowed South Yorkshire to re-baseline from the 1994/1998 average to the 2001/2004 average rate.

Indicators related to congestion and air quality raise some concerns. Although average person journey times have reduced along South Yorkshire's 18 key routes (LTP7) and changes in key peak period traffic flows to urban centres are on target (LTP6), the gap between the number off non-car and car based trips to district centres is widening indicating a modal shift towards the private car (SYL1 and SYL7). In the past, increases in car mobility have led to disinvestment in other modes including public transport and the potential effects of any emerging similar trends will require careful monitoring and evaluation. Whilst LTP2 recognises that economic regeneration and more business activity will create a modest rise in overall trips to urban centres, it is important that the potential of public transport is maximised to make best use of road space and to minimise impact on air quality. Investment in public transport in particular would have positive effects on indicators relating to punctuality (LTP5 and SYLI3) which are currently not on track.

Cabinet Member is asked to note that the indicator related to Accessibility (LTP1) is not on track but this can be attributed to anomalies in the monitoring and reporting methodology. A revised system for monitoring and reporting accessibility is being discussed nationally.

Unlike previous Annual Progress Reports, the 2008 report has not been formally classified by the Government Office, and no LTP integrated transport funding will be allocated on the basis of the report. The integrated transport block has already been allocated fully to local authorities for the whole LTP2 period (up to 2010/11). This provides a stable platform upon which to focus efforts on delivering local transport priorities and achieving best value from investment.

In place of formal assessment and comparison of the progress of all authorities, the GOYH is looking for the 2008 Delivery Report to enact constructive and flexible dialogues, taking into account the varied issues and priorities of individual authorities. The key points raised by the GOYH response are:

- Acknowledgement of the progress made since LTP1 particularly with regard to meeting targets
- Recognition of the Congestion Delivery Plan and increases in bus patronage and a recommendation to produce stronger Smarter Choices strategies that recognise the potential for a broader range of sustainable travel options in support the Congestion Delivery Plan and the LTP in general.
- A need to bring air quality issues into mainstream decision making and how strategies to improve it can show a clearer link between intervention and outcome.
- Recognition of progress in accessibility planning work and a commitment to meet in early 2009 to discuss a more appropriate set of accessibility indicators.
- Recognition of both the Worst First road safety initiative and improvements in all 3 road safety indicators with a caveat suggesting that the aim should be to exceed targets so that the final outcome brings South Yorkshire more inline with the national target for a 40% reduction in KSI's against a 1994/1998 baseline.
- Work on Asset Management is generally welcomed with recognition that data on footway condition is variable and needs to be reviewed.

The full GOYH response is attached at Appendix A.

A full copy of the SYLTP2 Progress Delivery Report will be available at the meeting. It can also be accessed on-line at the following web address:

<http://www.southyorks.gov.uk/index.asp?id=509>

### **8. Finance**

A summary of the LTP spend for 2006-2008 is attached as Appendix B

### **9. Risks and Uncertainties**

Achieving the LTP targets by the end of the plan is very much dependent upon the successful and timely delivery of transport projects. The Progress Delivery Report outlines the risks associated with timely scheme delivery and suggests how they might be mitigated including:

- LTP Scheme Impact reporting via the Executive Board, the Planning and Transportation Steering Group, the Strategic Leadership Group and the LTP Partnership Group.
- A review of practices from LTP1 – reviews of previous risks and how they might affect LTP2.
- Linking the South Yorkshire Partnership programme via the Integrated Transport Delivery Group
- A capacity and skills audit to provide better forward planning for LTP2 projects
- A Capital Programme Risk Assessment - Improved management of the LTP delivery process including the new Strategic Fund which will allow funding to be moved across schemes when delays and blockages are unlikely to be removed within a reasonable timescale.

## **10. Policy and Performance Agenda Implications**

Good performance on our transport related BVPI indicators will reflect well against the Council's overall performance rating and progress towards our transport aspirations will directly benefit the Council's key priorities.

Good transport is crucial to many of the LAA/CAA policies and objectives. Two performance indicators (NI 167 Congestion and NI 47 KSI's) have been included in LAA's for South Yorkshire (including Rotherham's) and both are currently 'on track'.

## **11. Background Papers and Consultation**

South Yorkshire Second Local Transport Plan 2006-11

South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report 2008

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## APPENDIX A

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Date: 23 December 2008

### **LOCAL TRANSPORT PLAN 2006 – 2011 : MID-TERM PROGRESS REVIEW**

Thank you for submitting South Yorkshire's mid-term progress report covering the first two years of the second Local Transport Plan (LTP). The ongoing engagement during the preparation of the report, together with the report itself, has provided the Government Office and the Department for Transport with a good opportunity to review progress towards targets and objectives, as well as to consider how the Partnership has addressed some of the weaknesses identified in the LTP itself.

As was explained at the meeting on the 14 November, neither the review itself nor this letter are intended as a formal assessment and therefore they do not carry any implied grading of your performance or reward funding. A key focus for us is the extent to which the mid-term report matches the original aims set out in your LTP, and how its delivery coincides with and complements the priorities set out in the South Yorkshire Local Area Agreements (LAAs) and the Department for Transport's 'Towards a Sustainable Transport System' (TaSTS).

It is encouraging that nearly 60% of your targets are currently assessed as on track to be met by the end of 2010/11 and a further 20% show an improving situation while being slightly behind the predicted position at the end of 2007/08. Of the 6 targets that are classed as not on track to be met it is recognised that there are technical measurement issues with some of these, particularly the accessibility indicators, and that the air quality target is a particular challenge given the location of some of the measurement points and the need to maintain economic growth in these areas. On the specific issue of the accessibility indicators I am aware a meeting has been arranged for early in the New Year to discuss how more meaningful indicators can be put in place for either the short or medium term.

Although the LTP is centred around the delivery of the four shared priorities of congestion, air quality, accessibility and road safety, plus asset management, there also needs to be effective governance and management control systems in place if the plan is to be delivered effectively and in a way that provides value for money. This was one of the areas in which we felt the original LTP was lacking and it has been particularly pleasing that you have made

considerable progress in addressing our concerns. The setting up of a Central Strategic Fund, which is allocated to schemes or initiatives that provide best value for money, has been a major achievement and seems to have been quite instrumental in bringing about the more joined up way of working that now exists.

The introduction of the new LAAs has in general been a challenge for those working in the transport field. This is primarily because it is the first time transport has been fully included in these agreements, but also because metropolitan areas like South Yorkshire have a history of joint and sub-regional LTPs while LAAs can be seen as more locally focussed. Your decision to try to maintain a sub-regional approach to transport in LAAs has our full support and we feel it fits well with your improved sub-regional governance arrangements and the use of a Central Strategic Fund to focus resource on those areas most in need of improvement.

We were particularly pleased to get an early agreement that tackling congestion was a priority for all the LAAs. The agreement to include a South Yorkshire level indicator for improving road safety in all four LAAs is also extremely encouraging in terms of maintaining a sub-regional approach to casualty reduction. One final point worth making in relation to LAAs is that we are encouraged by the positive engagement you have had with the LAA co-ordinators and feel this is something you can build on for the future. The debate about LAAs will inevitably move more towards the delivery of the chosen target indicators and reviewing performance against the whole indicator set to see whether new priorities emerge over time.

At the review each of the four shared priorities plus asset management were discussed and while I cannot capture the full content of the discussion in this letter it is worth pointing out some of the main points.

### Congestion

The section of your LTP that dealt with Congestion was one of its weaker areas and I am pleased that you used the opportunity offered by the requirement to produce a Congestion Delivery Plan (CDP) to take a fresh look at your arrangements for managing congestion. I know that the CDP was well received by DfT and the early results for person journey times on the target routes are encouraging, with current timings below the baseline level despite an increase in trips. Performance is also positive across the other congestion related indicators in the LTP and it is particularly encouraging that bus patronage is beginning to recover from its low point in 2004/05. I am aware that you have had particular success in increasing bus patronage in North Sheffield as a result of the Statutory Quality Partnership and would be interested to hear if you feel this model is something that is appropriate for other areas.

Managing congestion is a top priority for government and DfT is investing heavily in the provision of journey time data to aid everyone's understanding of the problem. I would encourage you to make the best use of this data, along with the information I know you collect for your own purposes, to help you really understand the causes of congestion and what type of measures can best help mitigate its effects.

I have already mentioned the encouraging trend on bus patronage and hope that you could extend this success into other areas of the Smarter Choices agenda. This also remains a priority for the Government and we would like to see all local authorities producing stronger Smarter Choices strategies to address the whole range of sustainable travel options.

Finally on the subject of Congestion, I should point out that DfT's Network Management Team will publish their regional summary reports from the September Traffic management workshops by early January. I hope these will provide some useful pointers and they should be used to inform work taking place during the remaining years of the LTP. Both DfT and Government Office will continue to liaise, support and challenge on this area of work through attendance at the Yorkshire Traffic Managers Group meetings.

### Air Quality

You clearly have robust systems in place for monitoring air quality issues and this has resulted in the declaration of 15 Air Quality Management Areas (AQMAs) since 2000. There are obvious tensions between policies that seek to improve air quality by reducing traffic and those that seek to raise prosperity and promote economic regeneration. Given the success of the recent Objective 1 led regeneration programme in South Yorkshire it is perhaps not surprising that you are finding it a challenge to achieve the required level of air quality improvement in all the AQMAs.

However, this does not mean it is unimportant and this is an area I feel would be worth some further debate. In particular, it might be worth discussing how air quality is brought more into the mainstream of transport decision making and how strategies to improve it can show a clearer link between intervention and outcome.

