

## **CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY**

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

**Date: Monday, 6th February, 2012**

**Time: 10.30 a.m.**

### **A G E N D A**

1. To determine if the following matters are likely to be considered under the categories suggested, in accordance with Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of previous meetings of the Cabinet Member held as follows:-
  - Cabinet Member for Town Centres, Economic Growth and Prosperity held 9<sup>th</sup> December, 2011.
  - Cabinet Member for Town Centres, Economic Growth and Prosperity held 19<sup>th</sup> December, 2011.
  - Cabinet Member for Town Centres, Economic Growth and Prosperity held 9<sup>th</sup> January, 2012.

For signature by the Cabinet Member.

(See White Book – Minutes presented to Council on 1<sup>st</sup> February, 2012)

4. Minutes of the RMBC Transport Liaison Group, held on Wednesday, 7th December, 2011 (herewith) (Pages 1 - 5)
5. Pithouse West Culvert Collapse (report herewith) (Pages 6 - 10)
  - Lucy Mitchell, Senior Implementation Officer, to report.
6. Environmental Works on the Public Highway at Ridgeway, East Herringthorpe (report herewith) (Pages 11 - 13)
  - Neil Foster, Senior Highways Design Engineer, to report.
7. Conversion of Existing Adopted Footpath to Shared Use Pedestrian and Cycle Path. Swinton (report herewith) (Pages 14 - 17)
  - Andrew Shearer, Transport Planner, to report.

8. Proposed Road Humps at Rother Crescent Treeton (report herewith) (Pages 18 - 22)

- Simon Quarta, Assistant Engineer, to report.

**Extra Report:-**

9. Local Transport Capital Programme - Cycle Parking Grants (report herewith) (Pages 23 - 26)

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**RMBC TRANSPORT LIAISON GROUP**  
**Wednesday, 7th December, 2011**

Present: - Councillor Smith (in the Chair); Councillors Wootton, Buckley, Whelbourn, Dodson, Pickering and Goulty.

Apologies for absence had been received from Councillors Hodgkiss, Swift and License.

**17. WELCOME AND INTRODUCTIONS.**

The Chairman welcomed those present to the meeting.

**18. APOLOGIES FOR ABSENCE.**

Apologies for absence were received from: -

|                     |                               |
|---------------------|-------------------------------|
| Councillor Simms    | RMBC Ward 13 (Rotherham West) |
| Councillor Whysall  | RMBC Ward 18 (Wales)          |
| Councillor Swift    | RMBC Ward 11 (Rother Vale)    |
| Councillor Read     | RMBC Ward 20 (Wickersley)     |
| Councillor License  | RMBC Ward 16 (Swinton)        |
| Councillor Beaumont | RMBC Ward 9 (Maltby)          |
| Councillor Hodgkiss | RMBC Ward 7 (Hoover)          |
| Councillor Falvey   | RMBC Ward 4 (Dinnington)      |

Stephen Gaines had left his post at Robin Hood Sheffield Doncaster Airport and no representative was available to attend from the Airport. Recruitment was underway to recruit to this post and Stephen's successor would attend future RMBC Transport Liaison meetings.

**19. MINUTES OF THE PREVIOUS MEETING HELD ON 28TH SEPTEMBER 2011.**

The minutes of the previous meeting held on 28<sup>th</sup> September, 2011 were agreed as a correct record.

**20. ANY MATTERS ARISING FROM THE PREVIOUS MINUTES (NOT COVERED BY THE AGENDA ITEMS).**

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

**21. UPDATES FROM THE TRANSPORT OPERATORS:-**

The following updates were submitted:

1) First Group:- Adam Hawksworth:

Adam Hawksworth reported a minor timetable change that would become effective in January 2012. This would involve the addition of a works bus on Saturday mornings to service the Rotherham General District Hospital.

A planned fare increase was also due to take effect from January 2012.

## 2) Northern Rail:- Stuart Rands:

There was no representative from Northern Rail in attendance at the meeting.

## 3) Robin Hood Sheffield Doncaster Airport – Stephen Gaines:

There was no representative from Robin Hood Doncaster Airport in attendance at the meeting.

## 4) Rotherham Community Transport:- Stephen Hewitson:

## (i) RCT Annual Report:

Stephen Hewitson updated members on the outcomes of the Rotherham Community Transport Ltd Annual Meeting and service review.

- Door 2 Door support services had experienced a decrease in usage during 2010/1, mainly due to severe winter weather conditions.
- Home to School and Day Care Services were continuing to see an increase in usage.
- Personalised Care Service budgets had experienced a 7% increase in usage.
- RCT Services' operating hours and miles had increased during the year.
- There had been a slight drop in revenue per mile.

Reference was made to the Transport Executive Passenger Survey (2010). This survey would not be repeated in subsequent years due to budget cuts. Previous surveys had been a useful method of judging customer satisfaction and service development requirements. This year's survey measured passenger satisfaction in relation helpfulness and reliability of the service, safety, and fares. In general, there was a high level of customer satisfaction reported by customers.

During the year, RCT had undertaken work to improve the experience of service users who had mobility issues. This included:

- Policies had been reviewed in relation to the safe boarding and alighting of powered wheelchairs and mobility scooters;
- A 'wheelchair' passport was being developed for service users to present to drivers and care assistants that provided information in relation to the safest way to transport their particular model of wheelchair/electric scooter;
- Extended passenger safety training was being provided to all drivers and care assistants;
- Passengers were being encouraged to be more involved in their personal safety whilst on board RCT vehicles.

Other issues that were being explored included:

- The fitting of CCTV to vehicles;
- Future contracts;
- Vehicle fleet – maintenance of aging vehicles.

Discussion ensued and it was noted that taxi firms were operating with advertised fares comparable to bus transport for the same journey. However, it was felt that the shuttle bus, which operated with a subsidy, offered greater flexibility for passengers, especially those with physical disabilities, than the taxi services available and still provided a comparable and cost effective alternative to a taxi journey.

