

CABINET MEMBER FOR REGENERATION AND DEVELOPMENT

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

Date: Friday, 5th April, 2013
Time: 10.30 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered as a matter of urgency.
3. Apologies for absence
4. Minutes of the previous meeting held on 18th March, 2013 (Pages 1 - 3)
5. Minutes of a meeting of the RMBC Transport Liaison Group held on 20th March, 2013 (Pages 4 - 8)
6. Objection to Proposed Road Humps at Laughton Road, Thurcroft (Pages 9 - 12)
7. Environment and Development Services - Revenue Budget Monitoring Report to 28th February 2013 (Pages 13 - 16)
8. Highways Capital Works Programme 2013/14 (Pages 17 - 26)
9. Sustrans Bike-It Project 2013 to 2015 (Pages 27 - 38)
10. Amending Fees and Charges for the Provision of Highway Services (Pages 39 - 40)
11. Response to consultation on Highways Agency Managed Motorways proposals - M1 between Junctions 28 and 31 (Pages 41 - 47)
12. Exclusion of the Press and Public
The following items are likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006 – information relates to finance and business affairs).

13. Exemption from Standing Orders - Support for Planning, Building Control and Land Charges (Pages 48 - 49)
14. Date and time of next meeting - Monday 22nd April, 2013 at 10.30 a.m.

**CABINET MEMBER FOR REGENERATION AND DEVELOPMENT
18th March, 2013**

Present:- Councillor Smith (in the Chair); Councillors Godfrey.

Also in attendance were: - The Mayor (Councillor Pickering) and Councillor Dodson.

An apology for absence had been received from Councillor Clark.

G107. MINUTES OF THE PREVIOUS MEETING HELD ON 4TH MARCH, 2013

Resolved:- That the minutes of the previous meeting of the Cabinet Member and Advisers for Regeneration and Development, held on 4th March, 2013, be approved as a correct record for signature by the Chairman.

G108. MINUTES OF THE MEETING OF THE ROTHERHAM TOWNSCAPE HERITAGE INITIATIVE GROUP HELD ON 4TH MARCH, 2013

Consideration was given to the minutes of a meeting of the Rotherham Townscape Heritage Initiative Group held on 4th March, 2013.

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

G109. OPENING OF OFFERS

Resolved: - That the action of the Cabinet Member in opening the following tenders on Monday, 25th February, 2013, be noted:-

- Provision of Cycle Shelters.

G110. FAIRS APPLICATIONS AND FAIRS CHARGES REVIEW 2013

Consideration was given to a report presented by the Markets General Manager concerning the annual review of fairs applications and charges, which had been carried out in accordance with the Council's audit requirements.

The review had included discussions with Showmen, who had raised concerns over falling attendances and increasing operating costs. Therefore there was a proposed increase of 2.7%, considered to be generally in line with current inflation rates.

Resolved:- (1) That the report be received and its contents noted.

(2) That the dates and rental charges and other charges listed below be approved in respect of the fairs to take place on Council-owned land during 2013: -

- (a) Wath Bonfire Ground, four days from 21st to 24th March, 2013 and an increase in rent from £194.50 per day to £200.00 per day;
- (b) Victoria Park, Rawmarsh, four days from 18th to 21st April, 2013 and an increase in rent from £231.00 per day to £238.00 per day;
- (c) Kimberworth St. Paul's Fields, five days from 20th to 24th June, 2013 and increase in rent from £91.50 per day to £94.00 per day;
- (d) Clifton Park, Rotherham, (i) six days from 3rd to 8th July, 2013; and (ii) six days from 21st to 26th August, 2013 and the rent for both fairs to remain unchanged at £1,664.00;
- (e) Clifton Park, Rotherham, for the two days of the Rotherham Show on 7th and 8th September, 2013, with an increase of 2.7% on all equipment charges;
- (f) Wood Lea Common, Maltby, four days from 11th to 14th September, or 25th to 28th September, 2013 and an increase in rent from £124.00 per day to £127.50 per day (nb: final selection of date to be agreed);
- (g) Greasbrough Recreation Ground, four days from 18th to 22nd September, 2013 and an increase in rent from £199.50 per day to £205.00 per day.

(3) Spring Fair at Herringthorpe playing field, four days from 16th to 19th May, 2013, remains at £6, 862.00.

G111. CENTENARY MARKET, ROTHERHAM - FEES AND CHARGES REVIEW

Consideration was given to a report presented by the Markets General Manager concerning the annual review of all fees and charges in relation to the Centenary Market. The review had been carried out in accordance with the Council's audit requirements and in consultation with representatives of the market traders.

It was noted that, with the exception of the VAT increase in January, 2011, the rents for the indoor and outdoor market had been held since 2008.

Appendix one of the submitted report outlined the increases to the fees and charges proposed for the 2013/14 financial year. It was proposed that the charges would be effective from 1st April, 2013.

The report noted the risks and uncertainties associated with the proposed fee increases. The limited increase in fees would mitigate against the risks.

Resolved: - (1) That the report be received and its contents noted.

(2) That the various fees and charges in respect of the Rotherham Centenary Market, as detailed in the appendix to the submitted report, be approved with effect from 1st April, 2013.

G112. DATE AND TIME OF NEXT MEETING.

Resolved: - That the next meeting take place on Monday 8th April, 2013, to start at 10.30 am in the Rotherham Town Hall.

RMBC TRANSPORT LIAISON GROUP
Wednesday, 20th March, 2013

Present:- Councillor Smith (in the Chair); Councillors Andrews, Atkin, Barron, Beaumont, Dodson, Ellis, Falvey, Goulty, Sims, Swift, Whelbourn and Wootton; together with Mr. R. Cox (Stagecoach Yorkshire), Mr. B. Gilligan (First Group), Mr. S. Hewitson (Rotherham Community Transport Ltd) and Mr. A. Wright (South Yorkshire Passenger Transport Executive).

Apologies for absence were received from The Mayor (Councillor Pickering) and from Councillors Burton, Pitchley, G. A. Russell, R. S. Russell and Whysall; and from Mrs. G. Greensitt (South Yorkshire Passenger Transport Executive), Mr. S. Rands (Northern Rail), Mr. D. Stevenson (Stagecoach East Midlands) and Mr. R. Tudor (Robin Hood Sheffield Doncaster Airport).

15. MINUTES OF THE PREVIOUS MEETING HELD ON 5TH DECEMBER, 2012

Consideration was given to the minutes of the previous meeting of the Transport Liaison Group, held on 5th December, 2012.

Agreed:- That the minutes of the previous meeting be approved as a correct record for signature by the Chairman.

16. MATTERS ARISING

After discussion of the minutes of the previous meeting, it was agreed that reports about the following issues shall be submitted to the next meeting of the Transport Liaison Group, to be held on Wednesday, 26th June, 2013:-

(1) In respect of each transport operator, a report explaining the operator's performance during the previous twelve months (June 2012 to May 2013), including (a) details of compliments and complaints received from the public about the operation of transport services; and (b) information about service punctuality and absences/'lost' bus and rail mileage.

(2) Further to Minute No. 169 of the meeting of the Cabinet held on 13th March, 2013, a report about the progress being made in response to the transportation issues raised by the Youth Cabinet and other young people as part of the Eleven Million takeover day.

17. UPDATES FROM THE TRANSPORT OPERATORS

(1) First Group

A number of timetable changes are taking place during April, 2013, to try and improve service punctuality (eg: the X78 Doncaster – Rotherham – Sheffield service and also services to hospitals). Ticket prices are to change, eg: an increase of ten pence for a single journey ticket. The

prices of weekly tickets will not reduce in Rotherham from £17 to £13, as operators prefer passengers to purchase the loyalty, longer period travel tickets.

Members expressed concerns about buses not arriving, especially the S33 service to Brinsworth and Treeton. Reference was made to the First Group service No. 14 at Maltby (which integrates with the Powells No. 18 service during the day time). Members asked that the route and timing of this service should be investigated.

Members questioned the increase in the prices of some tickets and the reasons why ticket prices in Sheffield tended to be cheaper than those in Doncaster and Rotherham. It was explained that unit prices are charged, depending upon market forces and business practices.

(2) Northern Rail – no report.

(3) Robin Hood Sheffield Doncaster Airport – the ownership of the airport is changing, so that the airport becomes part of Peel Airports Limited.

(4) Rotherham Community Transport – there are no planned changes to the door-to-door community transport services; details about community transport have been added to the new “Connect to Support” web site for Social Care in Rotherham.

(5) South Yorkshire Passenger Transport Executive

Changes to services X5 (Thurcroft, Dinnington, Kiveton Park, Sheffield), by the use of double-deck buses; withdrawal of service X12 (Rotherham to Barnsley via Thorpe Hesley and the M1 motorway), the majority of passengers have direct alternatives, although less direct services are available for passengers travelling to Barnsley; the withdrawal of the 18A service (Dinnington, Maltby, Doncaster) and partial replacement with additional journeys on service 18.

Planning meetings have continued between SYPTE, Borough Councillors and officers and operating companies to develop a voluntary bus partnership for Rotherham. The current timetable includes consultation on the proposals during the Summer, 2013 with a view to launching the partnership in early 2014.