### Accessibility

As mentioned previously in this letter we have agreed to meet in the New Year to discuss the development of more appropriate accessibility indicators. While not wanting to pre-empt that discussion, it would be worth considering how any new or revised indicators could be made more relevant for inclusion in LAAs, as many local authorities see accessibility as an issue but don't currently have an indicator that they feel captures what they are aiming to achieve.

Despite the fact that your accessibility indicators are not currently on track to be met you have clearly made much progress in this area and the three tier approach of influencing stakeholders, local accessibility planning and scheme identification/delivery does appear to be having some positive results. It is good to see that you are making progress with embedding accessibility into the planning process and it is particularly encouraging that you are making accessibility a key consideration in the preparation of Local Development Frameworks.

## Road Safety

Casualty reduction is clearly moving in the right direction across all three road safety indicators. As you are aware, we have had some concerns in the past about South Yorkshire's performance in reducing the number of killed and seriously injured casualties. This remains a key consideration for us and we are encouraged by the recent progress on this indicator. We feel that the establishment of initiatives such as "Worst First", along with the inclusion of a South Yorkshire wide casualty reduction indicator in all the LAAs, provides sound evidence of your continued commitment to this area of work.

I hope you can at least achieve your LTP targets for road safety by the end of 2010/11 and would encourage you to try and better the target for reducing killed and seriously injured casualties so that final outcome is more in line with the national target for a 40% reduction against the 1994/98 baseline.

## Asset Management

Highway condition data across all three road classes is showing an improvement and this is to be welcomed. The position on footway condition looks less positive but given the variability in the figures reported perhaps this needs further investigation before any firm conclusions are drawn. It is good to see that work on producing Transport Asset Management Plans is continuing and that you plan to bring these together in an overarching Highways Asset Management Plan for the whole of South Yorkshire.

We have been encouraging all local authorities to consider how they can improve the co-ordination of maintenance and integrated transport work – not just to achieve cost savings but also to secure best value for money and better outcomes. I hope you can consider this area of work further in the future and wonder if the overarching Highway Asset Management Plan for South Yorkshire may help in this respect.

I would like to offer my congratulations to Sheffield in being successful with their PFI bid for highway maintenance and do hope the subsequent contract negotiations go well and look forward to a successful outcome to these in the future.

I am encouraged by the progress made in the past two years and the distance you have travelled since the start of the second LTP. I hope that you can maintain this progress through the remainder of the plan period and will regularly review your governance and management control procedures to ensure they remain fit for purpose in a rapidly changing world. Consultation on the third local transport plan has just been issued and I look forward to discussing how you will respond to this forthcoming challenge in due course.

I hope you find our comments helpful and if you would like any further advice or support please do not hesitate to contact myself or Phil Jones in the Sustainable Transport Team. We have found this review process extremely useful and I hope you have too. Our view is that these review documents should be made available to the public and I trust that you will want to publish the mid-term progress report on your website.

I am copying this letter to those listed in the accompanying annex.

Yours sincerely

**MARGARET JACKSON**

**Deputy Regional Director, Economy and Strategy**

## APPENDIX B

CODE	THEME	2006/07			2007/08			2006-08		
		SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED	SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED	SETTLEMENT (£000s)	SPEND (£000s)	SCHEME OUTPUTS DELIVERED
BL / BG	Bus Priority Schemes	3,948	3,991	25	4,633	4,439	49	8,581	8,430	74
BI	Bus Infrastructure Schemes	937	843	273	981	1,030	288	1,918	1,873	561
LR	Light Rail Schemes	473	81	0	120	1	1	593	82	1
IN	Public Transport Interchanges	1,830	2,151	16	992	1,039	4	2,822	3,190	20
PR	Park & Ride Schemes	1,084	757	2	575	401	3	1,659	1,158	5
TM	Traffic Management & Calming	2,230	2,497	76	2,725	2,974	79	4,955	5,471	155
RC	Road Crossings	695	923	401	675	608	307	1,370	1,531	708
CY	Cycling Schemes	420	424	10	525	562	74	945	986	84
WA	Walking Schemes	400	622	26	560	533	38	960	1,155	64
TP	Travel Plans	312	273	168	535	433	109	847	706	277
LS	Local Safety Schemes	3,183	3,188	79	3,335	2,877	84	6,518	6,065	163
RD	Local Road Schemes	3,357	4,387	15	3,203	4,244	23	6,560	8,631	38
OS	Miscellaneous	3,185	2,431	46	3,661	2,744	46	6,846	5,175	92
SUB TOTALS		22,054	22,568	1,137	22,520	21,885	1,105	44,574	44,453	2,242
MM1,3,5	Maintenance - Carriageways / Footways	12,090	18,267	369	11,005	12,137	329	23,095	30,404	698
MM7	Bridge Assessment & Strengthening	1,915	1,980	9	1,093	1,266	11	3,008	3,246	20
MM8	Structural Maintenance	1,280	1,135	4	2,890	1,347	3	4,170	2,482	7
MM9	Other Maintenance	253	934	10	771	1031	14	1,222	2,219	24
SUB TOTALS		15,538	22,316	392	15,759	15,781	357	31,297	38,097	749
<b>OVERALL TOTALS</b>		<b>37,592</b>	<b>44,884</b>	<b>1,529</b>	<b>38,279</b>	<b>37,666</b>	<b>1,462</b>	<b>75,871</b>	<b>82,550</b>	<b>2,991</b>

# **ROTHERHAM BOROUGH COUNCIL**

## **THE FORWARD PLAN**

1 FEBRUARY 2009 – 31 MAY 2009

T.C. Mumford, Assistant Chief Executive, Legal and Democratic Services



# Welcome to Rotherham Borough Council

## The Forward Plan

February 2009 – May 2009

### INTRODUCTION

The Council has introduced modern decision making arrangements where most decisions previously taken by numerous Committees are now taken by an Executive (consisting of ten Cabinet Members), individual Cabinet Members or Officers. There are Regulatory Boards for Planning and Licensing decisions. The Leader of the Council produces a Forward Plan of Key or Strategic Decisions.

The Cabinet Members are as follows :-

#### THE CABINET

- Leader (Chairman)
- Deputy Leader (Vice-Chairman)
- Cabinet Member for Adult Social Care and Health
- Cabinet Member for Children and Young People's Services
- Cabinet Member for Communities and Involvement
- Cabinet Member for Sustainability and Innovation
- Cabinet Member for Regeneration and Development Services
- Cabinet Member for Lifelong Learning
- Cabinet Member for Neighbourhoods
- Cabinet Member for Streetpride

#### COUNCILLOR

- Stone
- Sharman
- Kirk
- S. Wright
- Hussain
- Wyatt
- Smith
- Rushforth
- Akhtar
- R. S. Russell

A Key Decision is one which is likely -

- To relate to the capital or revenue budget framework that is reserved to the Council, or
- That will result in income, expenditure or savings of £300,000 or greater, or
- To have a significant affect on two or more Wards

Strategic decisions are those which set out a policy framework aimed at securing best service delivery.

The Forward Plan will be updated monthly.

Members of the public are welcome to attend Cabinet Meetings and ask a question.

All decisions (except in extreme urgency) are subject to call-in and Scrutiny.

The Council are a forward looking Authority and are modernising all services.

The Council have a strategic partnership with B.T., to realise improved outcomes for all customers.

The Council have achieved Beacon Council Status for Fostering Business Growth, Removing Barriers to Work, Asset Management, Supporting New Business, Valuing People, Delivery of Quality Services through Procurement, Emergency Planning and Batter Public Places. It is outstanding performance to achieve eight Beacon awards.

The whole Council have achieved Investor in People status.

The Forward Plan for February, 2009 to May, 2009 includes details of the following Key or Strategic Decisions:-

Children and Young People's issues including Student Support Transition Plan & Restructure, Children and Young People's Services 2008/09 Performance Indicator Quarter 3, 2009 GCSE Results and various other issues

Environment and Development Issues comprising Commercial Waste Price Review, Bulky Item Price Review and various other issues.

Neighbourhood and Adult Services Issues including Allocation policy addendum, Assistive Technology Update, Neighbourhood Centres charges update, Voluntary and Community Sector Reviews, Independent Living Centres and various other issues.

Any queries on this Plan can be made to Lewis South, Democratic Services Manager – Telephone (01709) 822050 or e-mail :- [lewis.south@rotherham.gov.uk](mailto:lewis.south@rotherham.gov.uk) or the Lead Officer stated.

