IMPROVING PLACES SELECT COMMISSION

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

Date: **Wednesday, 14th October, 2015**

Time: **1.30 p.m.**

A G E N D A

1. To consider whether the press and public should be excluded from the meeting during consideration of any part of the agenda.

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. Highway Asset Management Policy, Strategy and Plan 2015-2021 (Pages 1 - 142)

8. Rotherham Transport Strategy (Pages 143 - 220)

9. Minutes of the previous meeting held on 2nd September, 2015 (Pages 221 - 226)

10. Date and time of the next meeting - Wednesday 25 November 2015 at 1.30 pm

Improving Places Select Commission: membership: -

Councillors Atkin, Beck (Chairman), Buckley, Cutts, Godfrey, Gosling, Jepson, McNeely, Pickering, Smith, Reeder, Robinson, Rosling, C. Vines, Wallis, Whelbourn (Vice-Chairman), Whysall and Wyatt.

Co-opted members:- Mrs. L. Shears, Mr. P. Cahill and Mr. B. Walker.

Agenda Item 7

Rotherham Metropolitan Borough Council

Public Report
Council Meeting

Council Report
Improving Places Select Commission Meeting - Wednesday 14th October 2015

Title
Highway Asset Management Policy, Strategy and Plan 2015-2021

Is this a Key Decision and has it been included on the Forward Plan?
Yes

Strategic Director Approving Submission of the Report
Karl Battersby, Strategic Director Environment and Development Services

Report Author(s)
Colin Knight, Highway Network Manager, EDS, 01709 822828,
colin.knight@rotherham.gov.uk
Stephen Finley, Highway Asset Principal Engineer, EDS, 01709 822937,
Stephen.finley@rotherham.gov.uk

Ward(s) Affected
All

Executive Summary
The report seeks endorsement of the Council's Highways Asset Management Policy, Strategy and revised Highway Asset Management Plan (HAMP) which covers the period 2015 – 2021.

Recommendation

1. That the Select Commission endorses the Highways Management Policy statement, Strategy and the HAMP covering the period 2015-2021.

List of Appendices Included

1. Highway Asset Mgt Policy
2. Highway Asset Mgt Strategy
3. Highway Asset Mgt Plan 2015-2021

Background Papers

Highway Infrastructure Asset Management Guidance
Highways Maintenance Efficiency Programme (HMEP).
DfT Local Highways Maintenance Capital Block Funding 2015/16 – 20/21
Local Maintenance Capital Funding self-assessment questionnaire and guidance

Consideration by any other Council Committee, Scrutiny or Advisory Panel
The report will be presented to Council at the 21st October 2015 meeting.

Council Approval Required
Yes

Exempt from the Press and Public
No

Title

Highway Asset Management Policy, Strategy and Plan 2015-2021

1. Recommendations

1.1 That the Improving Places Select Commission endorses the Highways Management Policy statement, Strategy and the Highway Asset Management Plan (HAMP) covering the period 2015-2021.

2. Background

2.1 The Council's approach to highway maintenance is based on two principles:

- The primary objective is to keep Rotherham's roads and footways in a safe condition and to nationally recognised standards.
- To carry out programmed maintenance as cost-effectively as possible (not necessarily works on roads that are in the worst condition).

2.2 The Council is responsible for maintaining approximately 700 miles of roads and 1,300 miles of footways and Public Rights of Way. The highway network is the Council's single biggest asset with a value of around £1.726b (gross replacement value) – see table 1.

Table 1: Size and value of major highway assets

Asset Type	Quantity	Estimated Gross Replacement Cost (£m)	Depreciated Replacement Cost (DRC) (£m)
Carriageways	712 miles (1,143 km)	£1,257m	£1,202m
Footways	1,052 miles (1,689 km)	£219m	£192m
Drainage	45,500 chambers, gullies etc. and 35 km of drainage pipes/chambers	Included in carriageway costs	Included in carriageway costs
Street Lighting/Furniture	35,216 street lights columns	£72.5m	£67m
Structures	185 structures - bridges, culverts and underpasses	£164m	£157m
Traffic Signals	107 traffic signalised junctions and pedestrian crossings	£13.5m	£6m
	Total Cost	**£1.726bn**	**£1,625bn**

2.3 Good asset management assists in meeting the four Corporate Priorities and in particular ***CP3 - All areas of Rotherham are safe, clean and well maintained***.

2.4 Based on the latest information available from the DfT national data set (2013/14), the condition of the road network is as follows:

- The percentage of Principal Roads ('A' roads, which amount to 12% of the total road length) requiring significant works is 3%, with national average at 4%. **Note:** A £5m capital investment programme reduced this from 5% in 2008.

- The percentage of Non-Principal Roads ('B/C' roads, which amount to 23% of the total road length) requiring significant works is 7%, with the national average at 8%. **Note:** The recently completed 3-year (£3m) investment programme reduced this from 8% in 2011.

- The percentage of Unclassified Roads ('U' roads, which accounts for the remaining 65% of our total road length) requiring significant works is 21%, compared with the national average at 18%.