Outcomes for SYPTE from the Eleven Million takeover day include:-

- Travel Master investigating ticketing options
- Young people to discuss safety concerns with Rotherham Interchange Manager and see customer safety processes in situ
- Investigating opportunities to include young people’s representation in SYPTE transport user groups, which will be reviewed this

financial year.

- Participation in South Yorkshire-wide young people's bus summit on 27 April 2013
- Maintaining dialogue between young people and the SYPTE

During the last six months, SYPTE has been in contact with forty outlets in the Rotherham metropolitan area to promote the use of public transport to employees. This scheme has involved providing individual journey plans and "taster tickets" to companies as diverse as the Park Gate Retail Centre, Rotherham General Hospital, Rotherham United Community Sports Trust, the Borough Council and schools. The SYPTE education personnel have promoted safe and sustainable travel in many of Rotherham's primary and secondary schools.

A small number of bus shelters have been improved with the use of steel mesh. This method of maintenance has produced a decrease in damage from vandalism and general wear and tear, which in turn reduces maintenance costs.

(6) Stagecoach East Midlands – no report.

(7) Stagecoach Yorkshire

No service changes have been made, although feedback from the travelling public is always being reviewed. There is an increase of ten pence for the price of a single journey ticket. The prices of daily and weekly tickets will not alter.

It is anticipated that a petition will be received about the alterations being made to services 108 and 109 (Rawmarsh). Reference was made to the difficult bus turning manoeuvres at the junction of Rosehill Road and Dale Road, Rawmarsh. Changes to the bus route may be implemented during July, 2013, so as to avoid the difficult bus manoeuvre.

Members expressed concerns about the punctuality of certain services.

It was noted that one outcome of the Eleven Million takeover day was the need for young people to have direct access, using public transport, from the Wath upon Dearne and Rawmarsh area to Meadowhall, instead of having to change buses at the Rotherham transport interchange.

The public consultation process about bus services to the Dearne area had also included services 19, 19A and 19B affecting Dinnington, which had been confusing for the travelling public. No significant changes were expected to be made to these services for Dinnington.

18. **UPDATES FROM RMBC TRANSPORTATION UNIT**

The Transportation and Traffic Manager reported on the proposal to install the South Yorkshire Intelligent Transport System (syITS) and the Urban Traffic Control (UTC) system in and around the Rotherham town centre. The principal purposes of this new technology and systems are to encourage and try and achieve a reduction in journey times and improved reliability of journey times on Rotherham's main highways.

Included in the new systems are traffic signal controls and the provision of information to vehicle drivers. The systems will enhance the traffic signal controls at the College Road and St. Ann's roundabouts and the large, variable message boards providing information for drivers, schemes which received European funding in 2008. Funding for the new systems is provided by the Local Sustainable Transport Fund (ie: central Government funds) and also from the Local Transport Plan.

The new systems will link all the traffic signals in the Rotherham town centre area so that they do not act as independent junctions; the sequence of green lights will help to improve overall traffic flow and reduce traffic congestion.

Currently, the variable message boards, which provide advance warnings to vehicle drivers, are located at (i) A630 Rotherway; (ii) A629 Wortley Road; (iii) A630 Centenary Way and (iv) A630 Doncaster Road, Dalton. The funding will enable another seven variable message signs to be installed alongside Rotherham's main highways.

Journey times will be displayed for people (eg: to arrive at the town centre in 6 minutes), providing drivers with 'real time' travel information. After the removal of the Centenary Way fly-over, the proposed signalised junction serving the transport interchange and the new Tesco supermarket will also be linked into the new urban traffic control system.

Improved journey times have been achieved at: the 'Mushroom garage' roundabout (A630 Doncaster Road) and at the Whiston crossroads linking Moorgate with the A631 West Bawtry Road. These junctions use a "Mova control system" which detects and counts vehicles arriving at the junctions, in order to allow a longer time for the green lights to show, according to vehicle demand.

There are more than 100 signalised junctions/pedestrian crossings in the Rotherham area and the monitoring of them will take place from Riverside House.

An information leaflet explaining the new traffic control systems will be published and distributed before the date of the next Transport Liaison Group meeting (26 June 2013); the leaflet will include the locations of the additional variable message boards.

Members discussed the following issues:-

(a) Whiston crossroads – whether the waiting times for vehicles turning right from Moorgate into West Bawtry Road could be improved/shortened by the repositioning of the induction loop which is embedded beneath the carriageway surface;

(b) Broom Avenue ‘no through road’ onto the A6021 Wickersley Road – the implementation of this experimental traffic regulation order had caused some inconvenience by relocating vehicle traffic flows onto Ledsham Road; the Borough Council was hopeful of receiving further comments and feedback from residents and motorists before making any further decisions on the future layout of this highway junction; a report will be submitted to a future meeting of the Cabinet Member and Advisers for Regeneration and Development;

(c) College Road roundabout – the urban traffic control system will monitor traffic flows on this roundabout and the traffic signals sequence will automatically change according to demand;

(d) Urban Traffic Control – the system could be beneficial in terms of reducing excessive vehicles speeds, because drivers will be halted by the sequence of red traffic lights;

(e) ‘Mushroom garage’ roundabout at the A630 Doncaster Road – transportation officers commented upon the sequence of traffic signals at this roundabout and explained the reasons why the signals appeared to favour the bus lanes even at times when no buses were present;

(f) Roundabout at Junction 1 of the M18 motorway at Bramley/Hellaby – it was noted that this motorway junction was the responsibility of the Highways Agency; it was agreed that the Highways Agency be asked to investigate whether any improvements could be made to the waiting times for vehicles crossing this roundabout, in view of the traffic congestion along the A631 Bawtry Road during the peak commuter hours; it was acknowledged that the congestion is possibly being made worse by additional vehicles displaced from the Anston and Todwick area as a consequence of the construction of the A57 highway improvement scheme. Members heard that future developments for the A631 corridor could include the provision of either a bus, or high occupancy vehicle lane between Addison Road and Denby Way, in order to address congestion issues.

Resolved:- That the information about the South Yorkshire Intelligent Transport System (syITS) and the Urban Traffic Control (UTC) system be received.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member - Regeneration and Development
2.	Date:	Friday 5 April 2013
3.	Title:	Proposed Road Humps at Laughton Road, Thurcroft
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of comments and objections received to the proposal to install road humps at Laughton Road, Thurcroft and officers responses to the objections.

6. Recommendations

Cabinet Member is asked to resolve that

- i. the objections not be acceded to**
- ii. Barratt/David Wilson Homes be authorised to install road humps on Laughton Road, Thurcroft as shown on drawing No 126/17/TT219**
- iii. the correspondents be informed accordingly**

7. Proposals and Details

As part of the Planning consent allowing Barrat/David Wilson Homes to construct approximately 369 dwellings on land adjacent to Laughton Road, a condition was imposed to install traffic calming features on Laughton Road. The reason for this was that a Transport Assessment submitted by the Developer confirmed that the existing speed of traffic on Laughton Road was excessive and together with an increase in traffic as a result of the development mitigation was required. The locations of the traffic calming features are shown on drawing No 126/17/TT219a 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.

As well as the usual statutory consultees, fifty four letters were sent out to residents. Twelve residents and the Bright Bus Company commented on the proposals, which are summarised below.

- Flat top humps damaged bus suspensions
 - The scheme proposals are for a number of speed cushions and one flat top road hump. However this is a plateau 7.1m long with a height of 75mm. It is designed to be bus friendly and has been used in other areas of the Borough which are used by buses. We are not aware of any reports of suspension damage or grounding
 - There is no speeding problem
 - A number of complaints about speeding traffic have been received over the years but funding for such a scheme could not be justified on the grounds of accident saving since the road traffic accident history here is low. The Transport Assessment submitted by the Developer also confirmed excessive speeds in this part of Laughton Road.
 - Money should be spent elsewhere
 - The proposals are being funded by a developer as part of a section 278 agreement specifically for this scheme and cannot be spent elsewhere.
 - Other Councils don't use road humps and have removed them
 - There are a number of traffic management and road safety schemes in the Rotherham area which use speed humps and cushions as an effective way of reducing vehicle speeds. Whilst a small number of Councils have removed traffic calming features, speed cushions and humps are still widely used both in South Yorkshire and across the country.
 - They are suspension damaging devices; the humps will damage low ground clearance sports cars
 - All road humps are installed in accordance with current regulations and guidance. Research for the Department for Transport (*PPR004, Sept 2004 Impact of road humps on vehicles and their occupants*) into the allegations that road humps can damage vehicles and cause undue wear and tear has found that this is not the case.
 - Install a speed camera.
 - Within the South Yorkshire area, the current rules for the use of safety cameras are contained in the Handbook of Rules and
-

Guidance for the National Safety Camera Programme for England and Wales 2006/07. Rule 7 in the handbook sets out the 6 criteria for proposed sites, all of which have to be satisfied for a safety camera to be installed. This site fails on the criteria relating to the number of killed and serious injury collisions.

- The two cushions outside 129 Laughton Road are too close to the railway bridge
 - They are located within in accordance with the guidelines set out in Traffic Advisory Leaflet 7/96 Highways (Road Humps Regulations 1996)
- Speed cushions located near Clarke Avenue are close to vehicular entrances to 79 and 94 Laughton Road.
 - The speed cushions have been located in accordance with Traffic Advisory Leaflet 7/96 Highways (Road Humps Regulations 1996), in order to influence the speed of traffic within a specific area of Laughton Road, adjacent to large new housing development. This is the optimum location for these speed cushions due to the proximity of the Clarke Avenue junction and the existing road layout. This location should not unduly affect vehicle access to these properties

In view of the responses to the objections above it is recommended that the objections received should not be acceded to and the proposals implemented.