# SCHEDULE OF DECISIONS

## KEY DECISIONS TO BE MADE BY THE CABINET MEMBER, STRATEGIC DIRECTOR AND DIRECTORS FOR CHILDREN & YOUNG PEOPLE'S SERVICES

**Strategic Director:**

**Representations to:** The Strategic Director for Children & Young People's Services, Rotherham Borough Council, Children & Young People's Services, Norfolk House, Walker Place, Rotherham S65 1AS

<b>KEY DECISIONS BETWEEN 1 FEBRUARY 2009 AND 31 MAY 2009</b>					
<b>Matter subject of key decision</b>	<b>Proposed date of key decision</b>	<b>Proposed consultees</b>	<b>Method of consultation</b>	<b>Steps for making and date by which representations must be received</b>	<b>Documents to be considered by decision-maker and date expected to be available*</b>
<b>February, 2009</b>					
Student Support Transition Plan & Restructure	10 <sup>th</sup> February, 09	Lifelong Learning Cabinet Member	Report	N/A	Report
Student Support Annual Determination Discretionary Awards	10 <sup>th</sup> February, 09	Lifelong Learning Cabinet Member	Report	N/A	Report

February, 2009						
14-16 Programme	ESF	11 <sup>th</sup> February, 09	Cabinet Member and Young People's Services	Report	N/A	Report
Children and Young People's Services 2008/09 Performance Indicator Quarter 3		11 <sup>th</sup> February, 09	Cabinet Member and Young People's Services	Report	N/A	Report
March, 2009						
Proposal to open Maltby Academy, amalgamate Maltby Hall Infant and Lilly Hall Junior Schools		25 <sup>th</sup> March	Cabinet Member Children and young People's Services	Report on results of stat notice	27 <sup>th</sup> February 08	Report
Annual Admissions consultation		31 <sup>st</sup> March, 09	Cabinet Member for Lifelong Learning	Governing Body reports, internet and newspaper	1 <sup>st</sup> March, 2009	Report
2009 GCSE Results		31 <sup>st</sup> March	Cabinet Member for Lifelong Learning Cabinet Scrutiny	Report	N/A	Report
April, 2009						
May, 2009						

**KEY DECISIONS TO BE MADE BY THE CABINET MEMBER, STRATEGIC DIRECTOR AND DIRECTORS FOR ENVIRONMENT AND DEVELOPMENT SERVICES**

**Strategic Director:** Karl Battersby

**Representations to:** The Strategic Director for Environment and Development Services, Rotherham Borough Council, Economic and Development Services, Bailey House, Rawmarsh Road, Rotherham S60 1QT.

<b>KEY DECISIONS BETWEEN 1 FEBRUARY 2009 AND 31 MAY 2009</b>					
<b>Matter subject of key decision</b>	<b>Proposed date of key decision</b>	<b>Proposed consultees</b>	<b>Method of consultation</b>	<b>Steps for making and date by which representations must be received</b>	<b>Documents to be considered by decision-maker and date expected to be available*</b>
<b>February, 2009</b>					
Commercial Waste Price Review	February 2009	Financial Services	Report on Price Review	Report on Proposed Prices for Commercial Waste 2009/10	Report and Scale of Charges February 2009
Bulky Item Price Review	February 2009	Financial Services	Report on Price Review	Report on Proposed Prices for Bulky Item Service 2009/10	Report and Scale of Charges February 2009
<b>March, 2009</b>					

<b>April, 2009</b>					
Contract to fit out New Civic Offices	TBA	Cabinet Member for Regeneration and Development Services	Report		Report Date TBA
<b>May, 2009</b>					

**KEY DECISIONS TO BE MADE BY THE CABINET MEMBER, STRATEGIC DIRECTOR AND DIRECTORS FOR NEIGHBOURHOODS AND ADULT SERVICES**

**Strategic Director:** Tom Cray

**Representations to:** The Strategic Director for Neighbourhoods, Rotherham Borough Council, Neighbourhood Services, Norfolk House, Walker Place, Rotherham S65 1HX.

<b>KEY DECISIONS BETWEEN 1 FEBRUARY 2009 AND 31 MAY 2009</b>					
<b>Matter subject of key decision</b>	<b>Proposed date of key decision</b>	<b>Proposed consultees</b>	<b>Method of consultation</b>	<b>Steps for making and date by which representations must be received</b>	<b>Documents to be considered by decision-maker and date expected to be available*</b>
<b>February, 2009</b>					
Allocation policy addendum	16 <sup>th</sup> February	Cabinet Member for Neighbourhoods	Report for decision	4th February	9 <sup>th</sup> February
Assistive Technology Update	23 <sup>rd</sup> February	Cabinet Member for Adult Social Care	Report	13 <sup>th</sup> February	Report
<b>March, 2009</b>					
Neighbourhood Centres charges update	2 <sup>nd</sup> March	Cabinet Member for Neighbourhoods	Report for decision	18 <sup>th</sup> February	23 <sup>rd</sup> February
Adaptations budget update	2 <sup>nd</sup> March	Cabinet Member for Neighbourhoods	Report for decision	18 <sup>th</sup> February	23 <sup>rd</sup> February
Rothercare Direct update	2 <sup>nd</sup> March	Cabinet Member for Neighbourhoods	Report for decision	18 <sup>th</sup> February	23 <sup>rd</sup> February

**March, 2009**

Home from Home	23 <sup>rd</sup> March  2 <sup>nd</sup> April	Cabinet Member for Adult Social Care  Adult Services and Health Scrutiny Panel	Report / Presentation	12 <sup>th</sup> March	Report
Voluntary and Community Sector Reviews	9 <sup>th</sup> March	DMT and Cabinet member as required by DMT	Report and or presentation	27 <sup>th</sup> February	Reports to be available by February 09, but some priority reports will be available prior to this date as they are completed
Review of Charges for Non Residential Services 2009/10 – Effective April 09	23 <sup>rd</sup> March	Cabinet Member For Adult Social Care Strategic Director of Finance	Consideration of Report	13 <sup>th</sup> March	Report 22 <sup>nd</sup> January
Independent Living Centres	23 <sup>rd</sup> March	Cabinet Member of Adult Social Care	Report	13 <sup>th</sup> March	Report

**April, 2009**

Supporting People Strategy 2008-13	6 <sup>th</sup> April  4 <sup>th</sup> June	Cabinet Member for Adult Social Care  Adult Services and Health Scrutiny Panel	Report / Strategy	26 <sup>th</sup> March	Report and Strategy
Reviews of Day Care services	6 <sup>th</sup> April	DMT and Cabinet member as required by DMT	Report and or presentation	26 <sup>th</sup> March	Report
Voluntary and Community Sector Reviews	6 <sup>th</sup> April	DMT and Cabinet member as required by DMT	Report and or presentation	26 <sup>th</sup> March	Report
Review of Physical Disability Service	6 <sup>th</sup> April  TBC	Cabinet Member for Adult Social Care  Adult Services and Health Scrutiny Panel	Report	26 <sup>th</sup> March	Report
BME Hospital Action Plan	27 <sup>th</sup> April  4 <sup>th</sup> June	Cabinet Member for Adult Social Care  Adult Services and Health Scrutiny Panel	Report / Action Plan	26 <sup>th</sup> March	Report and Action Plan

<b>April, 2009</b>					
Personalisation Strategy	6 <sup>th</sup> April	Cabinet Member for Adult Social Care  Adult Services and Health Scrutiny Panel	Strategy	26 <sup>th</sup> March	Report and Strategy
<b>May, 2009</b>					

**PERFORMANCE AND SCRUTINY OVERVIEW COMMITTEE**  
**Wednesday, 28th January, 2009**

Present:- Councillor Whelbourn (in the Chair); Councillors Austen, Barron, Boyes, Burton, Gilding, J. Hamilton, Jack and Swift.

Apologies for absence were received from The Mayor (Councillor G. A. Russell) and Councillors McNeely and P. A. Russell.

**164.       DECLARATIONS OF INTEREST**

There were no declarations of interest made at this meeting.

**165.       QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS.**

There were no questions from members of the public or the press.

**166.       REVIEW OF CHILDREN AND YOUNG PEOPLE'S SERVICES**

Tim Littlewood, Performance and Quality Team Manager and Julie Westwood, Director of Commissioning, Policy and Performance, presented a report by the Chief Executive which detailed the recent publication of the 2008 Annual Performance Assessment (APA) Letter which demonstrated a deterioration of scores across five of the six APA outcome areas.

Subsequently the overall judgement for Children and Young People's Services had been reduced from 3 (Good) to 2 (Adequate).

The judgement clearly was a cause for concern and this report highlighted proposals to commission a review to provide an in-depth, independent assessment of Children and Young People's Services for completion by the end of March, 2009.

The review would provide a 'healthcheck' on whether the Council had appropriate capacity in terms of staff, management and resources in order to improve longer term. An independent review was considered essential in order to provide an objective assessment of the service and the comprehensive scope was set out in detail as part of the report.

It was proposed that a Review Board be established to oversee the review and be kept up-to-date with all aspects of the review.

Completion of this review should be achieved for no more than £100,000 (indicative costs). As these costs were above £50,000, bids had been sought from at least six consultancy firms. The value of the contract would not exceed £100,000 and was, therefore, below the EU threshold at which the mandatory timescales took effect; similarly it would not be necessary to advertise in OJEU on this occasion.

There was always the possibility of Government intervention if under performance in services was not addressed. This had already been evident in a number of other local authorities following the results of this year's Annual Performance Assessments (APA).

The report had been considered by Cabinet at its meeting on 21<sup>st</sup> January, 2009.

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

- need for an acquired independent review
- inspection process
- reasons for the decline in performance
- rationale for, and composition of, the Review Board
- process for selecting organisation to carry out the review
- continuing problems regarding Key Stage 1 performance and actions taken to mitigate the problems
- clarification of terminology in findings of the inspection
- challenge to the inspection process and findings
- action plan to address identified weaknesses
- scrutiny role in the process
- performance reporting at Member level
- need for commitment to act on the review findings
- benchmarking with other authorities, particularly with regard to Key Stage 1
- important weaknesses and areas for development with regard to 'staying safe' and 'capacity to improve, including the management of children's services'
- fostering recruitment problems

Resolved:- (1) That the proposed review scope outlined in the report be noted.

(2) That this Committee notes the establishment of a Board to oversee the

review, comprising Councillor Roger Stone – Leader, Mike Cuff – Chief Executive, Matthew Gladstone – Assistant Chief Executive, Councillor Shaun Wright – Cabinet Member for Children and Young People’s Services, Joyce Thacker – Strategic Director, Children and Young People’s Services and Andy Buck – Chief Executive, NHS Rotherham.

(3) That the completed review report be presented to this Committee with a view to reference to the Children and Young People’s Services Scrutiny Panel who would monitor subsequently the implementation of any recommendations arising from the review.

