

IMPROVING PLACES SELECT COMMISSION

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

Date: Tuesday, 16th April, 2013

Time: 1.30 p.m.

A G E N D A

1. To determine whether the following items should be considered under the categories suggested in accordance with Part 1 of Schedule 12A (as amended March 2006) of the Local Government Act 1972.
2. To determine any item(s) the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Apologies for absence
4. Declarations of Interest
5. Questions from members of the public and the press
6. Communications
7. Minutes of the previous meeting of the Improving Places Select Commission held on 27th March, 2013 (Pages 1 - 3)
8. Highways Maintenance - 'Multihog' patching and pothole procedures (Pages 4 - 8)
9. Off-Road Motor Vehicles - Prevention of Nuisance (Pages 9 - 11)
10. Date, time and venue for the next meeting:-
Wednesday 19th June 2013 at 1.30 pm at the Town Hall, Rotherham

Improving Places Select Commission: membership: -

Councillors Andrews, Astbury, Atkin, Dodson, Ellis, Falvey (Vice-Chairman), Foden, Gilding, Gosling, N. Hamilton, Havenhand, Jepson, Johnston, Read, P. A. Russell, Sims, Swift, Wallis and Whysall (Chairman).

Co-opted members: - T. Roche and B. Walker.

IMPROVING PLACES SELECT COMMISSION
Wednesday, 27th March, 2013

Present:- Councillor Falvey (in the Chair); Councillors Andrews, Astbury, Atkin, Ellis, Foden, Gilding, Gosling, N. Hamilton, Jepson, Read, P. A. Russell, Sims, Swift and Wallis.

Together with:- Mr. Brian Walker and Councillor Richard S. Russell

Apologies for absence:- Apologies were received from Councillors Whysall, Dodson and Havenhand.

49. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

50. QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS

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

51. COMMUNICATIONS

None were received.

52. MINUTES OF THE PREVIOUS MEETING OF THE IMPROVING PLACES SELECT COMMISSION HELD ON 20TH FEBRUARY, 2013

Resolved:- (1) That the minutes of the previous meeting of the Improving Places Select Commission, held on 20th February, 2013, be approved as a correct record for signature by the Chairman.

Further to Minute No. 47(1) (Work Programme), Members asked why the Allocations Policy had not been submitted. It was explained that although the policy had been seen by the Cabinet Member it needed to be approved by Cabinet before it could come to Scrutiny. This was further clarified with an explanation that an instruction had been issued to officers that, reports submitted as part of the decision making process, had to be considered by the relevant Cabinet Member or Cabinet before consideration by a Select Commission. Accordingly, the Allocations Policy was to be submitted to Cabinet.

Members of the Select Commission expressed their concern with regard to the apparent change in the decision making process. It could lead to any new Policies being "called in" to enable Members to consider their implications and therefore delaying their implementation. It was explained that this was not a change in process.

The Chairman of the Overview and Scrutiny Management Board was aware of the position.

(2) That the Improving Places Select Commission's concern be noted at the apparent change in the decision making process and request that the Overview and Scrutiny Management Board investigate and report back to the Commission.

53. SCRUTINY REVIEW OF GROUNDS MAINTENANCE

Further to Minute No. 14 of the meeting of the Improving Places Select Commission held on 25th July, 2012, consideration was given to a report presented by Councillor Read, Review Group Chair, concerning the scrutiny review of grounds maintenance and street cleansing services. A copy of the full scrutiny review report was provided for Elected Members.

The agreed objectives of the review were to:-

- i) analyse the impact of budget cuts to the service;
- ii) ensure that risk and impact assessments have been fully considered and are in place for the future;
- iii) develop practical suggestions for improvement of the service within budget;
- iv) consider invest to save options.

There were 3 main themes that had emerged from the findings of the review:-

1. Flexibility of resources
2. Local feedback and support
3. Information sharing

Resolved:- (1) That the findings and recommendations, as amended, set out in the report be endorsed.

(2) That the report be forwarded to the Overview and Scrutiny Management Board and Cabinet.

(3) That the Cabinet response to the Scrutiny Review recommendations be fed back to this Select Commission.