8. Finance

The proposals will be financed and constructed by Barrat/David Wilson Homes as part of an agreement entered in to under section 278 of the Highways Act 1980

9. Risks and Uncertainties

None

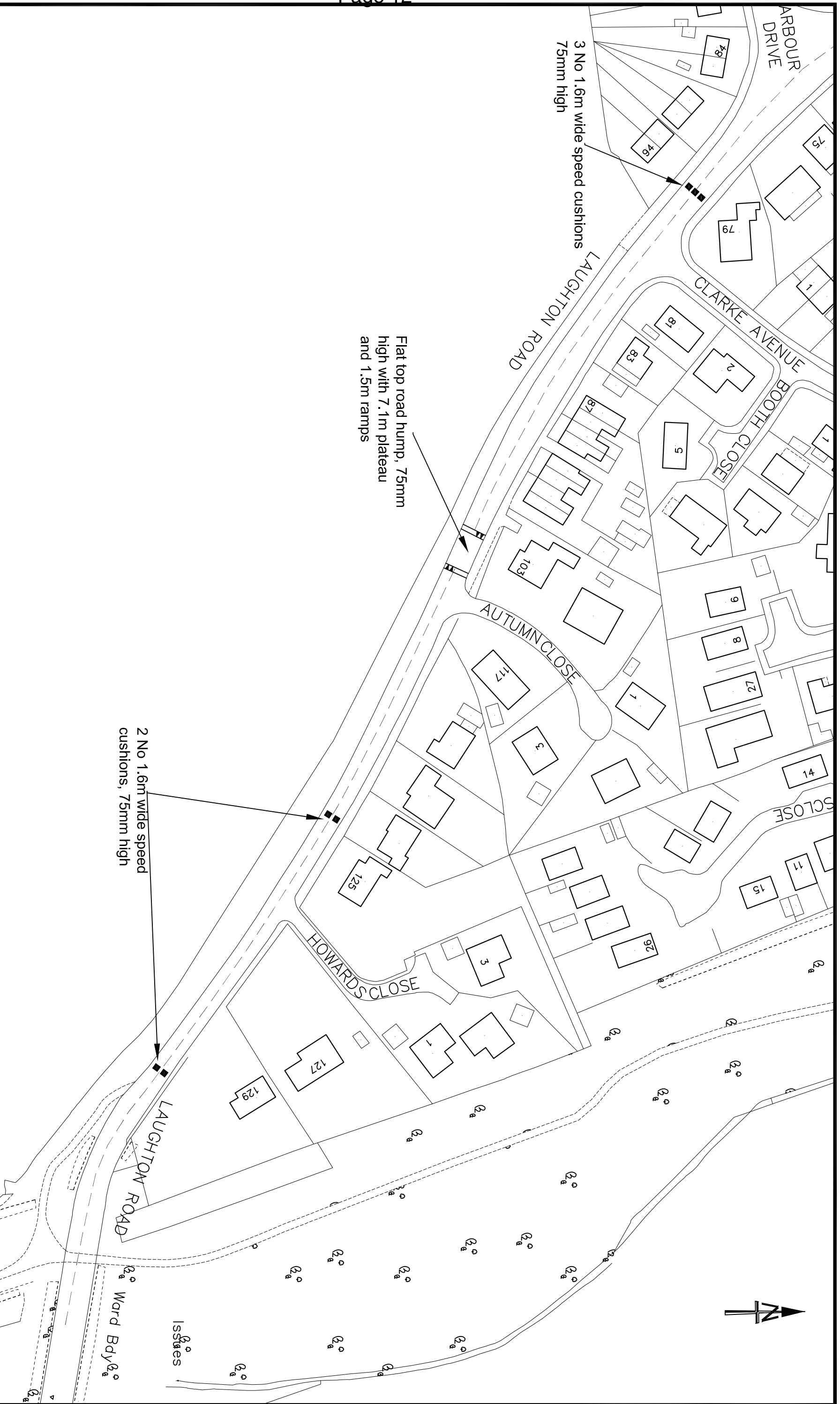
10. Policy and Performance Agenda Implications

The proposals are in line with objectives set out in the Sheffield City Region Transport Strategy / Local Transport Plan 3.

11. Background Papers and Consultation

Appendix A – Drawing No 126/17/TT219a

Contact Name: *Simon Quarta, Assistant Engineer, Ext 54491*
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Rotherham Metropolitan Borough Council
 Environment & Development Services
 Strategic Director:
 Karl Batterby Bsc (Hons) MTRP, MTRPI

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

Client:

Rev.	Description

Title Proposed road humps – Laughton Road, Thurcroft			
Dwg. No. 126/17/TT219a	Rev. Not to scale	Scales (if As)	Chd. by A. S. B.
Drawn S. Q.	Date Nov 12	Rev.	Scales Not to scale

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1	Meeting:	Cabinet Member for Regeneration and Development Services
2	Date:	Friday 5th April 2013
3	Title:	Environment and Development Services Revenue Budget Monitoring Report to 28th February 2013
4	Directorate :	Environment and Development Services

5 Summary

To report on the performance against budget for the Environment and Development Services Directorate Revenue Accounts at **the end of February 2013** and to provide a forecast outturn for the whole of the 2012/13 financial year.

Members are asked to note the forecast outturn position of **an overspend of £225,000** for the Environment & Development Services Directorate based on expenditure and income as at February 2013.

6 Recommendations

That the Cabinet Member notes the latest financial projection against budget for the year based on actual income and expenditure to the end of February 2013, and that this report is referred to the Self Regulation Overview and Scrutiny Select Commission for information.

7 Proposals and Details

7.1.1 Cabinet Members receive and comment upon budget monitoring reports on a monthly basis. This report reflects the position against budget for the period 1 April 2012 to 28 February 2013.

7.1.2 The table below summarises the forecast outturn against approved budgets for each service division:

Division of Service	Net Budget	Forecast Outturn	Variation	Variation
	£000	£000	£000	%
Business Unit	583	534	-49	
Regeneration, Planning and Cultural Services	5,565	5,474	-91	
Streetpride	29,447	29,812	+365	
Total Environmental and Development Services	35,595	35,820	225	0.63%

Following the February cycle of budget monitoring the Directorate has identified that it is likely to be overspent by **£225,000 (0.63%)** against its total net revenue budget of **£35,594,919**. All possible actions to mitigate this are being taken.

7.1.3 The details below offer explanations of the material variances by Division of Service.

Business Unit (-£49k)

The Business Unit is forecasting an under spend of **-£49k**, due to a reduced spend resulting from the spending moratorium.

Regeneration, Planning and Cultural Services (-£91k)

Markets budgets are forecasting a pressure (**+£24k**) due to: fewer traders renting stalls (+£10k), an estimated requirement for repairs (+£25k), with both pressures partially mitigated by savings on overheads (-£11k). **Development Control** estimate a pressure of **+£64k** due to lower than expected income being received in recent months.

Service-wide pressures of **+£160k** across Planning and Regeneration services also exist. These are being offset by **savings** across the service of **£96k-** and **£224k-**

within Cultural Services, this includes £59k from Heritage Services and £13k from Theatres, with the balance being saved with Libraries due to the review, and savings due to vacancies and reduced spend due to the imposed moratorium. The **Local Development Framework** is forecasting an improved position (**-£19k**).

Streetpride (+£365k)

Network Management – reporting a **+£459k** over spend.

In the main this is due to a potential **+£434k** pressure on Winter Maintenance based on an average winter (this is the underfunded amount). There are some pressures across the Service which are due to unachievable income targets set for Parking **+£79k**. Some savings (predominantly staff savings) have been identified in Street Lighting and Streetworks enforcement of **-£40k**, which help reduce other identified pressures. Further savings include over recovery of Section 38 income **-£20k**.

Waste Management – reporting **-£53k** under spend, due to some savings from renegotiations of contracts and from changes to collection arrangements for Green Waste over the winter period. These continue to more than offset some income pressures on waste collection.

Transportation - reporting an over spend of **+£35k** and there are other small pressures reported across the Service of **+£40k**. There have also been revised income projections from the **Corporate Transport Unit and Depot** of **-£18k**, and Home to School Transport **-£66k**. Overall **Leisure and Community Services** has a small underspend **-£33k** where savings are mitigating some significant pressures on Allotments and Grounds Maintenance.

Summary

The Directorate is currently forecasting an overspend of **+£225k** largely due to pressures in Streetpride (**+£365k**). The forecast overspend in Streetpride includes a potential pressure of **+£434k** for Winter Maintenance based on current spend for this winter, without this the projected out-turn would be **-£209k**.

Details have been requested for spend on Agency, Consultancy and Overtime:

Agency Costs

Total expenditure on Agency staff for Environment and Development Services for the period ending 28th February 2013 was £204,755 (all of which was on contract). This compares with an actual cost of £261,471 for the same period last year. The main costs were in respect of Waste Management.

Consultancy

For the period ending February 2013 the total spend on Consultancy was £62,050 within Regeneration and Planning. This compares to spend of £94,495 for the same period for financial year 2012/13.