#### **167. PARTNERSHIPS' GOVERNANCE**

Tim Littlewood, Performance and Quality Team Manager, presented the submitted progress report outlining how arrangements had been strengthened for evidencing good governance and mitigating risk relating to significant partnerships. It also identified how the partnerships’ governance ‘year ahead’ commitment was being achieved.

It was noted that further work was needed to meet new criteria in the recently released 2008/09 Use of Resources Key Lines of Enquiry (KLOE).

The report covered:-

- identification of significant partnerships
- Audit Commission Use of Resources 2007/08
- Testing of Partnerships’ Governance arrangements
- Year Ahead commitment
- Audit Commission Use of Resources 2008/09

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

- significant partnerships and criteria for such
- scrutiny role in partnerships’ governance
- reporting lines from partnerships into the scrutiny process
- insurance arrangements
- inclusion of scrutiny arrangements in the matrix

Resolved:- (1) That the changes to the previous list of significant

**4T PERFORMANCE AND SCRUTINY OVERVIEW COMMITTEE - 28/01/09**

partnerships be noted

(2) That the outcomes from the review of partnerships' governance arrangements undertaken to date, in particular the need for lead directors of partnerships to discuss insurance arrangements at an early stage with the Governance and Risk Management Section, be noted and welcomed.

(3) That, in order to meet 2008/09 Use of Resources KLOE requirements, support be given to the requirement for each lead director for each partnership:-

- a) to complete the matrix for recording governance arrangements provided by the Governance and Risk Manager, by January 2009
- b) to ensure relevant partnerships establish joint risk registers by February, 2009

**168. FUTURE WORK PROGRAMME**

Cath Saltis, Head of Scrutiny Services, presented the submitted report regarding the approach to developing the future work programme for 2009/10 bearing in mind the need to examine the local and legislative landscape.

Particular reference was made to the requirements of the Local Government and Public Involvement in Health Act 2007 and the need to develop the work of scrutinising external organisations and agencies and the work of partnerships involving the Council. Councillor Call for Action in respect of crime and disorder was also in place.

It was noted that the following provisions of the Act were coming into force on 1st April, 2009 and had implications for the Council's constitution and terms of reference for scrutiny :

- (a) section 119 (reference of matter by councillor to overview and scrutiny committee), in so far as it is not already in force;
- (b) section 120 (power of overview and scrutiny committee to question members of authority);
- (c) section 121 (power to require information from partner authorities);
- (d) section 122 (overview and scrutiny committees : reports and recommendations);
- (e) section 123 (joint overview and scrutiny committees : local improvement targets);
- (f) section 124 (overview and scrutiny committees of district councils : local improvement targets);

(g) section 127 (overview and scrutiny committees : consequential amendments);

(h) section 128 (transitional provision); and

(i) section 236 (exercise of functions by local councillors in England), in so far as it is not already in force.

Proposals for consideration regarding development of the work programme included:

- outcome of the impending self evaluation
- holding an away day to plan the future work programme from a strategic perspective
- invite all Members of the Council to input to the programme
- utilise Rotherham Reachout with a view to engaging members of the public in the scrutiny process
- organise meetings with partners and representatives from external agencies and organisations to explain the role of scrutiny
- establish meetings with senior management teams across the Council involving the relevant Chair/Vice Chair and scrutiny adviser

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

(2) That the proposed approach to the development of the future work programme, as now submitted, be approved.

(3) That any comments/views be forwarded to Cath Saltis.

#### **169. MINUTES**

Resolved:- That the minutes of the meeting held on 16th January, 2009 be approved as a correct record for signature by the Chairman.

#### **170. WORK IN PROGRESS**

Members of the Committee reported as follows:-

(a) Councillor Boyes reported that the next meeting of the Regeneration Scrutiny Panel would be considering Waverley.

(b) Councillor Jack reported as follows in relation to the Adult Services and Health Scrutiny Panel:

- the breastfeeding review was ongoing
- the "Supporting Independence in Older People" review was about to hold its first meeting to scope the terms of reference. It was likely that home care services would be examined as part of the review
- a visit was being organised to the northern burn care network in Wakefield who were looking at reconfiguring burn care services
- a mental health themed Panel meeting was being planned for 5th March, 2009
- the Annual Health Check Working Group had been established and was about to start work

(c) Councillor Burton confirmed that the ongoing breastfeeding review was going well and the enthusiasm for the review was pleasing.

**171. CALL-IN ISSUES**

There were no formal call-in requests.

**172. COUNCILLOR MCNEELY**

The Committee placed on record its congratulations to Councillor McNeely on today becoming a proud grandmother of twins.

**PERFORMANCE AND SCRUTINY OVERVIEW COMMITTEE**  
**13th February, 2009**

Present:- Councillor Whelbourn (in the Chair); The Mayor (Councillor G. A. Russell); Councillors Austen, Barron, Boyes, Burton, Gilding, J. Hamilton, Jack, McNeely and Swift.

Also in attendance were Councillors Akhtar (Cabinet Member for Neighbourhoods) and Smith (Cabinet Member for Regeneration and Development) for item 179 below (Budget 2009/10)

An apology for absence was received from Councillor P. A. Russell.

**173.       DECLARATIONS OF INTEREST**

There were no declarations of interest made at this meeting.

**174.       QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS**

There were no questions from members of the public or the press.

**175.       MINUTES**

Resolved:- That the minutes of the meeting held on 28th January, 2009 be approved as a correct record for signature by the Chairman.

**176.       WORK IN PROGRESS**

Members of the Committee reported as follows:-

(a) Councillor McNeely reported that the review of choice based lettings was ongoing.

(b) Councillor Austen reported:

- the Working with Parish Councils Part II Review report had been considered by Cabinet at its meeting on 11th February, 2009
- the Debt Recovery Review Group was meeting this afternoon

(c) Councillor Jack reported (i) the latest meeting of the Adult Services and Health Scrutiny Panel had considered:

- a presentation on the Local Involvement Network (LINK)
- Neighbourhood and Adult Services Forward Plan
- diabetes was to be the health condition that the Panel would review

(ii) the review group looking at supporting older people to live at home had met on Wednesday.

(iii) she had attended a conference last week regarding the super regional burns unit.

(d) Councillor Boyes reported:

- the Regeneration Scrutiny Panel had received a presentation on Waverley
- that a first draft of the review of PE/Sport in Schools would be available shortly
- that a scoping meeting had been held with regard to the review of traffic around schools

(e) The Mayor reported that the latest meeting of the Children and Young People's Services Scrutiny Panel had considered:

- ratification of membership of parent governor representatives
- Young Carers' Strategy : Impact Assessment
- Imagination Library – One Year On
- Foundation Stage Assessment Results Summer 2008
- Key Stage 1 Assessment Results Summer 2008
- OFSTED Profile of Schools
- Review of Children and Young People's Services

(f) Cath Saltis reported on a positive first meeting of Yorkshire South Tourism where protocols had been agreed constructively. Meetings would take place on a quarterly basis.

#### **177. CALL-IN ISSUES**

There were no formal call-in requests.

#### **178. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 1 and 3 of Part I of Schedule 12A to the Local Government Act 1972 (staffing and

financial/business affairs).

**179. BUDGET 2009/10**

Further to Minute No. 163 of the meeting of this Committee held on 16th January, 2009, Andrew Bedford, Strategic Director of Finance, outlined briefly the latest budgetary position and reporting timetable and referred to the additional savings proposals to be presented to meet the funding gap.

(A) Tom Cray, Strategic Director of Neighbourhood and Adult Services, outlined the aims of the 2009/10 budget for both Neighbourhoods and Adult Services, together with a reconciliation of proposed savings. He then presented the proposed additional savings and answered questions from the Committee in respect of :-

- phased introduction of home from home quality premium payment scheme, the differing gold, silver and bronze accreditation levels and impact on the Directorate's CSCI judgement
- negotiating additional investment from NHS Rotherham, progress made so far, outcomes achieved and the way forward
- management structure savings proposals and transferred functions
- community partnership budgets and impact on parish council network
- social work staffing establishment
- quality of home care service purchased from the independent sector

(B) Matt Gladstone, Assistant Chief Executive, presented the proposed additional savings in respect of the Chief Executive's Directorate and answered questions from the Committee in respect of :-

- training budget
- continued scrutiny to achieve efficiency savings
- efficiency savings over the last three years

(C) Joyce Thacker, Strategic Director of Children and Young People's Services, referred to the priorities being safeguarding children and school standards.

Joyce presented the further savings and investment proposals and

answered questions from the Committee in respect of :-

- increased NHS Rotherham contributions to care packages, negotiations, outcomes achieved and the way forward
- Outdoor Education Services
- NEETs targets and outcomes
- fostering budget/foster carer levels/fostering service

(D) Phil Rogers, Director of Culture and Leisure Services, presented the additional savings proposals in respect of the Environment and Development Services Directorate and answered questions from the Committee in respect of :-

- Book Fund
- staffing levels across the Directorate
- promotions, events and tourism
- management levels
- training
- external income

Resolved:- That the information and additional savings proposals be noted and officers be thanked for their presentations.

**CABINET MEMBER FOR STREETPRIDE**  
**Monday, 2nd February, 2009**

Present:- Councillor R. S. Russell (in the Chair); Councillor Ali

**30. CHARGES FOR HIGHWAY SERVICES**

Consideration was given to a report, presented by the Street Works and Co-ordination Engineer, proposing amending the current charges made for a range of highway services.

The proposed charges, together with comparative prices in the Yorkshire region, were set out in detail in Appendix A to the submitted report.