(ii) Proposed Changes to RCT “shopper services”:

Changes had been proposed to the shopper services provided by RCT. The service cost £1.50 for a return journey to the local shopping area and/or supermarket.

Consultation with service users suggested that using the shopper bus service was the only time that many service users were able to leave their houses during the week. Very high levels of satisfaction were reported in the Transport Executive Passenger Survey in 2010. These ranged between 91% - 100% positive responses against the categories asked.

The revised service would seek to:

- Provide all zoned areas with a twice weekly service;
- Provide and promote more journeys on a Monday;
- Schedule service times that take into account the commitments of many older people, for example care needs may make earlier bus services inconvenient for some customers;
- Review timetabling for return journeys as some service users had felt that a two-hour shopping window before the return journey was too long.

It was envisaged that the alterations would improve the service for communities and increase their availability.

A representative from RCT could attend community groups and forums to discuss the proposed service revisions if required.

5) South Yorkshire Passenger Transport Executive:- Pam Horner

(iii) Bus Service Update:

It was planned to withdraw a Stagecoach service running from Rotherham to Ravensfield and Ravensfield to Rotherham at 7.00 pm.

The x12 service was being withdrawn, although some works buses would remain along the Barnsley to Rotherham route, as this stretch of the route was well used.

(iv) Rotherham Station:

The project was currently on schedule to complete building works for February 2012. It was noted that there had been no delays to trains arriving or departing from the station as a direct consequence of the building and renovation works being undertaken. Work on the ticket office facilities and waiting areas had been completed.

Work was ongoing on the following aspects of the station:

- Ticket inspection to protect revenue and decrease ticket fraud;
- Dwelling times between alighting and boarding a connecting train were being analysed.

(v) Sheffield and South Rotherham Partnership:

A 'bus vision' consultation had been completed in conjunction between SYPTE, First and a number of smaller operators in 2010 and work was underway in relation to addressing customer satisfaction issues that had been reported.

6) Stagecoach East Midlands:- David Stevenson

There were no changes to route or fares to report. Stagecoach East Midlands were pleased to announce that nine new vehicles would be joining the fleet in the coming weeks.

7) Stagecoach Yorkshire:- Rupert Cox

Stagecoach Yorkshire's supported journey via the number 4 bus has been finished. The route was also covered by First's 108 and 109 services.

Industrial action had been undertaken by some of the operator's staff. The contingency plans, fares and customer service issues that had been deployed in order to maintain services were noted.

## **22. UPDATES FROM RMBC TRANSPORTATION AND HIGHWAYS UNIT:-**

The Chair welcomed Andrew Shearer, Transport Planner, Environment and Development Services, who provided an update on the local authority's bid to the local sustainable transport fund that had secured the maximum amount available of £5million.

One aspect of the bid was the promotion of a cycling scheme. Rotherham was the first local authority in the surrounding area to provide employees with access to a scheme that challenged participants to ride to work at least 50% of the time during a four-week period. The facilities available through the scheme included:

- Free bike and cycling equipment loan;
- Support, training and route planning;
- Bike maintenance.

The trial scheme ended in October, 2011. Sixty-one people had taken part and five-thousand miles had been ridden. The majority of participants had cycled for at least 50% of their journeys and most indicated that they would continue following the scheme's closure. Participants reported that the scheme had provided helpful encouragement and would recommend it to others,

Other work covered by the scheme included:

- Ventura Business Park - will be upgrading their cycling parking to

- include covered parking;
- Links had been developed with other businesses who were keen to get involved;
- A capital element to the funding had been secured to improve cycling infrastructure on roads and would concentrate on deprived areas.

A further bid was in the final steps of preparation and was a major business case that related to improvements to key bus corridors, congestion improvement, walking and cycling schemes, expansion of existing bus services, and an electric vehicle pilot.

**23. ANY OTHER BUSINESS.**

**Tates Travel:** it was noted that Tates Travel were operating a hail and ride operation within the Borough, whereby drivers were stopping at any location they deemed safe to do so. With hail and ride operations, it usually transpired that drivers would establish regular stopping places and passengers naturally congregated at these sites to board the buses. There were no plans to erect permanent stops in the areas where buses had been stopping. There was positive feedback in relation to this service from local residents.

**Pam Horner:** All noted that Pam would retire at Christmas, 2011. The Chair thanked Pam for her excellent work over the years and wished her well for the future. It was noted that recruitment to the SYPTTE External Relations Manager role had begun and the successful candidate would attend future meetings.

**24. DATE, TIME AND VENUE FOR THE NEXT MEETING:-**

The next meeting of the RMBC Transport Liaison Group will take place on Wednesday 21<sup>st</sup> March, 2012, at 2.00 pm in the Rotherham Town Hall.

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| <b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b> |
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|           |                        |  |
|-----------|------------------------|--|
| <b>1.</b> | <b>Meeting:</b>        | <b>Cabinet Member for Town Centres, Economic Growth &amp; Prosperity</b> |
| <b>2.</b> | <b>Date:</b>           | <b>6<sup>th</sup> February 2012</b>                                      |
| <b>3.</b> | <b>Title:</b>          | <b>Pithouse West Culvert Collapse</b>                                    |
| <b>4.</b> | <b>Programme Area:</b> | <b>Environment and Development Services</b>                              |

## **5. Summary**

- 5.1 Following recent reports of localised flooding in the area around Rother Valley Country Park, site inspections have revealed the ground collapsed over a culvert on the former Pithouse West colliery site. See attached plan at Appendix 1.
- 5.2 To minimise future risk of flooding to properties in Wetherby Drive and to ensure the 'sale' negotiations of this land to MCD VOC LLP for the Visions of China project are successfully concluded and the site developed, it is considered essential to replace the culvert as a matter of urgency.
- 5.3 Initial cost estimates have been sought from experienced contractors, resulting in a 'rough cut' estimate for the replacement of the culvert of £300,000. Due to the depth of the culvert it is likely that the works will involve tunnelling works rather than open cut excavation works.
- 5.4 It is anticipated that work to replace the culvert will be completed by the end of April 2012, following procurement of a specialist Contractor and the necessary ground investigations.