Non contractual Overtime

Actual expenditure to the end of February 2013 on non-contractual overtime for Environment and Development Services is £423,038 whilst the same period to February 2012 spent £407,389, some of these costs are due to the changing services now within EDS.

The actual costs of Agency, Consultancy and Overtime are included within the financial forecasts.

8. Finance

There are no other details to report this month.

9. Risks and Uncertainties

The overall Directorate budget shows an overspend of £225,000 which have been identified and explained above and in the appendices. The EDS reported pressures at April – February Monitoring shows an over spend forecast of £225k. If Winter Maintenance pressure were to be excluded (as in previous reports) this figure would reduce by £434k.

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.

11. Background Papers and Consultation

This is the second budget monitoring report in this format for the Directorate for 2012/13 and reflects the position from April 2012 to February 2013. This report has been discussed with the Strategic Directors for Environment and Development Services and the Chief Finance Officer.

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration & Development
2.	Date:	Friday 5 April 2013
3.	Title:	Highways Capital Works Programme 2013/14
4.	Programme Area:	Environment and Development Services

5. Summary

This report outlines the proposed Highways Capital works programme for 2013/14.

6. Recommendations

That Cabinet Member resolves to: -

- (a) note the specific allocation for Integrated Transport and highways maintenance for 2013/14 including the Local Sustainable Transport Fund (LSTF) and Better Bus Area Fund.
- (b) Agree the principle of the proposed programme as identified in Appendices A, B and C as the basis for detailed design and implementation during 2013/14.

7. Proposals and Details

This report seeks to outline the proposed areas of work for the forthcoming financial year; 2013/14, that are to be delivered from Department for Transport (DfT) grants. The primary grant funding being the capital funding made available from Central Government for Integrated Transport and maintenance as part of the third Local Transport Plan (LTP3). The table below shows the LTP funding made available across South Yorkshire:

	2011/12 £000's	2012/13 £000's	2013/14 £000's	2014/15 £000's
Integrated Transport	11,252	12,002	12,002	16,877
Maintenance	15,932	15,723	9,910(14,959)*	9,206(13,896) *

* Note the figure in brackets is the indicative allocation to South Yorkshire prior to Sheffield Council entering into the Private Finance Initiative agreement

As previous reports have outlined central government funding has been considerably reduced in recent years. In the forthcoming year funding for integrated transport has stayed the same as in 2012/13 whilst funding for maintenance activity is reduced; the unbracketed figure to be shared between Barnsley, Doncaster and Rotherham.

The Rotherham allocations are:

£1,534,000 for integrated transport (IT) and

£3,010,000 for maintenance (The maintenance funding is further then divided between highway maintenance, highway structures maintenance and street lighting). In the Governments' autumn statement local highway authorities were awarded additional funding for highway maintenance, Rotherham received £546,000 for 2013/14 to be split between highway maintenance, structural maintenance and street lighting.

With the confidence of knowing the next 2 years IT funding Rotherham has chosen to bring forward some funding from our 14/15 IT allocation to fund works on the major scheme at the A57. This in effect means the IT allocations for 13/14 and 14/15 are roughly the same, around £1.9 million. The other funding for the A57 major scheme is made up of £500,000 from LTP maintenance grant in 13/14, £2,000,000 RMBC capital funding and £11,300,000 DfT major scheme grant.

As identified in previous reports to Cabinet Member (Council Minute No.G98 of 20 February 2012 refers) the Council with South Yorkshire partners has been successful in securing additional funding in the form of 'Better Bus Area Fund (BBAF)' and 'Local Sustainable Travel Fund (LSTF)' as with LTP funding these additional grants have to be completed and claimed by March 2015, there is no mechanism to continue works in financial year 2015/16.

Better Bus Area Fund (BBAF), LTP Integrated Transport (IT) and Local Sustainable Travel Fund (LSTF)

Appendix 'A' is a summary of the proposed programme of works for Rotherham in 2013/14.

The BBAF is granted to South Yorkshire Passenger Transport Executive rather than South Yorkshire Integrated Transport Authority. Within Rotherham the funding is identified as contributory funding for improvements at Oldgate Lane and Whinney Hill in Dalton the remaining funding being LTP allocations from the Council and South Yorkshire Passenger Transport Executive (PTE). Works are progressing well and completion is expected in August 2013. Once complete the scheme will provide further bus priority on the A630 Doncaster Road between Thrybergh and Mushroom roundabout.

The LTP IT programme is divided into 5 themed areas, those being: Bus Priority and Access improvements, Connectivity (walking and cycling), Local Safety, Traffic Management and Smarter choices.

The LTP funded bus projects are projects that were due to be delivered in 2012/13 but had to be carried forward to 2013/14. The funding for projects of this nature is from the Local Sustainable Travel Fund and the PTE's IT allocation. The projects to be funded are a contribution towards the BBAF improvements at Oldgate Lane and the improvements to the pedestrian crossing on the A630 Fitzwilliam Road near Cranworth. Once this work is complete this will mean that all crossings on the A630 have been improved to the benefit of both pedestrians and public transport by being more responsive.

The second themed area also has a number of carry forward projects that have been reported to Members before. The new projects seek to improve pedestrian crossing facilities in key town centre locations those being; Mansfield Road at its junction with Moorgate Road and Main Street outside Riverside House. Additionally we will investigate measures to improve pedestrian crossing issues at the junction of Hollowgate and Moorgate Road where there have been longstanding requests for better crossing facilities. All measures are aimed at improving access in and out of town and would compliment other funding sources such as LSTF.

As in previous years there is a significant investment in addressing identified accident hotspots through our local safety scheme programme. The notable projects are development of 20mph zones for East Herringthorpe and outside schools. Both of these projects require extensive public consultation and option assessment to determine the most effective way forward. A further notable project is the proposed signalisation of the junction of Kilnhurst Road and the A630 Doncaster Road at Hooton Roberts this work is to be funded from a County wide LTP IT allocation and was identified through a South Yorkshire group established to consider accidents on a regional basis.

The fourth theme group is traffic management this is predominantly carry forward projects the most notable scheme being the town centre 20mph zone. We are currently evaluating feedback associated with the experimental closure of Broom Avenue and will submit a report to Cabinet in the near future. The new work will compliment that identified earlier in my report by considering traffic management around the Town Hall area and how it can be better managed. Additionally we have identified three demand management schemes those being Masbrough area, Clifton area and the area around Rotherham hospital where controlled parking schemes are proposed, reports should be submitted to Cabinet early in the next financial year with suggested ways forward for Masbrough and Clifton. The area around the hospital is at the very early stages and once the potential scheme boundary has been identified then public consultation will commence.

The final themed area is 'smarter choices' much of the work previously funded from this LTP theme is now developed using LSTF funding however it is proposed to use some of the LTP IT allocation to fund the provision of secure cycle shelters at schools and local businesses.

The 2013/14 Local Sustainable Transport Fund programme includes both capital and revenue schemes aimed at supporting economic growth whilst cutting carbon emissions by improving access to employment and training opportunities in the Dearne and Don Valleys. It is proposed to introduce bus priority measures along the A633, with a focus on the Parkgate area, and introduce cycle infrastructure improvements between Rotherham and Sheffield, in the Dearne Valley and along the A633 between Rotherham town centre and Parkgate. The town centre will act as hub to these projects and measures are to be promoted that improve accessibility to and across town for those riding a bike. A number of innovative revenue funded schemes will promote and encourage walking, cycling and the use of public transport through sustainable travel events, bike leasing, walking audits, Dr Bike sessions and cycle training.

Maintenance programmes

As part of the long-term maintenance plan, surveys are carried out on all roads and footways in Rotherham. This information enables Streetpride to place roads in

priority order, which ensures that the worst affected and most cost effective repairs are dealt with first. Unfortunately, budgets are limited and it is not possible to carry out programmed maintenance on all roads that have been identified.

The maintenance programme submitted for 2013/14 takes this information into consideration to maximise available budgets, it is attached at Appendix 'B'.

Where works are unable to be undertaken, routine safety inspections will be carried out and if any hazardous defects do occur arrangements will be made for them to be repaired immediately.

The majority of funding available for structural maintenance is to be targeted at asbestos removal from a bridge on the A630 Sheffield Parkway. One notable project is the refurbishment of the deck and joints of the bridge on the A630 Centenary Way adjacent to the Interchange multi storey car park.

With regards street lighting and street furniture it is intended to upgrade or replace lighting and street furniture in areas where vulnerable persons reside such as sheltered housing for the elderly or where there is a history of high crime rates and amenity areas as part of the wider asset replacement programme. Also it is an opportunity to upgrade signs and bollards which are in need of replacement with energy efficient LED replacement units

8. Finance

The ITA has indicated that £1,534,000 is the minimum that Rotherham will receive as a direct award additionally we have requested £400,000 from financial year 14/15 as a contribution towards the A57 improvement making a total integrated transport allocation of £1,934,000. The indicated maintenance allocation from LTP is £3,010,000 plus a further £546,000 for highway maintenance.

9. Risks and Uncertainties

All funds are either sat with the Council or with the Integrated Transport Authority for us to claim once works are complete. Currently spend against LSTF projects is causing some concern with the central team, although Rotherham is on profile with regards its projects for delivery. If delivery continues to be slow across South Yorkshire there is a risk that central Government could reassign the funds, which would affect delivery of projects in Rotherham.