3. Key Issues

3.1 The Asset Management Policy (Appendix 1) and Strategy (Appendix 2) sets out the objectives that the Council aspires to achieve from the management of its assets. It links into the corporate vision and demonstrates how the maintenance of the highway assets will support that vision over the medium to long term.

3.2 The HAMP (Appendix 3) is a technical document which sets out the principles that will help shape and determine the future methods of managing the Council's highway assets. Services can be delivered more efficiently through having better information about the asset and Highway Maintenance budgets can then be used to prevent deterioration as much as possible and optimise service delivery within the available resources. It will also support our priority to maintain a safe highway network. CIPFA has estimated that if a local authority follows an asset management approach to managing the highway network it could achieve efficiency savings in excess of 5%.

3.3 The HAMP is an evolving document that will shape the long term approach to managing the highway assets; it takes into account lifecycle analysis, whole life costing principles, stakeholder expectation, statutory requirements and funding availability.

4. Options considered and recommended proposal

4.1 The consequence of having a poorly maintained highway network impacts directly on all road users, has a detrimental impact onto the local economy and on user's perceptions of the borough. Poor roads mean increased

vehicle operating costs, delays and less safe roads, and as a result may influence investment decisions.

4.2 Highway lifecycle planning is used to develop a sustainable maintenance strategy over the life of the asset from construction to disposal, thereby enabling the ability to predict the future performance of the asset for different levels of investment. Mitigating the risk of failure by allocating funds to where they will be most beneficial. this type of allocation moves away from a more traditional "worst first" approach and targets work programmes at those parts of the infrastructure which present the greatest risk and where timely treatment can achieve the most beneficial whole of life cost. This approach is advocated the Audit Commission, Going the Distance Report 2011.

4.3 Through improving capture and analysis of information about the maintenance of the highway assets, services can be delivered more efficiently. Highway maintenance budgets can be focused on preventing deterioration and in so doing ensure that we derive maximum benefit from available resources.

5. Consultation

5.1 As part of the management of highway assets good communications with stakeholders is essential. Engagement has been carried out with key stakeholders on the strategy for managing our highway assets and our decision making process.

6. Timetable and Accountability for Implementing this Decision

6.1 Responsibility for implementation of the HAMP will sit with the Highway Asset Managers within EDS. The Highway Asset Principal Engineer will lead and coordinate actions with the HAMP.

6.2 An annual review of the HAMP and highway condition will be produced for both Commissioner and Advisory Cabinet Member taking into consideration the vision and priorities coming out of Rotherham's new Community Strategy.

7. Financial and Procurement Implications

7.1 The HAMP sets out the principles on which available funding decisions could be made for highway maintenance. It informs for example the method of allocating the £5m RMBC Capital Unclassified Roads Fund (2015-2017). Adoption of the HAMP does not commit the Council to any (additional) spending on the Highway Network. Signed off Andy Sidney 18/09/15

8. Legal Implications

8.1 None – Report and appendices signed off by Stuart Fletcher

9. Human Resources Implications

9.1 None - Report and appendices signed off by Julie Hall

10. Implications for Children and Young People and Vulnerable Adults

10.1 None

11 Equalities and Human Rights Implications

11.1 None

12. Implications for Partners and Other Directorates

12.1 None

13. Risks and Mitigation

13.1 The DfT Local Highways Maintenance Capital Block Funding 2015/16 to 2020/21 has changed from a “needs based” full allocation as in previous years to now include two additional elements, an incentive based element amounting to 9.6% of the total allocation over the period 2015-21, and a competitive challenge element for major maintenance projects based around a benefit/cost analysis.

13.2 The incentive based element is dependent on being able to demonstrate that the Council applies the principles of good asset management, and that it is pursuing efficiencies as defined in the Highways Maintenance Efficiency Programme (HMEP).

13.3 The needs based element for each local authority has been set for the first three years (from 2015/16 to 2017/18) with indicative allocations for the subsequent three years from 2018/19 to 2020/21. The allocation against this element will reduce from £3,722k in 2015/16 to £2,995k by 2018/19; the incentive element increases to £624k over the same period giving a maximum allocation of £3,619k.

13.4 If the HAMP is not endorsed or approved by the s.151 Officer it will affect the DfT Highways Maintenance Allocation, in particular the incentive element. It would also affect any future challenge bids from the DfT LTP allocation. In essence this means that if we do not have an approved HAMP, then the Council will see its allocation reduce progressively to £2,995k.

14. Accountable Officer(s)

Karl Battersby, Strategic Director Environment and Development Services

Approvals Obtained from:-

Strategic Director of Finance and Corporate Services: Named officer
Andy Sidney, Finance Manager

Director of Legal Services: Named Officer - Report and appendices signed off Stuart Fletcher 21/09/15

HR: Named Officer - Report and appendices signed off Julie Hall 21/09/15

Head of Procurement (if appropriate):

This report is published on the Council's website or can be found at:

http://moderngov.rotherham.gov.uk/ieDocHome.aspx?Categories=

Rotherham Metropolitan Borough Council

Highway Asset Management Policy

Introduction

The Borough's highways connect people to jobs, education, shopping, recreation and services. They are an essential part of the overall transport network and we need to maximise their potential to connect people to places in a safe and sustainable way.