## **6. Recommendations**

**That Cabinet Member for Town Centres, Economic Growth & Prosperity approve £300,000 expenditure from DLG monies to replace the collapsed culvert at land at the former Pithouse West colliery site.**

**That Cabinet Member for Town Centres, Economic Growth & Prosperity grant an exemption in relation to Standing Order 48 (1) (contracts valued at £50,000 or more) which requires invitations to be issued to three –six contractors and approve the use of a limited procurement exercise to appoint a contractor (cost estimates to be received from at least 2 contractors). This is due to the specialist nature of the work and therefore limited number of contractors available.**



## 7. Proposals and Details

- 7.1 A watercourse runs in a deep cut to the east of Wetherby Drive. It flows into a culvert under the A57 Aston Relief Road, then in open channel to the south until it enters another culvert beneath the railway line. See attached plan at appendix 1 for details.
- 7.2 This culvert is in two ownerships; Network Rail and the Council. Work has previously been undertaken (March 2009) by Network Rail in an attempt to alleviate flooding on the upstream side of the railway.
- 7.3 Subsequent to the work undertaken by Network Rail and flooding to properties in Wetherby Drive in June 2009, there was a collapse of the culvert in our ownership and up to 50m was replaced in February 2011. The remaining length of the culvert was known to be in poor condition at this time but funding constraints did not allow for its complete replacement.
- 7.4 Following recent reports (November 2011) of localised flooding in the area, site inspections by the drainage team have revealed a ground collapse over the culvert approximately 7m upstream of the remedial work previously undertaken. The land is presently in the ownership of the Council, and the Council, as riparian owner, is legally responsible for maintaining flows within this watercourse.
- 7.5 To minimise future risk of flooding to properties in Wetherby Drive and to ensure the 'sale' negotiations of this land to MCD VOC LLP for the Visions of China project are successfully concluded and the site developed, it is considered essential to replace the culvert as a matter of urgency.
- 7.6 Following initial discussions with Contractors, it is apparent that the scale of the work required is significant and of a specialist nature. A number of Contractors have therefore ruled themselves out of undertaking the work. As such, it is likely that cost estimates will only be received from 2 Contractors with the suitable skill and competency to undertake this work.
- 7.7 An outline programme for completion of the works is detailed below:
- |                        |                       |
|------------------------|-----------------------|
| Contractor procurement | December/January      |
| Ground Investigations  | January/February 2012 |
| Start on site          | End of Feb/March 2012 |
| Completion             | End of April 2012     |

## 8. Finance

- 8.1 Following initial discussions with Contractors, estimates in the order of £300,000 have been received for the replacement of the collapsed culvert. This estimate includes for site investigations prior to the start of construction, fees, construction costs and a contingency due to the sloping nature of the site and the current unknowns associated with the culvert replacement.

Information has been provided to the Contractors to obtain an accurate cost estimate for the works.

- 8.2 It is anticipated that approximately £100,000 will be spent in 2011/12 with the remainder (£200,000) spent in early 2012/13 (April/May).

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

- 9.1 The cost estimate for the culvert replacement is based on initial discussions with experienced Contractors. However, due to the sloping nature of the site and the current unknowns regarding the culvert replacement, it is possible that cost estimates could further increase following the completion of site investigations and the start of construction when the precise requirements of the replacement will become clearer.
- 9.2 The risk of cost increases will be mitigated through the inclusion of a £ 50,000 Contingency within the estimate.

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

10.1 The works will contribute indirectly to the Rotherham Achieving and Rotherham Proud themes of the Community Strategy by:

- (a) Developing the Borough's identity, building on its existing economic, cultural, social and environmental assets to strengthen local pride in and connection with Rotherham
- (b) Creating the right conditions for inward investment and the development of world class businesses that will drive the economy by developing the skills of local people and providing high quality facilities and services and a quality environment for growth.
- (c) Maximising economic and other opportunities to reduce disadvantage and raise quality of life and living standards, particularly in the most deprived neighbourhoods.