10. Policy and Performance Agenda Implications

As a means to facilitate various ends, accessibility and high quality transport systems and infrastructure are vital if we are to achieve the aims of the Community Strategies and the Corporate Plan.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 2011-15

Contact Name:

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APPENDIX A - Proposed Integrated Transport Programme

DfT CATEGORIES	Description	LTP contribution	Other funding	PTE Contribution	LSTF funding		Better Bus 2012/14
					Key 2013/14	Big 2012/15	
Bus Priority and Access Improvement Schemes							
Rotherham - Dearne (South) Key Route A633							
	Dearne Valley targetted bus hotspot treatments			123,671			
	A633 bus priority and cycle improvements from interchange to Taylors lane			440,320		556,535	
Rotherham Central Core - Thrybergh Ext Key Route A630							
Carry over schemes:							
	Fitzwilliam Road near Cranworth Road pelican	175,000					
	Oldgate Lane Whinney Hill improvement	100,000		65,000			285,000
	Sub Total	275,000	0	628,991	-	556,535	285,000
Connectivity - Walking and Cycling							
Carry over schemes:							
	Swallownest crossroads	180,000					
	Canal tow path improvements					392,901	
	Doncaster Road St. Ann's Road	25,000					
	A631 Bawtry Road Canklow	60,000					
New schemes:							
	Green Lane Rawmarsh	45,000					
	Alma Road/Hollowgate and Mansfield Road	10,000					
	Clifton Lane crossroads	10,000					
	Moorgate Road/Mansfield Road	75,000					
	Waverley to Handsworth cycle link		50,000				
	Main Street Don Street access to Riverside House	179,000				200,000	
	Design crossing of A630 Fitzwilliam Road near Hatherley Road	10,000					
	Golden Smithies Lane					27,300	
	High Street Rotherham town centre					200,000	
	Sub Total	594,000	50,000	0	200,000	620,201	
Local Safety Schemes							
Carry over schemes:							
	Herringthorpe Valley Road Laudsale Road	18,000					
New schemes:							
	A630 Centenary Way/Main Street roundabout	8,000					
	B6060 Morthen Road/Morthen Lane	5,000					
	B6060 Nursery Road	5,000					
	Todwick Road/Common Road crossroads	25,000					
	B6089 Stubbin Road Nether Haugh	70,000					
	Grange Lane Thorpe Hesley	20,000					
	A618 Pleasley Road, Ulley Country Park access	10,000					
	B6060 Hawk Hill Lane Dinnington	5,000					
	East Herringthorpe 20mph zone	120,000					
	Outside schools 20mph zone	30,000					
	A630 Doncaster Road/Kilnhurst Road Hooton Roberts		310,000				
	Route and hotspot studies	14,000					
	Sub Total	330,000	310,000	0	-	-	
Traffic Management							
Carry over schemes:							
	Allow cycling in Clifton Park etc	5,000					
	Town Centre 20mph	50,000					
	Broom Road outside Rudston school	90,000					
	Broom Avenue	30,000					
	SYITS including 'SCOOT'					70,000	
New schemes:							
	BRT north		50,000				
	Area around town hall linked to Moorgate and High St projects	30,000					
Demand Management Measures							
	Masbrough residents/controlled parking	15,000					
	Clifton area residents parking issues	15,000					
	Duke of Norfolk and Broom Valley estates assoc. with Hospital parking	5,000					
	Sub Total	240,000	50,000	0	-	70,000	
Smarter choices							
	Secure cycle parking - schools and businesses	70,000	0			24,415	
	Dearne Towns Cycle to Work				35,000		
	Lower Don Valley Cycle to Work				20,000		
	Cycle Training Dearne and Don Valley				7,384		
	Cycleboost- Dr Bike					28,000	
	Cycleboost- Bike Leasing					79,000	
	Walkboost - Workplace Programme					125,400	
	Workplace Adult and Family Cycle Training					54,000	
	Bike it					50,000	
	Bikability		68,000				
Miscellaneous							
	SY Air Quality Monitoring		20,000				
	Monitoring	25,000					
	Sub Total	95,000	88,000	0	62,384	336,400	
Major Schemes							
	A57(T) M1 to Todwick Crossroads	400,000	14,300,000				
	11.3 dft 2 rmbc 0.5 hnm						
	Sub Total	400,000	14,300,000	0	-	672,800	
PROGRAMME TOTALS							
		1,934,000	14,798,000	628,991	262,384	2,255,936	285,000
SETTLEMENTS Includes any carry over amounts		1,934,000					

DFT CATEGORIES	Description	LTP contribution	Other funding	PTE Contribution	LSTF funding	Better Bus
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APPENDIX B

LTP maintenance:

ROAD	DISTRICT	Estimate	Treatment	Location	Class
THE CHASE	ASTON	£120,000	CwayResurfacing	FINCH RISE TO DUCKHAM DRIVE	U
THE CHASE	ASTON	£125,000	CwayResurfacing	WORKSOP ROAD TO MOORLAND VIEW	U
MIDDLE LANE	CLIFTON	£2,000	FwayCrossings	CLIFTON COMP SCHOOL ENTRANCE	C
LAMB LANE	FIRBECK	£83,000	Cway Thin Surfacing (10mm)	(10mm) Penny Hill to Ramper Road	B
FLEMING WAY	FLANDERWELL	£2,000	FwayCrossings	junc Northfield Lane	U
MARKFIELD DRIVE	FLANDERWELL	£18,000	FwayCrossings	WHOLE OF.	U
CROSS STREET	GREASBROUGH	£2,000	FwayCrossings	JUNC POTTER HILL	U
FIRTH STREET	GREASBROUGH	£2,000	FwayCrossings	JUNC POTTERS HILL	U
MAIN STREET	GREASBROUGH	£45,000	CwayResurfacing	POTTER HILL TO NEW STREET	B
BROWNING ROAD (HERRINGTHORPE END)	HERRINGTHORPE	£45,000	CwayResurfacing	HERRINGTHORPE VALLEY ROAD TO CHAUCER ROAD	U
DONCASTER ROAD	HOOTON ROBERTS	£130,000	CwayResurfacing	80M WEST OF RAVENFIELD LANE TO SILVERWOOD BROOK	A
KILNHURST ROAD	HOOTON ROBERTS	£89,250	Cway Thin Surfacing (10mm)	(10mm) East side enterance elm tree farm to Carr lane	B
CARLISLE STREET	KILNHURST	£2,000	FwayCrossings	LEADING TO ARBORLAWN, HIGH RIDGE	U
NEWSAM ROAD	KILNHURST	£2,000	FwayCrossings	JUNC HIGHTHORN ROAD	U
HILL TOP LANE	KIMBERWORTH	£114,000	CwayResurfacing	RICHMOND PARK AVENUE TO SOPEWELL ROAD	U
UPPER WORTLEY ROAD	KIMBERWORTH	£8,000	FwayCrossings	Garage site x 2 pair, lodge lane x 1 pair, Brook Hill x 1 pair	A
ROTHERHAM ROAD	MALTBY	£300,000	CwayResurfacing	Addison Road to Carr Lane	A
STANTON LANE	MALTBY	£170,000	CwayResurfacing	GRANGE LANE TO THE DONCASTER BOUNDARY	C
MEADOWBANK ROAD	MEADOWBANK	£165,000	CwayResurfacing	500M EAST OF MEADOWBANK RD RBT TO MEADOWBANK RD RBT (WESTBOUND)	A
MEADOWBANK ROAD	MEADOWBANK	£125,000	CwayResurfacing	MEADOWBANK ROAD RBT TO END OF DUAL CWAY (EASTBOUND)	A
MANGHAM ROAD	PARKGATE	£2,000	FwayCrossings	NEAR CARR HILL ROUNDABOUT	A
CLAYPIT LANE	RAWMARSH	£2,000	FwayCrossings	JUNC OF KILNHURST ROAD	C
CLAYPIT LANE	RAWMARSH	£2,000	FwayCrossings	JUNC CLAY PIT LANE	C
DICKENS ROAD	RAWMARSH	£2,000	FwayCrossings	JUNC PRIESTLEY AVE	U
GREASBROUGH LANE	RAWMARSH	£34,000	CwayResurfacing	100M EAST OF BACK LANE TO 200M EAST OF BACK LANE	U
LIME TREE CRESCENT	RAWMARSH	£2,000	FwayCrossings	JUNC CLAY PIT LANE	U
WALKER STREET	RAWMARSH	£2,000	FwayCrossings	JUNC CLAY PIT LANE	U
HAWTHORNE AVENUE	SOUTH ANSTON	£2,000	FwayCrossings	JUNC LOCKWOOD AVENUE	U
HIGH STREET	SOUTH ANSTON	£2,000	FwayCrossings	JUNC WEST STREET	B
ORCHID WAY	SOUTH ANSTON	£81,000	CwayResurfacing	WEST BANK DRIVE TO Nos. 28 & 29	U
WEST STREET	SOUTH ANSTON	£6,000	FwayCrossings	JUNC SHEFFIELD ROAD	B
CENTRAL AVENUE	SWINTON	£2,000	FwayCrossings	JUNC HIGHFIELD ROAD	U
CENTRAL AVENUE	SWINTON	£2,000	FwayCrossings	JUNC PARK RD	U
HIGHFIELD ROAD	SWINTON	£2,000	FwayCrossings	JUNC PARK ROAD	U
PARK CLOSE	SWINTON	£2,000	FwayCrossings	JUNC PARK RD	U
PARK ROAD	SWINTON	£2,000	FwayCrossings	JUNC ROOKERY RD	U
STEADFOLDS LANE	THURCROFT	£2,000	FwayCrossings	STEADFOLDS LANE	C
LONG LANE	TREETON	£100,000	Cway Thin Surfacing (10mm)	BOLE HILL TO MOTORWAY	C