Particular consideration was given to the proposed charges for:-

- (i) Skips: noting that the increase could be justified under the provisions of the Traffic Management Act
- (ii) Placing tables and chairs on the highway (Café Culture):- noting that there would now be an annual fee introduced which equated to approximately £2 per week
- (iii) consideration to place a refreshment facility vehicle: this required consultation with Planning Services and Health and Safety

A breakdown of the anticipated income to be generated from the proposed increases was detailed in the report

Resolved:- (1) That the proposed revised charges for established highway services, outlined on the table attached to the submitted report as appendix A, be adopted with effect from 1st April 2009.

(2) That the Street Works and Co-ordination Engineer liaise with the Press Office to publicise these increases.

**31. COMMERCIAL WASTE COLLECTION: PRICE REVIEW 2009/10**

Consideration was given to a report, presented by the Waste Strategy Manager, outlining the prices proposed to be charged to customers for the collection and disposal of commercial waste with effect from 1st April, 2009.

It was reported that consideration had been given to recovering actual costs of operating the service, together with including the increase in the cost of waste to landfill, whilst continuing to provide as wide a range of services as possible to meet customer requirements and comply with the duty imposed upon the Council by legislation.

For Commercial Waste Collection consideration was given to a 4.95% increase (details set out in Appendix 1). In addition it was explained that the Service intended to continue to levy a reinstatement fee for previously terminated contracts.

In respect of prices charged for the collection of waste from charities it was proposed to hold the price at the 2008/2009 level (details set out in Appendix 2)

Details in respect of Benchmarking with Barnsley, Doncaster, Wakefield & Bradford re: Commercial Waste Collection Service were set out in Appendix 3

Resolved:- That the proposed price changes, as detailed in the report now submitted, be approved for implementation from 1<sup>st</sup> April, 2009.

**32. BULKY ITEMS AND SPECIAL COLLECTIONS: PRICE REVIEW 2009/10**

Consideration was given to a report, presented by the Waste Strategy Manager, outlining the proposed prices to be charged to customers for the collection and disposal of bulky items and special collections from households with effect from 1st. April 2009.

It was explained that the Council had a statutory duty to collect household waste and if requested by the occupier of a premise to do so, may make a reasonable charge for the collection of bulky items. This price review had taken account of the costs likely to be incurred by the Council during the review period, including the effect of inflation and the Government's announced increase in Landfill Tax by a further £8 per tonne to £40 per tonne.

In the 2006/07 price settlement, the 50% price subsidy previously given was removed and customers were asked, for the first time, to pay the full cost of standard collections. The removal of the subsidy was in consideration of meeting the corporate budget requirements for 2006/07.

It was reported that the removal of the 50% price subsidy had resulted in a reduced demand for the service during 2006/07, and this had continued through subsequent years. The number of payments received for the collection of bulky items of household waste continued to be around 20% below the level prior to the removal of the 50% price subsidy. It was therefore suggested that in setting prices for 2009/2010 it was important that demand was not suppressed any further. Thus it was recommended that the charge for standard collection be held at the 2008/2009 level.

Consideration was also given to charges for Special Collections and the reasons for the proposed increase in charge were set out in the report.

Full details of all the proposed charges for both Bulky Items and Special Collections were set out in Appendix 1 to the submitted report.

Information from neighbouring authorities about their comparative charges was set out in Appendix 2 to the report.

Resolved:- That approval be given to:-

(1) hold prices charged for the standard collection and disposal of bulky items from households in Financial Year 2009/2010 at the 2006/2007 level.

(2) changes to the proposed price for Special Collections for implementation from 1<sup>st</sup> April, 2009, as detailed in the report now submitted.

**33. CLINICAL WASTE COLLECTION – INTERNAL CUSTOMERS: PRICE REVIEW 2009/10**

Consideration was given to a report, presented by the Waste Strategy Manager, detailing the proposed fees and charges for the Collection of Clinical Waste from other Council Directorates and Departments.

It was explained that the Council's commercial clinical waste collection service for local business ceased in 2007/08, when the Council's costs of providing the service made it no longer viable to continue in competition from specialist healthcare waste collection companies in the private sector.

It was decided at that time to concentrate resources towards meeting the Council's statutory duty to provide a Clinical Waste Collection Service to the increasing number of householders receiving healthcare at home and also continue to offer internal customers with the choice of either using the Council service or one in the private sector.

It was explained that the prices charged to other Council Directorates and Departments, including schools, day centres, etc., for the Collection of Clinical Waste had been held since Financial Year 2007/08.

It was now considered necessary to review these charges as the cost of treating and disposing of Clinical Waste had continued to increase significantly. During the previous year the Council's provider for Hazardous Clinical Waste treatment had increased its charges from £380 per tonne to £650 per tonne. It was reported that there was no alternative but to carry on with the current provider for Hazardous Clinical Waste treatment as they held a virtual monopoly of facilities within the sub-region.

It was explained therefore that the proposed fees and charges were intended to fully recover all operational, including treatment and disposal costs.

The proposed scale of charges for Commercial Clinical Waste Collection from other Council Directorates and Departments for 209/2010 were set out in Appendix 1 to the report.

Resolved:- That approval be given to the proposed fees and charges, as set out in the submitted report, for implementation with effect from 1<sup>st</sup> April, 2009.

**CABINET MEMBER FOR STREETPRIDE**  
**Monday, 16th February, 2009**

Present:- Councillor R. S. Russell (in the Chair); Councillor Ali

**34. PETITION - LACK OF GRITTING AND LACK OF GRIT IN GRIT BINS AT SWINBURNE PLACE**

Further to Minute No. of the meeting of the Council held on 4<sup>th</sup> February, 2009 consideration was given to a petition from some residents of Swinburne Place, Herringthorpe, relating to the lack of gritting of the pavements in this area.

Resolved:- (1) That the petition be received.

(2) That the Streetpride Principal Network Engineer investigates the issues raised, and reports back to a future meeting of the Cabinet Member for Streetpride.

**35. THIRD PARTY HIGHWAY CLAIMS**

Consideration was given to a report, presented by the Streetpride Principal Network Engineer, detailing the latest information from the routine analysis of claims made against the Council as Highway Authority.

The following trends were highlighted:-

- decrease in the number of highway claims from a peak in 2001
- number of pedestrian slips and trips remaining constant between 2005 – 2007
- doubling of claims for vehicle damage over the same period
- repudiation rate:- noting that vehicle claims were more successfully defended
- upward trend in settlement costs of pedestrian claims

It was reported that the figure for claims for vehicle damage was likely to begin to decrease following the Council's commitment of funding for the maintenance of the principal road network.

Resolved:- That the report on recent trends in third party highway claims be noted.

**36. STREETPRIDE RESPONSE TIMES**

Consideration was given to a report presented by the Specialist Support Manager, detailing Streetpride's overall performance in dealing with requests for service which averaged 97.7% in the third quarter of 2008/9.

It was reported that this was a slight decrease in performance when compared with the previous quarter, the reasons for which included sickness, vehicle breakdown, holidays etc.

Particular reference was made to:-

- Street lighting
- Removal of dog mess
- Removal of Fly tipping
- Removal of graffiti
- Clear up Drug litter

Resolved:- That Streetpride's performance in the third quarter of 2008/9 be noted.

**1FJOINT MEETING - CABINET MEMBERS FOR REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE - 02/02/09**

**JOINT MEETING - CABINET MEMBERS FOR REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE  
Monday, 2nd February, 2009**

Present:- Councillor Smith (in the Chair); Councillors R. S. Russell Cabinet Member for Streetpride; Councillors Ali, Dodson and Swift.

An apology for absence was received from Councillor Walker.

**44. COMPLAINTS MONITORING**

Consideration was given to a report, presented by the Customer Service Standards Co-ordinator, detailing the complaints received by the Directorate during the period 1<sup>st</sup> October to 31<sup>st</sup> December, 2008.

It was pointed out that slightly less complaints received than during the same period last year and all were dealt with within the required timescale.

Reference was made to the Service improvements in relation to Streetpride and Connect.

Resolved:- That the report be noted.

**45. CUSTOMER CARE – 1ST OCTOBER TO 31ST DECEMBER, 2008**

Consideration was given to a report, presented by the Customer Service Standards Co-ordinator, detailing the Directorate's performance in respect of Customer Charter targets for the period 1<sup>st</sup> October to 31<sup>st</sup> December, 2008.

It was reported that a new system was put in place since April 2007 and under this system the Directorate was doing very well

Members presented noted RBT 's poorer performance compared with EDS in respect of answering the telephone within 7 rings

Members also commented that statistical information had not been provided by Financial Services or the Chief Executive's Directorate, and thus a cross Council picture could not be assessed.

Resolved:- That the report be noted.

**46. PROPOSED PUBLIC ART FEATURE, BRADGATE ROUNDABOUT, GATEWAY IMPROVEMENT WORKS**

Further to Minute No. 37 of the meeting of the Cabinet held on 22<sup>nd</sup> June, 2005 and Minute No. 7 of the meeting of the Regeneration and Asset Board held on 18th June, 2008, consideration was given to a report,

presented by the Project Officer, detailing proposals for a public art scheme on the Bradgate Roundabout at the junction of Wortley Road, Fenton Road, Wilton Gardens & New Wortley Road, Rotherham, commemorating the poet and philanthropist, Ebenezer Elliott.

The proposals were illustrated on Drawing No. L1643/13 appended to the submitted report.

Reference was made to the employment of a local artist and to the consultation undertaken to choose the final feature.

It was explained that enhancement to the major routes into and out of the town should help to encourage inward investors and were a means to celebrate the culture and historic heritage of Rotherham.

It was confirmed that road safety issues had been considered in the design and proposed materials.

A breakdown of costs and details of funding were given in the submitted report.