## 11. Background Papers and Consultation

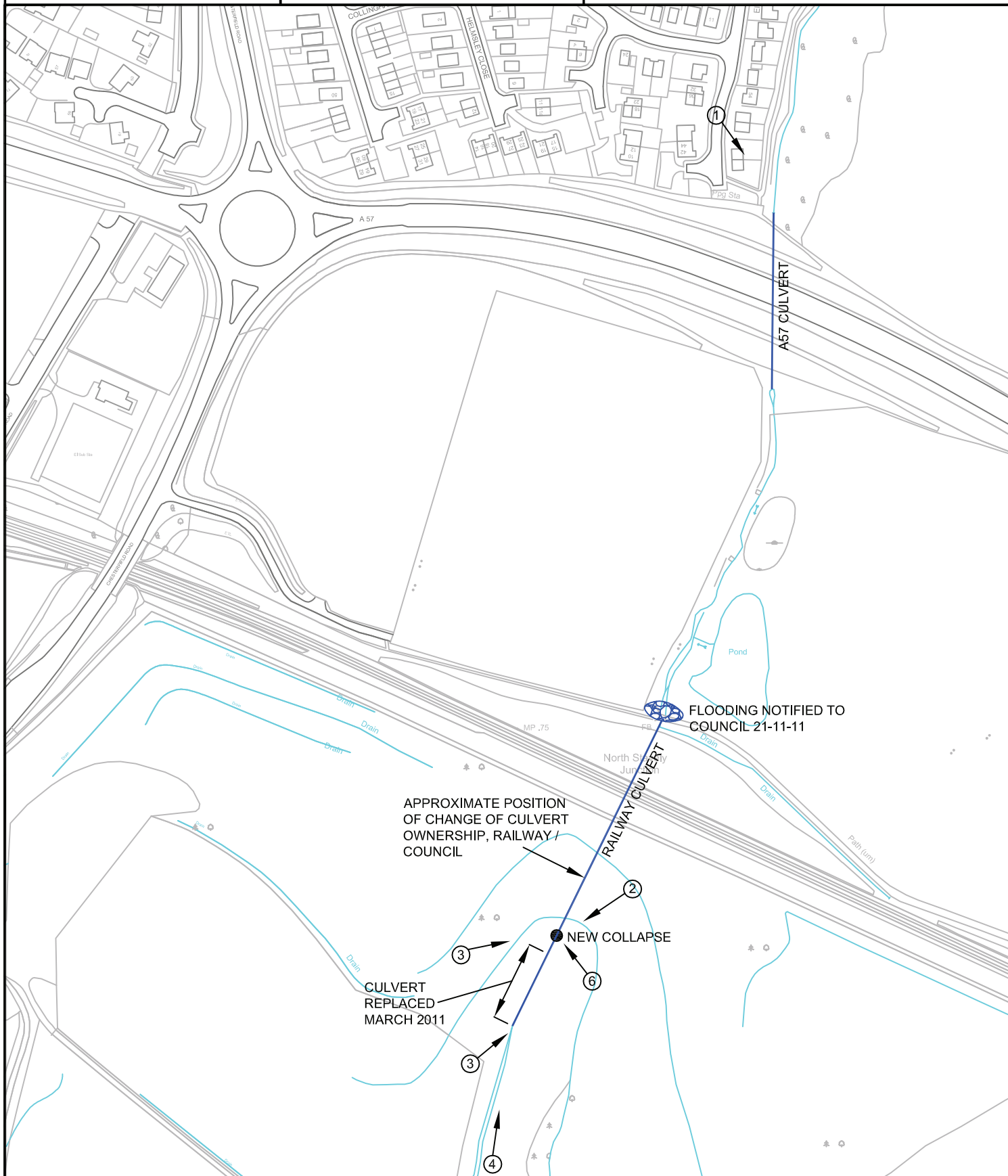
- 11.1 Internal officer discussions have taken place with relevant colleagues from Leisure and Green Spaces, Network Management (Drainage) and Finance.
- 11.2 Discussions with the Strategic Director of Environment and Development Services and the Director of Planning and Regeneration have also taken place. Both are fully aware of the requirement to replace the culvert and are supportive of the approach outlined in this report.

**Contact Name:** Lucy Mitchell, Senior Implementation Officer,  
Ext: 23822 [lucy.mitchell@rotherham.gov.uk](mailto:lucy.mitchell@rotherham.gov.uk), Graham Kaye, Principal Officer Ext:  
22983 [graham.kaye@rotherham.gov.uk](mailto:graham.kaye@rotherham.gov.uk)



Strategic Director:  
Karl Battersby Bsc (Hons) MTPL MRTPI

Rotherham Metropolitan Borough Council  
Environment & Development Services  
Riverside House, Main Street,  
Rotherham S60 1AE



Title

NOVEMBER 2011 CULVERT COLLAPSE

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| <b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b> |
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|           |                     |  |
|-----------|---------------------|--|
| <b>1.</b> | <b>Meeting:</b>     | <b>Cabinet Member, Town Centres, Economic Growth and Prosperity</b>                              |
| <b>2.</b> | <b>Date:</b>        | <b>6<sup>th</sup> February 2012</b>  |
| <b>3.</b> | <b>Title:</b>       | <b>Environmental Works on the Public Highway at Ridgeway, East Herringthorpe Ward 17 Valley.</b> |
| <b>4.</b> | <b>Directorate:</b> | <b>Environment and Development Services</b>  |

## **5. Summary**

To report on the details of a scheme proposed by Neighbourhoods and Adult Services to provide environmental improvements and so seek approval to proceed with the works, in as far as they will affect the public highway.

## **6. Recommendations**

**It is resolved that:**

**The following works be implemented**

Ridgeway, East Herringthorpe - Proposed parking bays

**Subject to:**

- a) Scheme funding being made available by Neighbourhoods and Adult Services.**
- b) There being no objections raised through further consultations with residents that cannot be overcome through minor modifications through the consultation process.**

## **7. Proposals and Details**

The scheme proposed is listed below. A plan of the scheme is shown Appendix 'A'.

### Appendix A - Ridgeway, East Herringthorpe – Proposed parking bays

The scheme proposed is similar to previous '2010' schemes to maintain a consistent approach around Rotherham. The proposed parking bays will provide essential 'off road' parking for residents.

The proposed parking bays compliment the schemes previously undertaken on Ridgeway, which was implemented to help combat the roadside parking which was having an adverse effect on funerals arriving at the crematorium.

The previous scheme was received as a success by the crematorium and residents alike. The additional bays will help ease the arrival of funerals from the Dalton Lane end of Ridgeway, which currently have to encounter a blind summit at the top of the hill and a number of parked vehicles.

All works to the public highway will be completed to highway specifications which will be inspected and 'signed off' by officers from within EDS. If approved, the work may commence before 31<sup>st</sup> March 2012.

## **8. Finance**

The works will be funded from Neighborhoods and Adult Services capital budget. The scheme is estimated to cost £69,690.