Capital LTP 2013/2014

SPA WELL CRESCENT	TREETON	£6,000	FwayCrossings	SPA WELL CRESCENT	U
		£1,804,250			

Prudential Borrowing:

ROAD	DISTRICT	Estimate	Treatment	Location	Class
AUGHTON LANE	ASTON	£250,000	CwayResurfacing	Chelmsford Ave to Wesley Ave	B
ASTON LANE	AUGHTON	£80,000	Cway Thin Surfacing (10mm)	Mason Avenue to Main Street	B
BEACONSFIELD ROAD	BROOM	£100,000	CwayResurfacing	BROOM LANE TO BEACONSFIELD RBT	U
THORPE ROAD	HARTHILL	£30,000	Carriageway super patching	Union St to Packman Ln	C
WOODALL LANE	HARTHILL	£50,000	CwayResurfacing	Union St to Darley Close	C
LADYFIELD ROAD	KIVETON PARK	£50,000	CwayResurfacing	Packman Lane to Harthill Road	U
		£560,000			

APPENDIX C

Highways Structures Programme:

COST CENTRE	SCHEME	DESCRIPTION OF WORKS 2012/13	COSTS 2013/14	COMMENT
GXMB22	PRINCIPAL INSPECTIONS	Fees	£21,000	
GXMB30	ASSET MANAGEMENT	Fees	£70,000	
GXMB57	A630 HIGH HAZEL BRIDGE	Investigation		
GXMB58	A630 OLD FLATTS BRIDGE	Investigation/Design	£30,000	Programmed
GXMB66	A630 CRINOLINE BRIDGE	Deck and Joint Refurbishment	£150,000	
GXMB59	GREEN INGS CULVERT	Replacement		Start Feb 2013
GXMB67	CLOUGH ROAD BRIDGE	Replacement Joints		
GXNU14	PARKWAY BRIDGE	Asbestos removal		Started Nov 2012
GXMB60	PARKWAY BRIDGE	Asbestos removal	£350,000	Started Nov 2013
	PACKMAN ROAD CULVERT	New Culvert	£150,000	
		TOTALS	£771,000	
		Carry over 2012/13	£202,000	
		Allocation 2013/14	£569,000	
		TOTALS	£771,000	

SCHEME		DESCRIPTION OF WORKS	
TINSLEY MARSHALLING YARD	A630	Repaint.	£400,000
CENTENARY WAY VIADUCT	A630	Painting of steelwork and minor general repairs	£350,000
CRINOLINE BRIDGE, INNER BY-PASS	A630	Cathodic protection scheme	£450,000
FLEET BRIDGE	?	Re-decking	£800,000
CATCLIFFE BRIDGE	B6067	Corrosion of main beams.	£250,000
		TOTALS	£2,250,000

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	Friday 5th April 2013
3.	Title:	Sustrans Bike It
4.	Directorate:	Environment and Development Services

5. Summary

To outline the results from the Sustrans Bike It project in Rotherham and to recommend funding the project for a further 2 years from April 2013 to March 2015.

6. Recommendations

That Cabinet Member endorses funding the Sustrans Bike IT project for a further 2 years (until March 2015) from the Local Sustainable Transport Fund and the associated Contract with Sustrans, the sole provider of Bike IT, is exempted from Standing Order 47.6.3 (requirements for contracts valued between £20,000 and £50,000).

7. Proposals and Details

Bike It has been operational in 12 Schools across Rotherham since its introduction in April 2012 (Council Minute refers).

The project seeks to raise awareness of cycling, develop riding skills and encourage children to take action in their own lives. It aims to increase the number of school journeys undertaken by bicycle or by any other non-motorised means. Ultimately, the combined aim of Bike It and other associated cycling initiatives in schools such as Bikeability cycle training, is to encourage pupils and parents to accept cycling as a 'life long' alternative to car travel.

12 schools are currently actively engaged in the Bike It project.

- Wath C of E Primary
- Herringthorpe Junior's
- St Thomas C of E Primary
- Wath Central Primary
- Dalton Listerdale J and I
- West Melton Primary
- St Anns J and I
- Aston Hall J and I
- Anston Greenlands J and I
- Wickersley Northfield Primary
- Dinnington Comprehensive
- Our Lady St Josephs Primary (Wath)

The selected schools are spread across the Borough although there is a distinct cluster in Wath, Swinton and West Melton to complement other sustainability initiatives such as the Eco Vision, Eco Schools and the Local Sustainable Transport Fund in the Dearne Valley.

Bike It results to date have been impressive with over 8300 positive cycling experiences being delivered during the first 9 months of the project. A copy of Sustrans Interim December 2012 performance report for Rotherham is attached at Appendix A.

As a result of the success in 2012/13, the following schools have expressed an interest in the Bike It project although only six can be accommodated in 2013/14, when the current Bike It schools will transfer from full time engagement to part time:

- Badsley Moor Junior School
- St Josephs Catholic Primary, Dinnington,
- Swinton Fitzwilliam
- Thurcroft Infant School
- Bramley Grange Primary
- Anston Park
- Broom Valley Community School
- Brampton Ellis CofE Infant School

8. Finance

Cabinet Member agreed to allocate £50K from the LTP Quality of Life central budget to fund the first year of Bike It in 2012/13. Funding for subsequent years was not confirmed but a further £40K from the central LTP budget and £10K from Rotherham's LTP allocation was provisionally made available. However, there are now considerable budget pressures on LTP funding in 2012/13 and these are likely to continue into 2013/14 and beyond. Therefore, wherever possible, alternatives to LTP funding are being sought.

Funding is available from the Local Sustainable Transport Fund because some projects originally included in the bidding process to DfT may not be moving forward – most notably £800K associated with Digital Region. Bid partners have therefore agreed to consider funding Bike It from LSTF. Therefore, subject to future satisfactory performance by Sustrans, £50K per annum from LSTF could be allocated to fund Bike It projects in Rotherham during 2013/14 and 2014/15. Partners in Sheffield, Doncaster and Barnsley who also operate Bike It projects with Sustrans are likely to make similar funding arrangements via LSTF.

Sustrans are the sole provider of Bike It type projects in the UK and there are no known competitors. Therefore, Cabinet Member is asked to approve an exemption from Standing Order 47.6.3 (requirement for contracts valued between £20,000 and £50,000) to enable direct award of the Bike It Contract for 2013/14 to Sustrans, 2 Cathedral Square College Green Bristol BS1 5DD. Any contract offered in 2014/15 will be subject to market testing and will be subject to tender if any competitors emerge that have developed products similar to Bike It.

9. Risks and Uncertainties.

Any new projects that were not included in the original LSTF bid must be assessed to ensure that they meet LSTF key objectives to increase business productivity, widen labour markets, empower our communities to make smart travel choices and connect people to jobs and training, whilst at the same time reducing carbon emissions. The Bike IT project will eventually deliver against these objectives when current school children move into the labour market with a better understanding of transport choice and sustainability. As such, Bike It leaves a strong and lasting legacy - a further objective of LSTF - but it might not rate as well as competing transport projects that immediately deliver against key LSTF objectives. Available LSTF funding could therefore be allocated to other projects. However, taking into account the amount of funding that is available, it is likely that the Bike It project will be funded within LSTF and outline approval has already been agreed.

10. Policy and Performance Agenda Implications

The promotion of cycling in schools helps progress Corporate themes relating to transport, sustainability and health - particularly obesity. Promotion of cycling is a key theme in the third Local Transport Plan 2011-16 and in projects and outcomes associated with the Local Sustainable Transport Fund.

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Bike It - Rotherham

Interim report

December 2012



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today.
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Summary of activities delivered	3
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Feedback from school representatives and parents	6

Executive Summary

Sustrans' Bike It project works in schools to get more young people cycling (and walking), more often. Our officers deliver a planned programme of activities designed to bring about long term behavioural change, with the creation of the legacy built into the core of the project.

The overall aim of the project is to increase the number of young people travelling to school actively and/or sustainably. The Bike It project in Rotherham started in May 2012 and is working with twelve junior and primary schools in the area.

So far there have been 119 activities at Bike It Schools in Rotherham which have delivered 8,398 positive cycling experiences¹. The most popular activities have included Dr Bike Sessions, Bike Breakfasts and Virtual Bike Race Events.

Bike It Officers keep a record of how many bikes / scooters are on site each time they visit. The schools with the highest recorded bike counts include St Thomas CofE Primary with 37.8% of the school roll and Anston Greenlands Junior & Infant with 31.1% of the school roll.

Hands-up surveys are used to monitor variations in the mode of travel of school pupils. The surveys are delivered by Sustrans or school staff pre and post intervention. The post intervention surveys in Rotherham are due to take place at the end of the current academic year. Data will be analysed once a comparable set of pre and post data is available.