54. IMPROVING PLACES SELECT COMMISSION - WORK PROGRAMME 2013/2014

Deborah Fellowes, Scrutiny Manager, reported on the discussions that had taken place at a recent meeting between Select Commission Chairs, the Cabinet and the Strategic Leadership Team, focussing on the forthcoming work programme.

A number of strategic priorities had been agreed:-

- Welfare Reform in particular benefits capping and potential impact on child poverty
- Implications of the Spare Room Supplement – Housing Allocations Policy – wider implications on the Housing Revenue Account/Maintenance Programme

It was also proposed:-

- Local Plan in terms of the Sites and Allocations Policy
- Community Right to Buy
- Standard of housing repairs – comparison between the 2 contractors

Members were asked to contact the Scrutiny Manager with any other suggested topics.

Resolved:- That the details of the Select Commission's work programme be noted.

55. DATE, TIME AND VENUE FOR THE NEXT MEETING

Resolved:- That a further meeting be held at the Town Hall, Rotherham on Tuesday, 16th April, 2013, commencing at 1.30 p.m.

ROTHERHAM BOROUGH COUNCIL - REPORT TO MEMBERS
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1.	Meeting:	Improving Places Select Commission
2.	Date:	Tuesday 16th April 2013
3.	Title:	Highway Maintenance – ‘Multihog’ patching and pothole procedures
4.	Directorate:	Environment and Development Services

5. Summary

Further to the report presented to Improving Places Select Commission on 25th July 2012, this report provides members with an update on the effectiveness of the new method of highway repairs and potholes defects using the ‘Multihog’ milling machine.

6. Recommendations

- **It is recommended that Members note the contents of the report**

7. Proposals and details

Highway Patching Works

Prior to the ‘Multihog’ milling machine becoming available small patching works had to be excavated by hand or conveyor milling machine. The hand method had health and safety risks related to the use of equipment that generated vibration; the process is therefore no longer practical and was also time consuming with low outputs. The conveyor milling machines are very large and difficult to move and require a large heavy goods vehicle to transport them from site to site. The minimum size of these machines is with a 1 metre wide milling head, which means that a significant amount of good carriageway is removed and it therefore wastes material.

The investment in the multihog has provided both milling operations and winter salting/ploughing capabilities. The machine has proved to be very effective in these work areas due to its versatility;

- It is small enough to carry out detailed planing around street furniture
- It reduces the amount of road surface to be removed
- It can travel quickly from location to location making it more efficient than traditional methods

- It can be quickly transformed from milling to salt spreading

The expenditure to complete smaller permanent carriageway patches by traditional methods would have cost approximately £60/m², this compares to approximately £30/m² when using the multihog machine.

Rotherham is one of the first councils in the country to use the machine which has generated significant interest and numerous visits have been hosted from other Local Authorities including: Bury, Derbyshire, Darlington, Lincolnshire, Tameside, Bardon Contracting etc. The initiative has also received media coverage in the 'Surveyor', 'Highways' and 'Local Authority Plant and Vehicle' magazines, the 'Rotherham Advertiser' (13 November 2012), as well as featuring in a case study by Multihog. **Appendix A**

Many positive comments have been received from residents who have been impressed with the speed and quality of the highway repair works carried out using the Multihog planer. As with any new initiative it is reassuring to receive positive feedback.

The 'Multihog' operation formed part of a successful submission to Association of Public Service Excellence APSE - Best Service Team: Highways, Winter Maintenance & Street Lighting - National Finalists.

Safety Defect Repairs

There are a number of issues with this existing method of pothole repairs;

- The quality of repair
- The number of repeat pothole repairs are rising
- Inefficient use of Highway Inspector and Delivery Team resources through repeated visits to the same location and/or defects
- Safety defects arising at the side of existing repaired defects

In order to address the above issues a new method of working is being trialled. This builds on the success of the patching work carried out with the Multihog planer, its versatility lends itself to carrying out permanent repairs to potholes. Using the Multihog planer provides a quick and efficient method of excavating the highway to accept better quality material and repair methods; this significantly reduces the number of repeat safety repairs being carried out at a location.

To be able to implement the new system, the response time to repair potholes needed to be extended from 24hrs to 48hrs, thereby enabling more efficient planning of works. This change has been endorsed by the Council's insurers along with the solicitors/ barristers that are used to represent the Authorities when defending third party highway claims.