## **9. Risks and Uncertainties**

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

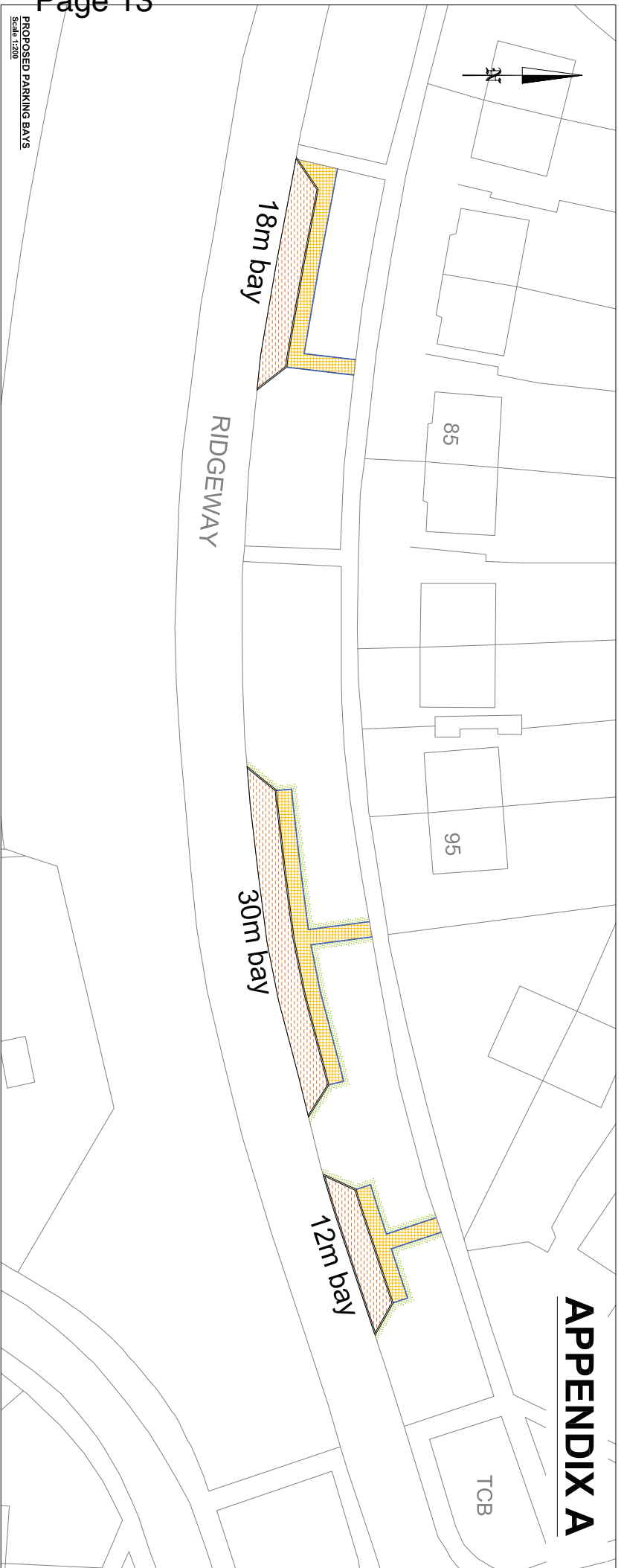
## **10. Policy and Performance Agenda Implications**

The delivery of environmental investment works will further enhance the efforts being made to create and maintain a sustainable environment. The Decent Homes environmental works will be undertaken to contribute towards safe, sustainable communities which will contribute towards the wider quality of life, making good use of limited resources.

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

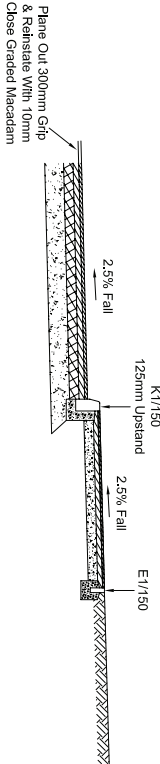
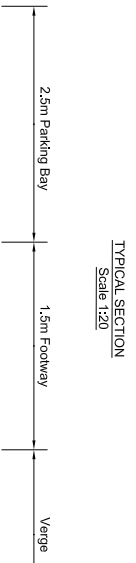
Scheme consultation has been carried out by Neighbourhoods and Adult Services with local residents and staff at the Crematorium. A meeting has also taken place on site with Councillors Lakin and Pickering. Both Councillors have already given their approval to the scheme.

**Contact Names:** Neil Foster, Senior Engineer, Transportation and Highways,  
Tel. ext. 22948, [neil.foster@rotherham.gov.uk](mailto:neil.foster@rotherham.gov.uk)



# APPENDIX A

PROPOSED PARKING BAYS  
Scale: 1:2000



- KEY**
- 30mm Thick, 30mm Aggregate Closed Graded Macadam Surface Course
  - 100mm Thick, 30mm Aggregate Dense Macadam Filter Course
  - 200mm Thick Type 1 Sub Base
  - 300mm Thick Type 1 Sub Base
  - 30mm Thick Open Working Course
  - 100mm Thick Type 1 Sub Base
  - 150mm Thick S14 Sealing

- NOTES**
1. Concrete bedding and bedding to all kerbs, channels and edgings to be 50mm.
  2. Street signs of additional kerbs may be required to maintain crossing sight line width to be less than 200mm in height.
  3. All bedding to be agreed with engineer on site.
  4. Kerbs unless disposed centrally to the 20mm, 125mm for full upstand kerbs.
  5. S14 and seal to edging of path may be required.
  6. All sewer cuts and similar must use a cast separation system.
  7. Detail 17: R1002: General Details: S01/1001, S01/1002, S01/1003, S01/1004 & S01/1007
  8. Ensure 1m radius internal & external kerbs are used for corners of parking bays.

Rotherham Metropolitan Borough Council  
Environment & Development Services  
Development 501/1003

Project: Decent Homes Environmental Improvements  
Ridgeway, East Herringthorpe

Task: Detail Design

Draw No: 122M162/APP1

Scale: As Shown

Drawn: DJS Date: JAN 2012

Checked: MF

Client: Rotherham Metropolitan Borough Council  
Environment & Development Services  
Ridgeway House, Rawmarsh Road,  
Rotherham S60 1TD

Rev. Description Date

| Rev. | Description | Date | Drawn | Checked |
|------|-------------|------|-------|---------|
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| <b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b> |
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|           |                     |  |
|-----------|---------------------|--|
| <b>1.</b> | <b>Meeting:</b>     | <b>Cabinet Member for Town Centres, Economic Growth and Prosperity.</b>                          |
| <b>2.</b> | <b>Date:</b>        | <b>6 February 2012</b>   |
| <b>3.</b> | <b>Title:</b>       | <b>Conversion of Existing Adopted Footpath to Shared Use Pedestrian and Cycle Path. Swinton.</b> |
| <b>4.</b> | <b>Directorate:</b> | <b>Environment and Development Services</b>  |

### **5. Summary**

To seek approval to convert an adopted footpath to a shared use pedestrian and cycle path.