Reference was made to the direction of the prevailing wind and it was suggested that this needed to be taken into account when positioning the art work.

Resolved:- That, subject to the positioning of the ears of corn to reflect the prevailing wind direction, the proposed works be approved and the funding arrangements noted.

**47. TICKHILL ROAD GATEWAY, MALTBY**

Further to Minute No. 37 of the meeting of the Cabinet held on 22<sup>nd</sup> June, 2005 and Minute No. 7 of the meeting of the Regeneration and Asset Board held on 18th June, 2008, consideration was given to a report, presented by the Project Officer, detailing proposals for the following environmental improvements off Tickhill Road, Maltby:-

- Improved alley way between Tickhill Road and Woodside Court
- Improved alley way between Tickhill Road and Lumley Drive
- Improved flight of steps between Tickhill Road and Lumley Close

The detailed proposals were illustrated on Drawing No. L4660/200 appended to the submitted report.

It was confirmed that residents in the immediate vicinity, Ward Councillors and local interest groups had been consulted.

It was explained that it was proposed to carry out the works in March 2009 and that these works would be precursor to possible future Gateway

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works along Tickhill Road in 2009/2010.

Those present noted that the works were to be funded from Regional Housing Board programme.

Resolved:- That the proposed works be approved and the funding arrangements noted.

(The Chairman authorised consideration of the following extra item in order for it to be included on the agenda for the meeting of the Regeneration Scrutiny Panel to be held on 6<sup>th</sup> February, 2009)

**48. PERFORMANCE INDICATORS - QUARTER 3**

Consideration was given to a report, presented by the Best Value Support Officer, detailing the performance results up to the third quarter of the year 2008/2009.

The report focused 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
- Performance clinics
- The All England upper quartile comparisons 2007/2008
- The New Performance Framework – Single Set of National Indicators, out of 198 indicators EDS indicators are identified in this report. Local Area Agreement (LAA) indicators for which EDS is responsible have also been identified.
- Equalities report
- Risk Management report

Members' attention was drawn to the following:-

Number of indicators that had achieved target (green):- 94 (88%)

Number of indicators slightly outside target (amber):- 6 (5.40%)

Number of indicators not achieved target (red):- 7 (6.60%)

Further detail was provided in respect of the following:-

- NI 157 Major Planning Applications:-  
(BV109A)
- BV 200b Plan making milestone which the current Local Development Scheme sets out:-
- NI 195b Improving street and environmental cleanliness (detritus)
- NI 195c Improve street and environmental cleanliness (graffiti)
- NI 204 Planning Appeals

Those present commented on the need for a full breakdown of the

number and nature of planning decisions appealed against, with reference to whether the decision was in respect of officers' recommendations or Planning Board decision.

Reference was also made to the listings re: Quartile positions in respect of BV082c and BV082cii and also re: BV 82ai.

The view was expressed that in relation to NI 48 – children killed or seriously injured in road traffic accidents:- the rating symbol need to be changed to something more sensitive.

Resolved:- (1) That the performance results for the Environment and Development Services Director for the third quarter 2008/2009 be noted.

(2) That the Council's position in comparison with the Audit Commission 2007/2008 All England upper quartile results be noted.

(3) That the report be referred to the Regeneration Scrutiny Panel.

**1FJOINT MEETING - CABINET MEMBERS FOR REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE - 16/02/09**

**JOINT MEETING - CABINET MEMBERS FOR REGENERATION AND DEVELOPMENT SERVICES AND STREETPRIDE  
Monday, 16th February, 2009**

Present:- Councillor Smith (in the Chair); Councillor R. S. Russell (Cabinet Member for Streetpride); Councillors Ali, Dodson, Pickering and Swift.

An apology for absence as received from Councillor Walker.

**49. REVENUE BUDGET MONITORING - DECEMBER 2008**

Consideration was given to a report, presented by the Principal Accountant, detailing the performance against the revenue budget for the Environment and Development Services Directorate as at the end of December 2008. A forecast outturn for the whole of the 2008/09 financial year was also reported.

It was reported that the budget was currently showing an overspend which primarily represented a combination of the energy cost price increase, the under recovery of Planning Service fee income budgets and street cleansing.

Other areas of pressure included:-

- Streetpride:- under-recovery of income – Parking and Section 38
- Asset Management:- Facilities Management
- Culture and Leisure:- under-recovery of income at pools

Details of savings which had been identified to part offset this position were given in the report, together with other in-house management measures, e.g. freezing the filling of non-essential vacant posts, being taken to balance the budget for the end of the Financial Year 2008-2009.

Resolved:- (1) That the forecast outturn position of an overspend of £766,000 for the Environment & Development Services Directorate based on expenditure and income, as at December 2008, and forecast expenditure and income to the 31st March 2009 be noted.

(2) That the report be referred to the Regeneration Scrutiny Panel for information.

**1A CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES -  
02/02/09****CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES  
Monday, 2nd February, 2009**

Present:- Councillor Smith (in the Chair);

Also in attendance: Councillors Pickering (Chair, Planning Board) and Dodson (Vice-Chair, Planning Board); Councillor Swift (Vice-Chair, Regeneration Scrutiny Panel)

An apology for absence was received from Councillor Walker.

**173. OPENING OF E-TENDERS**

Resolved:- That the action of the Cabinet Member in opening e-tenders for the following scheme on 14<sup>th</sup> January, 2009 be recorded:-

- Demolition of Herringthorpe Leisure Centre, Rotherham.

**174. MINUTES OF A MEETING OF THE HEALTH, WELFARE AND SAFETY COMMITTEE HELD ON 16TH JANUARY, 2009**

The following report was submitted:-

**175. PORTABLE TEENAGE SEATING UNIT - VALLEY PARK**

Consideration was given to a report, presented by the Operations Manager, detailing a request, which had been received from the Wentworth South Area Assembly Co-ordinating Group, to locate a portable teenage seating area towards the bottom of the park adjacent to Herringthorpe Valley Road on a trial basis for 3 months. It was proposed to install the unit by the end of February 2009.

It was explained that the need for the shelter was identified during the consultation process of the park's master plan and the proposal was supported by the "Friends of" group and the Council's Green Spaces Unit.

It was confirmed that there were no cost implications as unit belonged to the Area Assemblies and would be refurbished before being located. However, there would be a small annual maintenance cost should a permanent unit be installed.

Members pointed out that there was a need to check if planning permission was required.

Resolved:- That the Wentworth South Area Assembly Co-ordinating Group be allowed to site a portable teenage seating unit for a trial period of 3 months on Herringthorpe Valley Park.

**176. PETITION REGARDING CONTROLLED ACCESS TO SCHOOLFIELD DRIVE FROM ROSEHILL PARK**

Further to Minute No. 134 of the meeting of the Cabinet Member for Regeneration and Development Services held on 24<sup>th</sup> November, 2008, consideration was given to a report, presented by the Operations Manager, relating to options for dealing with anti-social behaviour in Schoolfield Drive, Rawmarsh following receipt of a petition from local residents regarding the matter.

Reference was made to meetings which had taken place with residents and petitioners.

Those present considered the impact and cost of each of the following 3 options:-

- permanently close the access from Schoolfield Drive; noting the possible claim for a right of way
- controlled access: noting the cost of locking and unlocking, and capital cost of providing a gate and fencing
- retain open pedestrian access

Those present supported the no cost option and agreed that the resources of the Safer Neighbourhoods Team and staff from Green Spaces via the Neighbourhood Action Group should be deployed to deal with the anti-social behaviour issues.

Resolved:- That the petition be noted and, subject to consultation with the local Ward Councillors, the issue of anti social behaviour on Schoolfield Drive be dealt with via the Safer Neighbourhoods Team working closely with Green Spaces staff where appropriate.

#### **177. A57/B6067 WORKSOP ROAD - JUNCTION ALTERATION**

Consideration was given to a report, presented by the Transportation Unit Manager, detailing a proposal to ban the right turn from the B6067 onto the A57 Worksop Road, to reduce the number of Personal Injury Accidents taking place, and the outcome of the associated consultations. It was explained that the proposal would route all traffic towards Junction 31 of the M1, where those wishing to turn right could U-turn.

The proposals were illustrated on Drawing No. 129/A57-B6067 appended to the submitted report.

Reference was made to the proximity of Aston Fire and Rescue station and it was pointed out that it was not therefore proposed to install any feature that physically restricted the right turn.

Details of traffic surveys which had been carried out over the last five years were reported, together with the consultations with Emergency services, Local Ward Councillors, Aston-cum-Aughton Parish Council, the PTE and Highways agency.

Resolved:- (1) That approval be given for the detailed design to be carried out, and subject to no objections being received from advertising of the Traffic Regulation Order, the scheme be implemented.

(2) The scheme be funded from the Local Transport Plan Integrated Transport Programme for 2009/10.

**178. QUEEN STREET, SWINTON - PROPOSED TRAFFIC CALMING**

Consideration was given to a report, presented by the Transportation Unit Manager, detailing the receipt of an objection to the proposed installation of a speed cushion on Queen Street, Swinton, following a request from residents for measures to reduce vehicle speeds along the service road which was being used by vehicles avoiding the existing traffic calming features on Queen Street.

Details of the objection were appended to the report.

It was reported that following observations and discussions with the local residents the original proposed location had been changed (illustrated on Appendix B – amended) and a further amendment to the footway to make crossing the junction at Albert Street safer had been included.

It was confirmed that consultation had taken place with the local Ward Councillors and that funding was available from existing 2009/2010 budget.

Resolved:- (1) That the objection to the proposed installation of a speed cushion at the location shown on Appendix B to the submitted report (amended location for provision of speed cushion) be not acceded to and the scheme be implemented.