National figures suggest that Bike It is likely to approximately double the number of people regularly cycling² to school. In 2011-2012 regular cycling over all Bike It areas increased by 10.1 percentage points, from 10.4% to 20.5%.

Nationally Bike It projects also saw increases in active travel and a reduction in car use to school. After a year of intervention 46.4% of pupils told us that they want to cycle to school and 80.3% told us that they want to travel to school actively indicating a clear demand for the project to continue.

Feedback from teachers and parents on the project in Rotherham so far has been extremely positive:

'The most impressive thing about 'Bike It' is that it has touched the whole school community. It has allowed everyone to gain something from the scheme [...] A knock on effect has been a reduction in cars – something we're keen to work on further.' - Head teacher

"It's a great project, I am so glad the school is involved; its nice to get the children doing something active and looking after their health, and they love riding their bikes." - Parent

¹ I.e. the events held by the Bike It Officer were attended by 8,398 people in total. It is important to note that this figure may include repeat participants, and does not necessarily equate to 8,398 different people.

² Once a week or more

About the project in Rotherham

Bike It first began working with schools in Rotherham in May 2012. Table 1-1 provides details of all schools engaged in the project since then, including level of engagement and School Mark status.

Table 1-1 List of participating schools in 2011-2012 school year

School name	School roll	Date of engagement	Level of engagement	School Mark
Anston Greenlands Junior & Infant	192	Jun 2012	Intensively engaged	Working towards Bronze
Aston Hall Junior & Infant	219	Jun 2012	Intensively engaged	Working towards Bronze
Dalton Listerdale Junior & Infant	241	May 2012	Intensively engaged	Working towards Bronze
Dinnington Comprehensive	1,300	Jun 2012	Intensively engaged	Working towards Bronze
Herringthorpe Juniors	280	May 2012	Intensively engaged	Working towards Bronze
Our Lady & St Joseph's Primary	230	Jun 2012	Intensively engaged	Working towards Bronze
St Ann's Junior & Infant	439	Jun 2012	Intensively engaged	Working towards Bronze
St Thomas CofE Primary	135	May 2012	Intensively engaged	Working towards Bronze
Wath CofE Primary	215	May 2012	Intensively engaged	Working towards Bronze
Wath Central Primary	470	Jun 2012	Intensively engaged	Working towards Bronze
West Melton Primary	124	Jun 2012	Intensively engaged	Working towards Bronze
Wickersley Northfield Primary	450	Jun 2012	Intensively engaged	Working towards Bronze

Summary of activities delivered

Since May 2012 the Bike It Officer in Rotherham has so far delivered 119 activities across all Bike It schools:

- The Bike It Officer in Rotherham has delivered 8,398³ positive cycling experiences to pupils, their parents and teachers
- Activities with the highest pupil participation included: Bike Safety Sessions, Bike Breakfasts and Dr Bike sessions
- The Bike It Officer participated in 21 whole-school assemblies since May with an attendance of 4,845 pupils⁴

Table 1-2 Total number of Bike It activities delivered in Rotherham since April 2012

Activity	No. of activities	Pupils	Staff	Parents	Siblings	Total attendees	Sum of Estimated Duration (hours)
Assembly	21	4,845	110	0	0	4,955	10.5
Bike Breakfast	9	391	19	57	2	469	18.5
Bike Crew/BUG Meeting	6	23	2	0	0	25	3.5
Bike Safety Event	4	1,180	32	0	0	1,212	18
Classroom Session	6	208	12	0	0	220	13
Cycle Training	11	58	0	0	0	58	11
Dr Bike Session	16	429	2	12	0	443	45
Equipment Sale	1	9	2	16	0	27	2
Female Specific Event	1	15	2	0	0	17	1
Headteacher Meeting	8	0	9	0	0	9	6
Health Event	2	333	19	0	0	352	7
Parents Meeting	1	15	0	15	0	30	2
Playground Skills Session	1	12	0	0	0	12	1
Puncture Repair Session	2	53	5	0	0	58	2
School Fair	1	30	3	8	0	41	3
Stabiliser Free Session	6	52	4	53	3	112	6

³ I.e. the events held by the Bike It Officer were attended by 8,398 people in total. It is important to note that this figure may include repeat participants, and does not necessarily equate to 8,398 different people.

⁴ It is important to note that this figure may include repeat participants

Table 1-2 (continued) Total number of Bike It activities delivered in Rotherham since April 2012

Activity	No. of activities	Pupils	Staff	Parents	Siblings	Total attendees	Sum of Estimated Duration (hours)
Staff Meeting	19	0	20	0	0	20	14
Transition Session/Event	1	150	0	100	0	250	2
Virtual Bike Race Event	3	80	8	0	0	88	3
Total	119	7,883	249	261	5	8,398	168.5

Summary of Bike Counts

Bike It Officers keep a record of how many bikes are on site each time they visit a school. Schools are also encouraged to keep a record of bike counts throughout the year.

- Based on percentage of school roll, schools with the highest recorded bike counts include: St Thomas CofE Primary (37.8%); Anston Greenlands Junior & Infant (31.1%) and Aston Hall Junior & Infant (26.9%)

Below is the highest bike count recorded at each school since May 2012.

Table 1-3 Bike Counts

School	Activity	Headline bike count	Scooter Count	% of school roll
Anston Greenlands Junior & Infant	Bike Breakfast	59	1	31.1
Aston Hall Junior & Infant	Bike Breakfast	59	0	26.9
Dalton Listerdale Junior & Infant	Bike Breakfast	38	2	16.7
Dinnington Comprehensive	Dr Bike Session	42	29	5.4
Herringthorpe Juniors	Bike Breakfast	33	0	12.6
Our Lady & St Joseph's Primary	Bike Breakfast	26	1	11.5
St Ann's Junior & Infant	Classroom Session	1	2	0.7
St Thomas CofE Primary	Bike Breakfast	44	7	37.8
Wath CofE Primary	Dr Bike Session	25	5	14.0
Wath Central Primary	Dr Bike Session	44	0	9.4
West Melton Primary	Headteacher Meeting	0	0	0.0
Wickersley Northfield Primary	None	9	13	4.9

Feedback from school representatives and parents

Although formal surveys with partners, school representatives and parents have yet to be undertaken due to the timing of the project, there has been some informal feedback relating to Bike It and its impact so far in Rotherham.

"I have been so surprised at positive response we have had for Bike It, from both parents & children who are eager to participate. The activities we have run at school haven't just been one offs; we are regularly getting 8 or 9 bikes & scooters at the school where before there were none. I am thrilled that we were able to be a part of this project, and look forward to the future, getting more people out of the cars and on their bikes!"

Head teacher

The most impressive thing about 'Bike It' is that it has touched the whole school community. It has allowed everyone to gain something from the scheme; whether it be Level 2 cycling skills for Upper School, Removing Stabilisers for Key Stage 1 and FS2 pupils or the 'Dr Bike It' Breakfast for all the family. A knock on effect has been a reduction in cars – something we're keen to work on further

Head teacher

"This is a great activity that has lots of good curriculum links; Geography, Maths, Physics & Biology to name a few. I can see that all of the children have really learnt something today and they have been engaged with what's going on. This has been fantastic; we will have to do it again"

Staff member during Smoothie Bike Session

"The most impressive thing about 'Bike It' is that it has touched the whole school community. It has allowed everyone to gain something from the scheme; whether it be Level 2 cycling skills for Upper School, Removing Stabilisers for Key Stage 1 and FS2 pupils or the 'Dr Bike It' Breakfast for all the family. A knock on effect has been a reduction in cars – something we're keen to work on further."

Head teacher

"We are delighted to be working with Natalie and Sustrans this year in our efforts to become a 'Bike It School'. In a secondary school quite often as the children get older cycling isn't seen as something that is 'cool' and not something that teenage girls get involved in. Through the project we have been able to portray cycling as a fun activity which is for all ages and genders. [...] The project has galvanised us as a school to look afresh at what we are doing to encourage and facilitate healthy exercise. [...] I have no doubt that we would not have had this response without the Bike It project."

School Business Manager

"It's a great project, I am so glad the school is involved; its nice to get the children doing something active and looking after their health, and they love riding their bikes."

Parent during a Bike Breakfast

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Friday 5 April 2013
3.	Title:	Amending Fees and Charges for Provision of Highway Services
4.	Directorate:	Environment and Development Services

5. Summary

Amendment to the current charge made for arranging a Street Works Licence (NRSWA Sec 50 permit / licence)

Implement a retrospective charge for unauthorised skip/container placements to improve highway safety and reduce disruption

6. Recommendations

It is recommended that the Cabinet Member:

- (i) Approves the proposed revised charge for a Street Works Licence (NRSWA Sec 50 permit / licence)
 - (ii) Approves the implementation of a retrospective charge for the unauthorised placement of skips and containers
-

7. Proposals and Details

Properly licensed highway services help fulfil the aims of the Local Transport Plan, and the Traffic Management Act in terms of helping to keep the highway safe and reduce disruption.

A review has been carried out to benchmark the appropriate cost of providing this licence. It has been ascertained that neighbouring Authorities charge between £350 and £550 for providing this licence.

It is therefore proposed that the current charge of £300 for processing and implementing a Street Works License (SWL) under Section 50 of The New Roads and Street Works Act (NRSWA) 1991 should be increased to £450.