### **6. Recommendations**

**It is recommended Cabinet Member resolve that:**

- i) That the footpath shown in blue on the attached drawing number (126/17/TT187) be removed under the power conferred by section 66 (4) of the Highways Act 1980 and constructed as a shared use pedestrian and cycle path under the power conferred by section 65 (1) of the same act.**



## **7. Proposals and Details**

In order to promote and sign a cycle route between Swinton town centre/ train station and Manvers in the Dearne Valley it is proposed to convert an existing adopted footpath along part of the route to a shared use pedestrian and cycle path. The adopted footpath is surfaced with black top, passes through playing fields, has good visibility and is of adequate width for shared use. This conversion would allow cyclists to cycle along a direct, mainly off road route between Swinton and Manvers, greatly reducing the distance travelled between these two destinations in comparison to following the road network. It should be noted that at present due to the attractiveness of the route cyclists are currently choosing to use it and if formally upgraded to a shared pedestrian / cycle route the use will continue and increase. The proposed adopted footpath to be converted to a shared use pedestrian and cycle path is indicated on the attached drawing number 126/17/TT187.

This route will create a convenient link for the residents of Swinton and those travelling from further a field via the train to Swinton Station to the expanding employment and training opportunities in Manvers. Improving cycle access to Manvers and the Dearne Valley also complements the work currently being undertaken to promote and encourage the take up of cycling at businesses in the Dearne Valley with funding from the Local Sustainable Transport Fund.

## **8. Finance**

The only costs associated with the conversion of the adopted footpath are in respect of officer time, which would be funded through existing revenue budgets.

## **9. Risks and Uncertainties**

Failure to convert the adopted footpath to a shared use pedestrian and cycle path would prevent a larger route from Swinton to Manvers from being fully available to cyclists, and therefore the route could not be signed and promoted to encourage cycling between these two destinations.

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

The conversion of this footpath to shared use will allow the route to be signed and promoted to cyclists as a convenient and direct link between Swinton town centre/ train station and existing/ future employment and training opportunities at Manvers. This is in line with the primary goal in LTP3 of supporting economic growth. Promoting cycling as a mode of transport also enhances social inclusion and health by encouraging cycling as an active means of travel, and helps to reduce vehicle emissions by providing an improved cycle network thereby encouraging cycling as an alternative mode of transport. Providing a mainly off road cycle route through the conversion of the proposed path will also reduce the likelihood of cycling accidents with vehicles therefore improving safety.

## 11. Background Papers and Consultation

Consultation has been undertaken with RMBC's Green Spaces manager who manages and maintains the surrounding land that the adopted path passes through, and RMBC's adoptions officer who is responsible for maintaining the path. Both officers support the scheme.

**Contact Name:** *Andrew Shearer, Transportation Planner, ext 54487*  
[Andrew.shearer@rotherham.gov.uk](mailto:Andrew.shearer@rotherham.gov.uk)



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| <b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b> |
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|           |                     |   |
|-----------|---------------------|---|
| <b>1.</b> | <b>Meeting:</b>     | <b>Town Centres Economic Growth and Prosperity</b>    |
| <b>2.</b> | <b>Date:</b>        | <b>6 February 2012</b>                                |
| <b>3.</b> | <b>Title:</b>       | <b>Proposed Road Humps at Rother Crescent Treeton</b> |
| <b>4.</b> | <b>Directorate:</b> | <b>Environment and Development Services</b>           |

**5. Summary**

To inform Cabinet Member of an objection to the proposed scheme of road humps at Rother Crescent, Treeton

**6. Recommendations**

**Cabinet Member is asked to resolve that**

- i. the objection not be acceded to**
- ii. Jones Homes Ltd be authorised to install road humps on Rother Crescent, Treeton as shown on drawing No 126/17/TT162**
- iii. the correspondent be informed accordingly**

## **7. Proposals and Details**

As part of the Planning consent allowing Jones Homes to construct approximately 92 dwellings on land at the end of Rother Crescent, Treeton, Jones Homes Ltd were required to make various improvements to Rother Crescent to benefit existing residents, including the installation of road humps. The locations are shown on drawing No 126/17/TT162 attached as appendix A.

In accordance with statutory requirements for the installation of Road humps the proposals were advertised by notice on street and by letter to the affected premises.

One objection was received, a copy of which is attached as Appendix B. The objection refers to the hump located near 16 Rother Crescent. It questions the necessity of a hump in this location since there is another hump located further to the north near the junction with Wood Lane. The objection also raises issues relating to school run parking.

Rother Crescent splits into two near the location where the hump is proposed. Government guidance advises that where there is a system of humps in place, one hump should be situated near a junction with an adjoining road. In view of this a road hump is justified here.

Whilst we do have a programme to introduce no stopping restrictions onto zig-zag school keep clear markings, additional yellow line waiting restrictions in roads around schools are normally only introduced where parking would raise a road safety concern. The relatively low level of school related parking on Rother Crescent does not raise such a concern.

While concerns about inconsiderate parking during the school run are acknowledged, we would not usually consider introducing measures to control it such as waiting restrictions. Drivers are likely to ignore them when parking for short times particularly if they feel they are unlikely to be prosecuted. Furthermore they would have a detrimental affect on the on-street parking available to residents and their visitors outside school hours.

In view of this the objection should not be acceded to.