(2) That the objector be informed of this decision.

**179. KNOLLBECK LANE, BRAMPTON**

Consideration was given to a report, presented by the Transportation Unit Manager, relating to a proposal to provide accessibility improvements on Knollbeck Lane, Brampton including vertical traffic calming, new footway buildouts, new pedestrian refuges and bus stop improvements and to report results of the consultation exercise that has been undertaken to date.

Reference was made to the development of local access plans to improve sustainable access to local facilities and services. As part of this process Knollbeck Lane had been identified as a route for pedestrians, cyclists and public transport users to employment, retail and leisure opportunities within the Cortonwood Retail Park and the Dearne Valley.

It was explained that the proposed works would be carried out in conjunction with Gateway Improvement works.

Details of the consultation already undertaken were set out in the report, It was pointed out to those present that letters had been sent to all the residents, and that there had been a public exhibition. Consultation had also taken place with statutory consultees, local Ward Members, Brampton Bierlow Parish Council and other residents directly affected.

Resolved:- (1) That the results of the consultation exercise for the proposed scheme be noted.

(2) That authority be given for the detailed design to be carried out and for the scheme to be implemented.

(3) That the scheme be funded from the Local Transport Plan Integrated Transport Programme for 2009/2010.

**180. SOUTH YORKSHIRE SECOND LOCAL TRANSPORT PLAN -  
PROGRESS DELIVERY REPORT**

Consideration was given to a report, presented by the Transportation Unit Manager, relating to the second South Yorkshire Local Transport Plan 2006-2011 Progress Delivery Report.

Reference was made to the DfT's requirement to review progress, assess risks and challenges to be addressed if targets and indicators were to be met by the end of the Plan.

A full copy of the Delivery report was made available at the meeting.

A table within the report detailed Core Indicators, their definition and performance (green = on track; amber = almost on track & improving; and red = not on track).

Members' attention was drawn to the mandatory indicators which were on track except for BVPI 102+ (total local public transport patronage).

Particular reference was made to the following:-

- road safety indicators:- noting the GOYH had urged the Council and South Yorkshire to continue to pursue the national targets
- air quality and congestion:- noting the continued modal shift towards private car use
- accessibility:- noting this was not on track due to anomalies in monitoring and reporting methodology

It was pointed out that no further funding would be allocated on the basis of the report as the integrated transport block had already been fully allocated to local authorities for the whole of the Plan period.

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Government Office's response was attached at Appendix A which highlighted 6 key issues, and these were detailed in the submitted report.

Reference was made to the need for pedestrian facilities to cross A618 Pleasley Road to access Ulley Country Park.

Resolved:- (1) That the Delivery Report and the response from the Government Office for Yorkshire and the Humber be noted.

(2) That the report be referred to the Regeneration Scrutiny Panel for information.

(3) That the Transportation Unit Manager investigates measures to assist pedestrians crossing Pleasley Road to access Ulley Country Park.

**181. WELLGATE SOUTH RESIDENTS' PARKING SCHEME - PUBLIC CONSULTATION**

Consideration was given to a report, presented by the Transportation Unit Manager, detailing of the outcome of public consultation carried out in the Wellgate South area about the possible introduction of a residents' parking scheme following distribution of a leaflet and questionnaire in November 2008.

A detailed analysis of the results (31.5% response rate) was set out in the report.

It was reported that there was a split in the support for the scheme, and the groups of streets in support and not in support were detailed in the report, together with the main reasons for not supporting the scheme.

In addition it was reported that two petitions had been received;-

- (i) from households on Richards Road objecting to the scheme on the basis that they did not have parking problems
- (ii) from residents on the majority of streets within the area adjacent to Wellgate and the Broom Valley area – not supporting the scheme

It was therefore concluded that there was limited support for a residents' parking scheme and consideration should be given to abandoning the proposal.

However, considering the broad support from residents on Boston Castle Grove and Terrance, and to address some of the problems with student parking at the nearby college, and to assist with the development of Boston Castle park, it was suggested that a discrete residents' parking scheme could be introduced in this location. These proposals were illustrated on Appendix E to the submitted report. Further consultation on this proposal would be carried out.

Consideration was also given to the proposal to promote a Traffic Regulation Order to introduce a series of No Waiting At Any Time restrictions to address problems with vehicles parking in, and close to, junctions in the Wellgate South area and these proposals were illustrated on Appendix F. It was also proposed to include Bernard Street in the Town Centre Pay and Display zone where there was high demand for commuter parking.

It was confirmed that funding should be available from the Local Transport Plan Integrated Transport Capital Programme for 2009/2010.

Resolved:- (1) That the introduction of the Wellgate South Residents' Parking Scheme be abandoned.

(2) That the Director of Planning and Regeneration use powers delegated to him to promote a Traffic Regulation Order to introduce No Waiting At Any Time restrictions in the Wellgate South Area and to extend the Town Centre Pay and Display Zone to Bernard Street, as shown on Drawing No. 126/18/TT482.

(3) That the scheme (as detailed at (2) above) be funded from the Local Transport Plan Integrated Transport Capital Programme for 2009/10.

(4) That further consultation be undertaken on a Residents' Parking Scheme on Boston Castle Grove and Boston Castle Terrace as shown on Drawing No. 126/18/TT483.

**182. RENAISSANCE FLOOD ALLEVIATION SCHEME - WETLAND PARTNER LANDSCAPING**

Consideration was given to a report, presented by the Partnership Implementation Officer, explaining the relationship of the Council with the Sheffield Rotherham Wildlife Trust (SRWT) to manage the Centenary Riverside Wetland area which was part of the Flood Alleviation Scheme.

It was pointed out that the SRWT would now deliver a more enhanced landscaping treatment of the site and consequently the trust had bid for and obtained external funding towards the costs. It was noted that the Council's contribution had enabled match funding for this project. Details of the funding elements were set out in the report.

Resolved:- (1) That the handover to Sheffield Rotherham Wildlife Trust be noted.

(2) That the enhanced form of landscaping delivery, now to be delivered on the Centenary Riverside Wetland Area be noted.

(3) That approval be given for the reallocation of the contribution of

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£100,000 from the Council that levers the external sources of grant.

**183. GRANGE PARK GOLF CLUB - LEASE EXTENSION**

Consideration was given to a report presented by the Leisure Services Manager, relating to receipt of a request to Review the lease arrangement with the Club as they proposed improvements to the course and ancillary facilities and better security on site, and required a longer term lease in order to access finance for the proposals.

Reference was made to the background to the lease agreement, level of investment made by the club and success of the partnership between the Club and the Council. From the Service Area's point of view it was considered that the Club had met its short term commitments.

The proposed developments to the clubhouse, the barn and green keeping sheds were outlined, noting that further development work and detailed discussion would be needed.

Reference was also made to an additional lease to the Club in respect of the restaurant and manager's flat and it was suggested therefore that it was opportune to revisit both leases.

It was confirmed that all costs in establishing a new lease would be met by the Club. It was reported that the proposed new lease would be on a rent and profit share basis.

Resolved:- (1) That the proposed developments be noted and, based on an in principle agreement, approval be given for officers to draft a new lease agreement.

(2) That the terms of the new lease agreement be reported to the Cabinet Member for Regeneration and Development Services for consideration and to the Regeneration and Asset Board for approval.

**184. CATALOGUE AND LIBRARY MEMBERSHIP DATA MAINTENANCE**

Consideration was given to a report, presented by the Manager, Library Service Design and Development, relating to the Library Management System which contained a large amount of data, dating back to the 1980s that related to items, loans and members that are obsolete.

It was reported that this old information was creating uncertainty when trying to locate items in stock for members of the public, leading to staff mistakes in dealing with borrower records and contravening Data Protection principles.

It was proposed therefore to delete items from the catalogue which have been on loan and unreturned for over 3 years and to delete membership records relating to people who have not used the service for over 3 years

(standard registration period).

This was regarded as essential work preparatory to introducing regular “house-keeping” routines for keeping data up-to-date and revising the process for dealing with overdue items.

It was confirmed that the cost and the loss rate over the 20 year period was quite low.

Reference was made to the unusable condition of many items when returned and to the disincentive to people of imposing fines.

Resolved:- That the report be accepted and the Library Management System data clear-up be carried out.

**185. ROTHERHAM ECONOMIC REGENERATION FUND (RERF) - STEELOS**

Consideration was given to a report presented by the Director of Culture and Leisure Services, seeking an allocation from the Rotherham Economic Regeneration Fund (RERF) Revenue of £30,000 revenue to pump prime the “Steelos Rotherham Production” and match fund the Heritage Lottery Fund and allocation from Yorkshire South Tourism.

A full explanation of the background to the project and credentials of the artist involved was given in the submitted report.

It was reported that this would be staged at MAGNA with anticipated involvement from RCAT and Sheffield Hallam University. It was proposed that local people would be involved in the research to create a living archive for Rotherham.

Details were also given of the target audience and it was pointed out that there was interest from the Arts Council.

Details of the funding elements were set out in the report together with the current position of the RERF

It was acknowledged that the project was not without risk.

Resolved:- That £30,000 of RERF Revenue be approved to match funding from the Heritage Lottery Fund and South Yorkshire Tourism.

**186. AMP TECHNOLOGY CENTRE**

Consideration was given to a report presented by the Business Development Manager, seeking approval to submit a proposal to Yorkshire Forward for the management of the AMP Technology Centre.

An explanation was given of the current management contract which was due to expire at the end of June,

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In view of the Council's strong and successful track record in managing business centres it was considered that RiDO was well placed to deliver the service Yorkshire Forward was seeking.

The procurement timetable was set out within the report.