Identification, Categorising and Risk Assessment

The Multihog work is identified by the Highway Inspector as part of the routine safety inspections; the existing procedure of generating cyclic inspection reports has not changed.

If a Priority 1 (24hrs) defect is identified, then a further risk assessment will be carried out on site.

The location of the pothole needs to be considered. Higher risk locations such as; schools, doctors, hospitals, high traffic volumes (vehicle/foot), vulnerable people, Permit Street, etc. will place this defect in the existing Priority 1 (24hrs) category.

All other defects are placed in the new (48hrs) category and the nearby, surrounding area is assessed. The methodology includes any previous temporary repairs and any other defects that could become hazardous in the near future. The completed repair should be of a "table top" size.

The cost of a traditional pothole (24hr) repair is around £12/defect and the cost of a 'Multihog' (48hr) repair is around £8/defect.

In addition to the milling attachment, the Multihog has a salt spreader and plough attachment. This equipment has been used successfully this winter to pre-treat parts of the highway network prior to snowfall, and also to plough and salt accumulations of snow. As an additional resource to our winter fleet, it has been particularly useful on parts of the network which are not accessible to the larger gritters. Salting routes have been devised for the Multihog which incorporate schools, Doctors surgeries, community centres, pedestrianised shopping areas, and remote villages.

8. Finance

Financial implications are considered within the body of the report.

9. Risks and Uncertainties

These are covered by the Code of Practice for Highway Inspection and Assessment.

10. Policy and Performance Agenda Implications

11. Background Papers and Consultation

Code of Practice for Highway Inspection and Assessment.

12. Contact

Colin Knight, Highway Network Manager, Streetpride Service

Ext 22828 email: colin.knight@rotherham.gov.uk



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NEWSLETTER Issue 6

Multihog's Versatility is just the job for Rotherham MBC



ROTHERHAM MBC has taken delivery of a Multihog multi-purpose utility vehicle for highway maintenance duties to keep the region's road network safe and in good condition. The vehicle was supplied by TransLinc, May Gurney's specialist fleet services business.

TransLinc is working in partnership with the Council under a 10-year contract, which commenced in 2004. The contract covers vehicle provision through contract hire with maintenance. TransLinc currently supports 177 vehicles for the council including 4x4s, trailers, road sweepers, tippers, vans, pick up trucks, a gully emptier and jetter, library vans, mini buses and lorries.

The Multihog is being used primarily for patch planing this season, but along with the planer attachment the council also ordered winter service attachments in readiness for next winter. Having the hydraulically operated gritter unit and the heavy duty lift, tilt and angle snow plough available will however enable snow clearing to be carried out should the bad weather return before then. ↘



"When we saw a demo of the Multihog we realised that this was the niche machine we needed."

— David Hepworth, Highways Delivery Manager.



Previous patch planing operations relied on traditional methods which involved the use of multiple vehicles and manual breaking, and Highways Delivery Manager David Hepworth was keen to find a more streamlined procedure as he explains: "We had looked for a while for a quicker and more effective method for carrying out these types of repairs. Smaller machines were not up to the job and I was of the opinion that there was definitely a gap to be filled in the market. Following a short demo the Multihog was trialled for two days in real time repairs and the combination of the powerful base unit and the 400mm wide planer

attachment proved to be a time saving and efficient method which also eradicated the need for manual breaking. This contributes to much better health and safety procedures as any risk of hand arm vibration is avoided. Planing to a depth of 125mm, the attachment saves the cost of infill materials by accurately removing only what is needed. This produces a sound base for reinstatement and reduces transport and recycling costs by creating a re-usable material.

"We anticipated significant increase in structural damage after the winter period and Multihog pulled out all the stops to get the machine to us for

early January as required," says David. "Although the weather has not been as harsh as expected the machine has been in operation on a daily basis ever since. At the moment it is doing basic patching work but its versatility means that we will be using it within a planned scheme of first time fixing of pot holes and for major maintenance scenarios in future." ■

"We have been more than happy with its performance and the drivers love it – they regard it as their extra Christmas present"

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Improving Places Select Commission
2.	Date:	Tuesday 16th April 2013
3.	Title:	The Off Road Motor Vehicle Prevention function
4.	Directorate:	Environment and Development Services

5. Summary

The report outlines the changes to the arrangements for managing the Off Road Motor Vehicle nuisance.