## **8. Finance**

The proposals will be fully financed and constructed by Jones Homes Ltd as part of an agreement entered in to under section 278 of the Highways Act 1980

## **9. Risks and Uncertainties**

None

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

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

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

Appendix A – Drawing No 126/17/TT162

Appendix B – Copy of objection

**Contact Name :** *Simon Quarta, Assistant Engineer, Ext 54491*

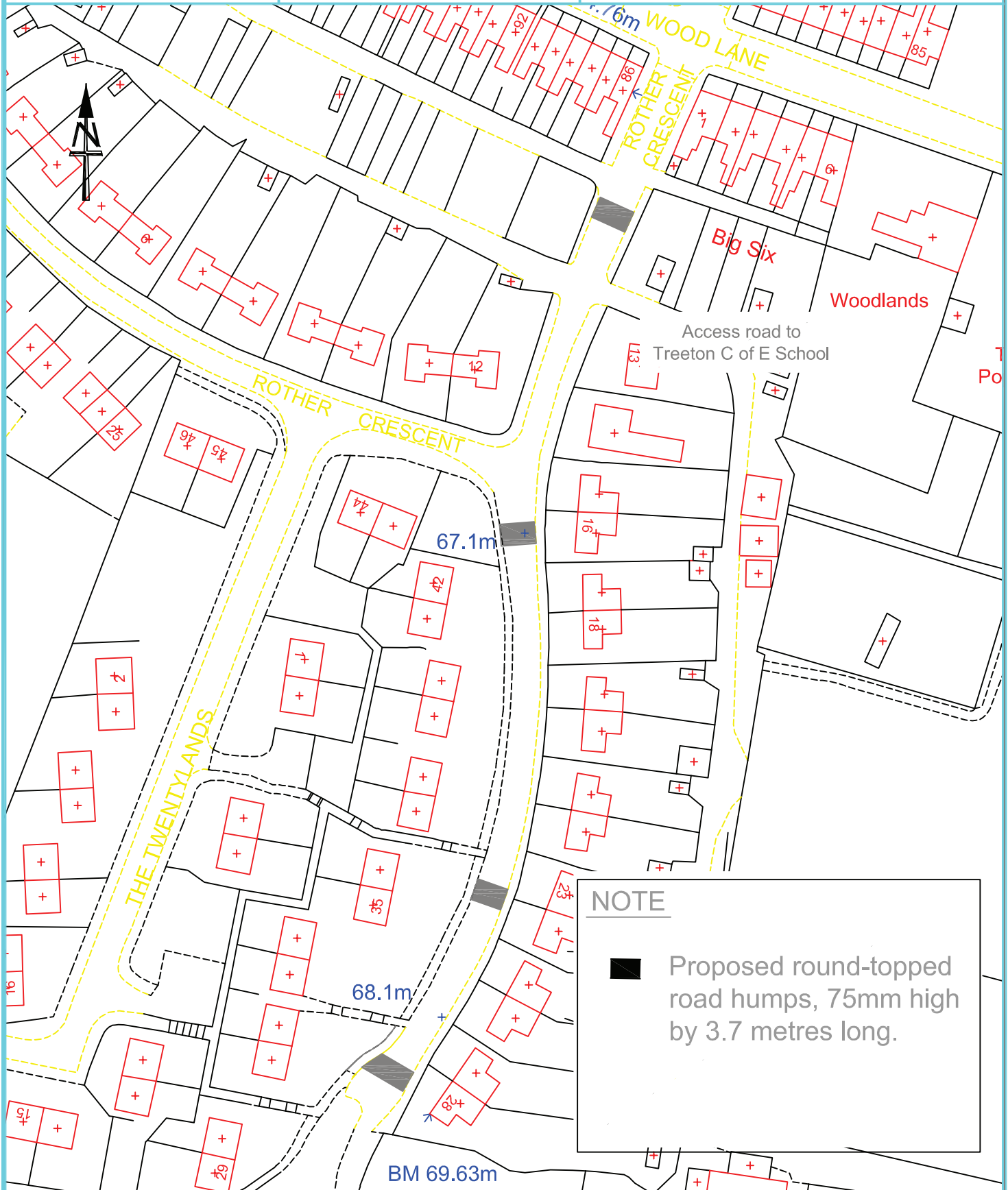
[Simon.Quarta@rotherham.gov.uk](mailto:Simon.Quarta@rotherham.gov.uk)

Client:



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

Strategic Director:  
Karl Battersby Bsc (Hons) MTPL MRTPI



**NOTE**

■ Proposed round-topped road humps, 75mm high by 3.7 metres long.

Title  
Propose speed humps - Rother Crescent, Treeton

Dwg. No. 126/17/TT162

Scales (If A4) 1:1000

Drawn S. Q.

Date July 11

Chd. by

**Rother Crescent, Treeton  
PROPOSED TRAFFIC CALMING**

Name [REDACTED] [REDACTED]

Address [REDACTED] ROTHER CRESCENT

TREETON

ROTHERHAM

Postcode S60 5QY

**Please use the space below for your comments.**

WE were aware that road humps were going to be place across the road in Rother crescent. but our objection is to the one on the corner or near to the junction towards the school entrance.

We are concerned because of parking issues that are still happening with school start + finish times. IF the parking on the corner can be resolved then the safety of the children going into school would be resolved.

Is it nessersary for this one to be there as you are placing one further down the road outside the big six also. To be honest we don't think the placing of them will make much difference unless the road undergoes further parking restrictions at certain times of the day.

Please return this form to us in the envelope provided by 25<sup>th</sup> November 2011.

*Note that details of any representations or objections received may be made available for inspection at council meetings and other forums, or supplied to members of the public and others in response to requests for information under the Freedom of Information Act.*



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| <b>ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS</b> |
|--|

|           |                     |  |
|-----------|---------------------|--|
| <b>1.</b> | <b>Meeting:</b>     | <b>Cabinet Member for Town Centres, Economic Growth &amp; Prosperity</b> |
| <b>2.</b> | <b>Date:</b>        | <b>6<sup>th</sup> February 2012</b>                                      |
| <b>3.</b> | <b>Title:</b>       | <b>Local Transport Capital Programme - Cycle Parking Grants</b>          |
| <b>4.</b> | <b>Directorate:</b> | <b>Environment and Development Service</b>                               |

**5. Summary**

To seek approval to offer cycle parking grants from the Local Transport Capital Programme to support Bikeability cycle training and other sustainable transport projects in Rotherham schools and businesses.