Approximately 100 unauthorised skips/containers were placed on Rotherham's highway last year, and there is a risk that such placements could be dangerous or conflict with other programmed works.

The introduction of a retrospective charge of £50 for the placement of unauthorised skips and containers on the highway is consistent with the charge made for a street works site inspection under the NRSWA.

8. Finance

The proposed increase in charges would realise approximately £16,750 additional income per annum, which would equate to an overall income increase of approximately 3.0%.

9. Risks and Uncertainties

There is a small risk that the proposed new charges may be resisted, however, the proposed charge for a SWL would still be lower than the highest charge made by Sheffield City Council within the Yorkshire region.

The retrospective charge for the placement of an unlicensed skip would be consistent with several other neighbouring authorities. Therefore it is anticipated that resistance will be minimal.

10. Policy and Performance Agenda Implications

The initiative is in full accord with the LTP3 objectives and the requirements of The Traffic Management Act 2004.

Licensing activities in the highway helps support the clean streets and safer and well maintained roads objectives in seeking an improved environment.

11. Background Papers and Consultation

1. The Highways Act 1980
2. The Road Traffic Regulation Act 1984 (RTRA)
3. The New Roads and Street Works Act 1991 (NRSWA)
4. The Traffic Management Act 2004 (TMA)
5. The Street Works (Inspection Fees) (England) (Amendment) Regulations 2009.
6. LTP3 (2011-2015)

Contact Name : Colin Knight, Network Manager - extension 22828
email: colin.knight@rotherham.gov.uk

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	Friday 5 April 2013
3.	Title:	Response to consultation on Highways Agency Managed Motorways proposals M1 between junction 28 and 31.
4.	Programme Area:	Environment and Development Services

5. Summary

The report sets out the suggested response to the Highways Agency's (HA) consultation on the proposed Managed Motorways proposals on the M1 motorway between junction 28 and 31. The proposals involve the introduction of a new All Lane Running standard which sees the conversion of the Hard Shoulder to a permanent running lane and the introduction of a variable mandatory speed limit.

6. Recommendations

It is recommended that Cabinet Member:

- i) Endorses the proposed consultation response attached at Appendix 1.
 - ii) Due to the deadline authorisation from the Mayor is sought for the decision to be exempt from the call-in procedure.
-

7. Proposals and Details

Background

In early 2012 the Highways Agency (HA) announced their intention to undertake improvements to the national motorway network, including capacity improvements on the M1 between Junctions 28 to 31 and 32 to 35A. Details of the proposals were recently reported to Cabinet on 16 January 2013.

The Highways Agency have now commenced their consultation on the proposed scheme and have written to us to seeking our views. The consultation documents can be found at

The consultation poses 3 questions these are shown on the consultation form along with the suggested response at Appendix 1.

On the 4 February 2013 Cabinet Member endorsed the response to the HA's consultation for the Managed Motorways scheme between M1 J32 and 35a, minute number G92 refers.

It should be noted that the principles of the response endorsed at the 4 February 2013 meeting are common to any section of the Motorway where the All Lane Running (ALR) standard is proposed. As there have been no changes to the ALR standard since this time there is therefore no change to our position in relation to it and the response attached at Appendix 1 raises the same concerns and issues.

Timescale

The consultation deadline is the 10 April 2013. Due to the deadline authorisation from the Mayor is sought for the decision to be exempt from the call-in procedure.

8. Finance

None.

9. Risks and Uncertainties

As set out in the report to Cabinet 16 January 2013

10. Policy and Performance Agenda Implications

As set out in the report to Cabinet 16 January 2013

11. Background Papers and Consultation

Cabinet report 16 January 2013

Highways Agency consultation letter and pack:

(<http://www.highways.gov.uk/consultations/m1-junctions-28-to-31-managed-motorway-scheme-consultation>.)

Contact Name:

Tom Finnegan-Smith, Transportation and Highways Projects Manager, Streetpride, extension 22967, tom.finnegan-smith@rotherham.gov.uk

CONSULTATION RESPONSE FORM

M1 junctions 28 to 31 Managed Motorway Scheme

Please complete this pro-forma and send to the address below

Dan Tank
 Highways Agency
 The Cube
 199 Wharfside Street
 Birmingham
 B1 1RN

Or alternatively you can respond to the consultation by email:

M1J28-31managemotorway@highways.gsi.gov.uk

PART 1 - Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name	Tom Finnegan-Smith
Address	Riverside House, Main Street, Rotherham
Postcode	S60 1TD
Email	Tom.finnegan-smith@rotherham.gov.uk
Company Name or Organisation (if applicable)	Rotherham Metropolitan Borough Council
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input checked="" type="checkbox"/>	Local Government

<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:</p> <p>Consultation response on Managed Motorways All Lane Running presented to Scrutiny and endorsed by Cabinet Member for Regeneration and Economic Growth, Cllr Gerald Smith as part of the response to the J32-35a proposals..</p>	
<p>If you would like your response or personal details to be treated confidentially please explain why: N/A</p>	

PART 2 - Your comments

1. Do you consider that the proposal to introduce the managed motorway scheme on the M1 between junctions 28 and 31 will lead to an improvement in travelling conditions on this section of motorway?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Please add any comments:</p> <p>The congestion problems experienced on this section of the M1 are well known to us and potential improvements to the delays experienced are welcomed. We acknowledge the benefits that variable mandatory speed limits have provided in other Highways Agency Managed Motorways schemes in increasing motorway capacity and reducing congestion. However, we note that the Managed Motorways initiatives already introduced are not to the MM-All Lane Running (MM-ALR) standard due to be introduced here. MM-ALR will see the hard shoulder used as a permanent running lane and not operate with a dynamic hard shoulder which is used in busy peak periods and closed to general traffic in quieter traffic periods.</p> <p>Whilst MM-ALR may operate in broadly the same way as the other MM schemes during the peaks, it is the adoption of the hard shoulder as a permanent running lane that has raised concerns with the South Yorkshire Safer Roads Partnership of which we are a member.</p>		

2. Are there any aspects of the proposal to introduce the managed motorway scheme on the M1 between junctions 28 and 31 which give you concerns?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Through our involvement in the South Yorkshire Safer Roads Partnership we are aware that from an operational experience perspective the emergency services suggest that the risk of collisions involving stationary vehicles during non-peak times is an unacceptable risk and one which will have serious and potentially fatal consequences. This risk also involves those personnel who work on the motorways along with the public.</p> <p>There are also significant issues relating to the ability of the Police to conduct pursuit and enforcement activities on this stretch of motorway as it is currently designed. We also have concerns in relation to the permanent use of the hard shoulder in relation to the emergency response to incidents on the motorway and the potential difficulties</p>		

that may arise when incidents occur and the emergency services no longer have the option of using the hard shoulder to gain access.

At this stage you predict an overall decrease in risk of up to 15% although this reduction in risk is not reflected in the objective for Killed and Serious Injuries (KSI's) on this new design, in which you state the safety objective to be 'no worse off'. This is against a local objective of reducing KSI's by 4% per annum to 2020. However, the HA also accept that within the overall decrease in risk of 15% that the risk of a collision with a vehicle stopped in a running lane outside of peak periods increases by 200%.

We are also aware that the Police have highlighted that if they are called to attend incidents on the motorway when MM-ALR is operational they will potentially close the motorway to ensure the safety of their officers, other emergency services and the public, which could detract from the benefits of the proposed scheme.

From the information provided it is unclear what the environmental impact of the proposed MM-ALR scheme will be. The areas adjacent to the M1, particularly the residential communities, are adversely affected by air and noise pollution attributed to traffic on the M1. Whilst the impact is unclear we would be keen to see that the proposed scheme improves the air quality conditions and noise levels in communities adjacent to the M1 and would welcome further information from you to confirm the anticipated outcome. In this respect we note that further details on the outcomes of the Environmental Assessment you are currently undertaking will need to be provided to Rotherham MBC in our capacity as statutory consultee.

Whilst the primary objective of improving congestion is acknowledged it is considered that the safety objective to be 'no worse off' and the lack of clarity associated with the air quality and noise implications of the proposed scheme is not appropriate and demonstrates no ambition to improve conditions for those using or living in the communities adjacent to these sections of the motorway. Rotherham MBC aspires to improve the conditions for its residents and communities and would expect this ambition to be shared by the Highways Agency due to the current adverse impact that the motorway network has on several communities in Rotherham and South Yorkshire.

<p>3. Are there any additional comments you would like to make about the proposal to introduce the managed motorway scheme on the M1 between Junctions 28 and 31?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
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Improving the capacity on the M1 between J28 and J31 is welcome in terms of both its benefit to improved traffic flow and journey times, and its associated impact on the economy. However, we do not feel that this should be at the expense of road safety or worsening air environmental conditions and support the SY Safer Roads Partnership's position in trying to ensure that the risks associated with the MM-ALR standard are mitigated against wherever possible. As mentioned in 2 above we would also urge the HA to consider that it is not just the congestion that should be improved as a result of any proposals and that the objective should also be to improve road safety and the environmental impact of traffic on this section of the motorway. It is understood that further meetings between the HA and representatives from the SYSRP have been arranged to discuss the proposed scheme with a view to considering whether further mitigation or amendments can be achieved. We look forward to a positive outcome of these meetings.

Note on disclosure of information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Highways Agency.

The Highways Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Document is Restricted