Details of the services which would be managed at the AMP were described.

It was noted that TUPE arrangements would apply.

Resolved:- (1) That the preparation and submission of an expression of interest for the delivery of management services at the AMP Technology Centre be approved.

(2) That, subject to the Council being shortlisted following the expression of interest stage, the Director of Regeneration and Planning be authorised to submit a tender to Yorkshire Forward for the provision of these services.

**187. SCHOOL TRAVEL PLANS - PROCUREMENT OF CYCLE TRAINING**

Further to Minute No. 62 of the meeting of the Cabinet Member for Economic and Development Services held on 31<sup>st</sup> July, 2006, consideration was given to a report, presented by the Transportation Unit Manager, relating to the continuing appointment of a cycle training provider to support the School Travel Plan process.

Reference was made to the number of school aged children trained and the positive and excellent feed back from parents and schools.

It was reported that the current contract would expire at the end of March and would need to be re-tendered to ensure the best service provision and value for money.

It was explained that the contract would initially be for one year with an option to extend for a further 2 years subject to funding and performance criteria being met.

Members present commented on:-

- lack of secure storage for cycles at some schools
- commitment of Governors to produce School Travel Plans
- work of the Council to assist and facilitate schools and help access funding

Resolved:- That the re-tendering of a 1 year contract for 2009/2010 (renewable for a further 2 years) for the provision of cycle training be endorsed.

(The Cabinet Member authorised consideration of the following extra, urgent item to enable early preparations to be made.)

**188. ROTHERHAM SHOW 2009**

The Events and Promotions Service Manager presented a report detailing the progress of redevelopment works in Clifton Park affecting significant areas of the park which would be reseeded (plan Appendix A) and advised that it would be unwise to install the infrastructure needed for the Show until these areas had stabilised.

Members present considered options, noting that 2009 would be the 30<sup>th</sup> Anniversary of the Show. Consideration was given to the following:-

- a scaled down version, mindful of potential reinstatement costs
- using Herringthorpe Playing Fields – noting that there could be serious financial implications for reinstating sports pitches at Herringthorpe Playing Fields
- using Rosehill Victoria Park (noting that this was the preferred option)

It was reported that it was proposed to send letters to residents adjacent to Rosehill Victoria Park informing them of the proposal and also that public parking would be provided on Ryecroft Sports ground with a free park and ride system.

Resolved:- That approval be given for the temporary relocation of Rotherham Show in 2009 to Rosehill Victoria Park.

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**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT SERVICES  
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Present:- Councillor Smith (in the Chair);

Also in attendance: Councillors Pickering (Chair, Planning Board) and Dodson (Vice-Chair, Planning Board): Councillor Swift (Vice-Chair, Regeneration Scrutiny Panel)

An apology for absence was received from Councillor Walker .

**189. MINUTES OF A MEETING OF THE TOURISM PANEL HELD ON 15TH  
JANUARY, 2009**

The following report was submitted:-

TAKE IN MINUTES

**190. MINUTES OF A MEETING OF THE LOCAL DEVELOPMENT  
FRAMEWORK MEMBERS' STEERING GROUP HELD ON 23RD  
JANUARY, 2009**

Consideration was given to the minutes of the meeting of the Local Development Framework Members' Steering Group held on 23<sup>rd</sup> January, 2009.

Resolved:- That the emerging issues and contents of the minutes be noted.

**191. MINUTES OF A MEETING OF THE CLIFTON PARK RESTORATION  
PROJECT BOARD HELD ON 28TH JANUARY, 2009**

Consideration was given to the minutes of a meeting of the Clifton Pak Restoration Project Board held on 28<sup>th</sup> January, 2009.

Resolved:- That the progress of the project be noted and the minutes be received.

**192. MINUTES OF A MEETING OF THE PLAY PATHFINDER PROJECT  
BOARD HELD ON 28TH JANUARY, 2009**

Consideration was given to the minutes of a meeting of the Play Pathfinder Project Board held on 28<sup>th</sup> January, 2009.

Resolved:- That the progress of the project be noted and the minutes be received.

**193. ROTHERHAM GREEN SPACE STRATEGY - CONSULTATION DRAFT**

Consideration was given to a report, presented by the Director of Culture

and Leisure Services, relating to the development of a Green Spaces Strategy for the Borough.

Reference was made to the increased national awareness of the value of green space in improving people's health and quality of life, and environmental sustainability.

A summary was given in the report of the vision, aims and objectives of the Strategy. Background information detailing the preparation of the Strategy was also provided.

It was explained that following analysis each site had been given a provisional grade using the following system:-

- Borough Green Spaces – large sites with intrinsic special interest attracting visitors from across the borough and beyond
- Neighbourhood Green Spaces – mostly large sites offering a range of features and used by people from across a settlement
- Local Green Spaces – appropriately maintained simple sites providing safe and clean areas for informal recreation for people living in the immediate vicinity

Based on evidence that had been gathered nine major issues had been identified and 31 recommendations formulated.

Consideration was therefore given to a 3 months period of wider consultation as follows

- Meetings with Area Assembly Co-ordinating Committees
- Strategy Report made available on Rotherham MBC web-site with feedback instructions
- Strategy summary and feedback leaflet produced and distributed via libraries and other Council buildings
- Strategy Report sent to key stakeholders, including relevant statutory organisations, local MPs, Friends Groups and other local special interest groups
- Pilot study (possibly in one Ward (or part Area Assembly/geographical area) containing a representative range of green space types)

It was pointed out that the Strategy would assist the Service to work in partnership to access all available sources of external funding and developer contributions. Reference was also made to benefits in terms of income generation to the Capital Programme and to the reprioritisation of maintenance programmes.

Elected Members presented commented on the need to revisit the sites listed in the appendices and to clarify ownerships.

Resolved:- That subject to the verification of the information set out in the Appendices to the report,

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(1) the draft Rotherham Green Space Strategy be received and approved.

(2) approval be given to proceed with wider consultation on the draft strategy.

(3) a pilot study be undertaken in one Ward during the consultation period to explore methods for site prioritisation and possible change of use.

**194. CHANGES TO PROVISION OF PROPERTY SEARCH INFORMATION**

Consideration was given to a report presented by the Ordnance Survey & GIS Development Officer, outlining the Local Land Charges Section's strategy for implementing new regulations published by the Department for Communities and Local Government (DCLG) concerning charges for Property Searches.

Details of "How to Obtain Property Search Information", together with the proposed fees, were set out in Appendix 2 to the report. It was pointed out that no charge could be made for information which was already in the public domain.

Resolved:- That approval be given to the proposed new Search process and the new individual fees based on the principal of cost recovery, as detailed in Appendix 2 to the report now submitted.

**195. EXCLUSION OF THE PRESS AND PUBLIC**

Resolved:- That, under Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (financial/business affairs).

**196. BELLOWS ROAD**

Consideration was given to a report, jointly presented by the Development Surveyor and the Solicitor, relating to the progress of the comprehensive redevelopment of the Bellows Road Shopping Centre in Rawmarsh.

The report set out justification for the use of Compulsory Purchase Powers (CPO) to facilitate the redevelopment of this site in the public interest. The exact boundary of the site/property under consideration was illustrated in red on the plan attached at Appendix 1 to the report.

Appendix 2 to the report detailed the history of proposed schemes for this site since 1996. The current impass position, following the most recent

negotiations, was also reported.

Reference was made to the Council's valuation (verified by both the District Valuer and DTZ) and the case for the making of a Compulsory Purchase Order was made.

Details of the cost of the CPO and site acquisition were set out in the submitted report, together with information about support for the scheme from Housing Market Renewal Pathfinder up to March 2011 and allocation from the Council's Capital Programme.

Reference was made to the risks and uncertainties, and to the complexity and length of the CPO process.

Resolved:- (1) That approval is given to the making of a Compulsory Purchase Order pursuant to the provisions of Section 226(1)(a) of the Town & Country Planning Act 1990 ("TCPA") (as amended by the Planning and Compulsory Purchase Act 2004), the Acquisition of Land Act 1981 and Section 13 of the Local Government (Miscellaneous Provisions) Act 1976 (if necessary) and Section 20 of the Compulsory Purchase Act 1965 and having regard to the Human Rights Act 1998. Such Order to be entitled "Rotherham Metropolitan Borough Council (Bellows Road Shopping Centre Redevelopment) Compulsory Purchase Order 2009" and to authorise the acquisition of land and interests affecting the land shown edged and shaded red on the plan now submitted as Appendix 1 (the "Order Land"), in order to achieve delivery of this key regeneration scheme for the Rawmarsh area and the wider regeneration objectives of economic, social and environmental benefits which it will deliver to the Borough.

(2) That the Head of Legal and Democratic Services be authorised to advertise the making of the Order and to take all relevant action to facilitate the promotion and confirmation of the Order including all necessary evidence in support of the Council's case at any resulting public inquiry.

(3) That the Head of Legal and Democratic Services be authorised, upon the Order having been confirmed and become operative, to execute General Vesting Declarations or, at his discretion, to serve Notices to Treat under Section 5 of the Compulsory Purchase Act 1965 and where necessary to serve Notices of Entry under Section 11 of the same Act or Section 20 Notices in respect of the Order Land.

(4) That the Strategic Director of Environment & Development Services be authorised to negotiate with interested parties with a view to agreeing terms for the purchase by agreement or payment of compensation for any of the interests or rights included in the Order and where appropriate to agree relocations and that he be further authorised to complete terms for relocation, acquisition of such property interest and rights.

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(5) That if the question of compensation be referred to the Lands Tribunal, that the Strategic Director of Environment & Development Services be authorised to take all necessary steps in relation thereto including advising on the appropriate uses and compensation payable.