**6. Recommendations**

**That the Cabinet Member endorses the cycle parking grant offer for 2011/12 and 2012/13.**

## 7. Proposals and Details

The Council's Corporate Plan has specific objectives aimed at promoting and delivering sustainable travel. In particular:

- More people are cycling, walking and using public transport
- Reduced CO2 emissions
- More people are physically active and have a healthier way of life

In 2011, these objectives were supported by three main funding streams including:

- DfT Bikeability Training Grants (£68K)
- Local Sustainable Transport Funding Key Component (£5M across South Yorkshire with around £130K allocated in Rotherham for 2011/12)
- The Local Transport Plan 2011-15 (£100K from the local allocation and £30 K from the Countywide Quality of Life central allocation).

Progress has been good with many new sustainable transport projects being delivered during the year. These include:

- Bikeability cycle training in schools (1500 pupils trained)
- Adult and family cycle training
- Try Cycling projects
- New cycling and walking infrastructure
- New paper and on-line mapping
- Walking schemes (Fitter for Walking project)

The development and implementation of the schemes listed above is beginning to show benefits. For example, cycling across Rotherham town centre traffic cordons has doubled over the last five years. Whilst cyclists appreciate the increased commitment to the development of cycling infrastructure (including public cycle parking) and promotion in the public realm, the development of quality trip end cycle parking provision in many schools and businesses is not keeping pace and requests for good quality secure cycle parking have become commonplace. The lack of parking is 'a weak link in the chain' and as a result, less trips by bicycle tend to be made to places where trip end parking is poor.

The Council has previously attempted to address this anomaly and it currently offers conditional cycle parking grants to businesses with Travel Plans but grants are capped at 50% of the capital value of an individual parking installation. (Council Minute 298 of the 21<sup>st</sup> May 2007 refers). Unfortunately, this level of grant is not attractive to businesses and take up has been low and in the current financial climate, it is very unlikely that take up of grants will improve. Moreover, the existing grants are not available to schools where we are attempting to grow cycling culture over the longer term through initiatives such as the Bikeability cycle training programme.

It is reasonable to say that our own Corporate appetite to promote sustainable transport is proving to be absolutely correct bearing in mind rapidly growing concerns about traffic, CO2 / global climate change, inactive lifestyles, rising fuel costs etc., but it may not yet top the agenda of other organisations in the public and private sector. Nevertheless, inaction will deliver nothing and some further incentive is therefore required to maximise the current investment in public cycling infrastructure and promotion.

It is proposed that, alongside our programme of LSTF and LTP sustainable transport projects, schools and businesses are offered 100% grants for cycle parking to encourage them to introduce secure, covered and convenient facilities for people using their premises. Recipients of grants will be asked to offer benefits in kind in lieu of a cash contribution. These benefits could include:

- Internal cycle promotion for staff or pupils
- Take up of Bikeability training sessions
- General sustainable travel support e.g. via an active travel plan
- Parking installation costs
- Parking maintenance costs

This suggested approach has received warm support from businesses and schools, many of whom genuinely want to become more sustainable but may not have the financial backing to do so. Most notably, Ventura (now re-named Capita) in the Dearne Valley have already worked and invested with the Council on several LSTF sustainable transport projects. They are keen to continue this work into 2012/13 and particularly want to encourage cycling growth via cycling promotions and new cycle parking installations. The partnership between Capita and the Council is being used as an exemplar and it has generated interest from a further six large businesses in the Dearne Valley.

8 local schools are keen to benefit from cycle parking grants and in return all will pledge to promote cycling amongst their pupils and staff.

### **8. Finance**

As of end of January 2012, one business and three schools (Ventura/Capita in the Dearne Valley) have expressed a definite interest in grant funding and these projects could be funded in the current financial year (subject to planning permission being granted where necessary) resulting in a total proposed spend of around £30,000 from the 2011/12 LTP local allocation. Cabinet Member will be aware that a further £22.5K has been allocated towards a public realm and cycle parking project on Morpeth Street in partnership with the Rotherham College of Arts and Technology. This project does not form part of the proposed grant spending outlined in this report.

A further five schools and three businesses have also expressed interest in grant funding for cycle parking projects. It is proposed that they are implemented in the 2012/13 financial year and are funded from the 2013/13 LTP local allocation (£52K) and the 2012/13 LTP Quality of Life countywide allocation (£8K).

It should be noted that the terms of the £5M Local Sustainable Transport Fund require a degree of match funding from both the private and public sector for LSTF related activity. The provision of grants to businesses meets that requirement and will help draw down some £250K of LSTF funding that will be used in part to promote sustainable travel initiatives with grant recipients of grants.

Rotherham has recently bid for Bikeability cycle training funds via the DfT. As in previous years, the grant will be awarded based on performance but the DfT have added a further criteria based around adding financial value to maximise the benefits associated with Bikeability training. The use of grants to provide cycle parking at schools is an idea that has been informally welcomed by the DfT.

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

The use of grant funding will minimise risks for the Council. Parking installations will be the sole responsibility of the site owners. Conditions will be imposed to ensure proper maintenance and use of the asset by businesses and schools who receive a grant. This will reduce future risks and uncertainties associated with the cost of up-keeping cycle parking installations at a time when maintenance budgets are declining.

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

The provision of cycle parking grants will contribute to the themes in the Corporate Plan, the third South Yorkshire Local Transport Plan and aims and objectives of the Local Sustainable Transport Fund:

- Helping to create safe and healthy communities
- Improving the environment
- Enhancing social inclusion and health
- Reducing emissions
- Maximising safety

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

- The Third South Yorkshire Local Transport Plan 2011-25.
- RMBC Corporate Plan.
- A Sustainable Journey to Work in South Yorkshire – a Key Component bid for the Local Sustainable Transport Fund.

**Contact Name:** Paul Gibson, Senior Transportation Officer Planner, ext 22970, email: paul.gibson@rotherham.gov.uk