6. Recommendations

That the report is noted

7. Proposals and Details

The Off Road Motor Vehicle Prevention function transferred from NAS to Streetpride - Leisure and Community Services - from 1st April 2012. Prior to the transfer, savings were agreed in the review of 2012/13 budget which left a net budget of £48,000 per annum and meant that approximately 90% of the operational budget was given up; as a result there was a much reduced capacity to undertake preventative works. The budget for operational works was less than £9,000 when the service was transferred.

Following the transfer of the function to EDS, a review of the service was undertaken which confirmed that:

- South Yorkshire Police are the agency responsible for enforcement against any individuals who engage in off road motoring causing nuisance and criminal damage. This form of anti social behaviour affects landowners and adjacent residents.
- The Landowner where the off road motoring is taking place is responsible for providing and maintaining boundary measures to prevent inappropriate vehicular access. Some of the land is Council owned but often the land where the activity is taking place is owned privately.

Changes in the management arrangements resulted from the review which resulted in the disestablishment of the single associated post (Off Road Motor Vehicle Prevention Officer) with responsibilities transferring to other managers within Leisure and Community Services who already have experience of dealing with this type of nuisance. As a result this enables the general function to be retained while, at the same time, making available more budget for service delivery.

The key elements of the new service provision will be to investigate any reports in order to establish who owns the land and then offer advice and where possible assistance in stopping and preventing further incidents. However, the cost of any required target-hardening works will be the responsibility of landowner.

All contacts – telephone calls, letters or emails - relating to off road motor vehicle are now channelled through the Streetpride Leisure and Community Services Admin team and the request for service is then directed to a member of staff to investigate. The member of staff will be a responsible officer with previous experience of dealing with boundary controls to reduce anti-social behaviour from the LCS team.

The Council continues to work in partnership with South Yorkshire Police to deal with individuals and groups who engage in this anti social behaviour; links being maintained with the Inspector of each Safer Neighbourhood Team.

Leisure & Community Service staff attend SNT and NAG meetings in respect of ORMVP issues when the agenda and the service determine it is necessary; this reflects current approach across all areas of Streetpride, and reflects the need to use scarce management resources effectively. The benefits of this larger pool of Officers will give more flexibility to deal with this type of nuisance.

The '**Streetpride Connect**' scripts have been reviewed to ensure that relevant information is captured at the first point of contact. All telephone contacts which are not successfully resolved through 'Connect' are directed through the Leisure and Community Services Admin (LCS Admin); this team provide business support to the group and will then determine the most appropriate Organisation or Council Officer to whom the call should directed. All email correspondence is directed to the LCS

Admin e-mail address and again the team redirect the contact to the most appropriate Council Officer.

Expenditure on preventative works during the 2012/13 financial year was only about half of the available budget, and the number of contacts received both directly and from SYP was minimal. Ongoing issues in 2013/14 include:

1. Yarwell Drive, Maltby - cars driving over privately owned green space;
2. wooded area at Norwood (Woodhall area) but not planning to do anything as ownership issues;
3. Kimberworth/Wingfield – target hardening (fencing) is being installed with a small amount of match-funding from RMBC (£4k) and the majority coming from Sport England;

As part of their 2013/14 Team Action Plans, Streetpride’s managers of land assets (such as Green Spaces and Public Rights of Way) are preparing a list of priorities for target-hardening; while it is anticipated that this will exceed the previous budget allocation for works, the disestablishment of the post of ORMVP Officer will allow an increased amount of work to be undertaken.

8. Finance

There are no financial implications in the report.

9. Risks and Uncertainties

There were some risks attached to the disestablishment of the post of ORMVP Officer, not least onto the capacity of other managers to effectively handle reports of ORMV nuisance; this has proven not to be the case so far.

10. Policy and Performance Agenda Implications

Tackling the problem of anti social off road nuisance contributes to ***'Helping to create safe and healthy communities'*** by working with the Police and partners to reduce crime and make communities safe, and to develop and improve the way we deal with anti-social behaviour.

11. Background Papers and Consultation

N/A.

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