The highway network is an essential and valuable asset; in fact, Rotherham Council is responsible for 712 miles (1,143 km) of local highways network and it is the most valuable community asset under our control, currently valued at around £1.726 billion. It includes roads, footpaths, street lighting, road markings, road signs, safety barriers, traffic management systems, drainage systems and bridges. **Note:** the Department for Transport also manages some roads in the Borough - the combined 16 miles (25km) length of the M1 and M18 Motorway network.

Corporate Priorities

Rotherham Council places great significance on the management of its highway network within its Corporate priorities which for 2013-16 are:

CP1 - stimulating the local economy and helping people into work.

CP2 - protecting our most vulnerable people and enabling them to maximise their independence.

CP3 - all areas of Rotherham are safe, clean and well maintained

CP4 - helping people from all communities to have opportunities to improve their health and wellbeing.

These inform the service priorities of Environment and Development Services (EDS) where our highways assets are managed; those which relate most directly with the Corporate Priorities are:

- Marketing Rotherham as an attractive business location (links to CP1 above).
- Making sure Rotherham's roads and footpaths are safe to use and that the condition is as good as (or better) than the national average (links to CP3 above).
- Improving the quality of public spaces by better management of street cleansing and grounds maintenance (links to CP3 above).

Statutory Obligation

In addition to meeting our corporate and service priorities, the Council also has a statutory duty under the Highways Act 1980 to maintain our highway network.

Policy Statement

The Council will follow good asset management principles to deliver highway services to achieve its long-term corporate priorities effectively. Through well managed and maintained highways we will keep people and goods moving, providing a resilient network to enhance productivity and support economic growth. Our primary objective is to keep Rotherham's roads and footways in a safe condition and to nationally recognised standards for all our users. Resources will be prioritised and targeted to achieve maximum value for money according to these principles.

Highways Asset Management Plans

The UK Government recommends local highway authorities to publish a Highways Asset Management Plan (HAMP) to set out a strategy to show how their statutory duty will be met and to show how the highways network will be managed and maintained. The Council will publish a new HAMP and Strategy in 2015 which will set out how we intend to:

- Adopt a systematic approach which takes a long term view of how we maintain and manage highway assets.
- Take into consideration whole life costs when maintaining assets through detailed knowledge of the size, safety, condition and value of our highways asset.
- Using our Corporate Priorities as a lead, establish and define what level of service we need from each asset taking into consideration customer expectations.
- Use life cycle planning to monitor and anticipate the future condition of assets and to know when we need to maintain or replace it.
- Optimise assets by the use of a robust evidence based decision making process for the prioritisation of work.
- Adopt a continuous improvement approach to asset management policies and practices to ensure best value for money is achieved to maximise our available funding.

Consultation and Engagement

Engagement has been carried out with key stakeholders on the strategy for managing our highway assets and our decision making process.

Communicating the Policy

This policy will be published on the Councils website (www.Rotherham.gov.uk) along with the associated Highways Asset Management Strategy and Plan.

Rotherham Metropolitan Borough Council

Highway Asset Management Strategy

1. Introduction

The Council is responsible for maintaining highway assets within the Rotherham Metropolitan Borough boundary, with the exception of those maintained by the Highways Agency. The highway network is the most valuable community asset for which we are responsible, it is therefore essential that it is well managed and maintained.

It is essential that the management of such a valuable asset is carried out in a systematic way, which takes a long term view of our highway assets, our corporate objectives, maintenance requirements, customer expectations, service risks and funding availability.

The UK Government recognises that efficiencies can be made by employing asset management techniques and by applying the following principles:

- A strategic approach over the long term to manage the highway network
- Meeting stakeholders' needs
- A systematic approach
- Optimal allocation of resources
- Managing expenditure over the asset lifecycle
- Meeting performance requirements in the most efficient way
- Managing Risk
- Operational Delivery

By adopting these principles we are able to set long term objectives to manage and maintain our highway assets; we will:

- Collect detailed asset information to make informed decisions for works prioritisation
- Develop and implement long term maintenance works programmes
- Provide levels of service that support corporate priorities and customer expectations
- Prioritise roads that would benefit from the use of cost effective treatments (such as surface dressing, or micro asphalt) to prolong the life of our carriageway assets
- Where feasible carry out permanent first time repairs to potholes
- Installation of energy efficient Street Lighting lanterns taking into consideration whole life costs

By achieving the above objectives will enable service improvements outcomes for the highway network:

- Provide a safe highway network for users
- Improved customer satisfaction
- Maximise funding to increase the length of network repaired
- Reduced number of properties that are at risk of flooding
- Delivered significant energy savings through the use of advanced technology

2. Highway Asset Management Strategy

The purpose of the Asset Management Strategy is to outline how the service will approach the task of managing our most valuable and important infrastructure.

This strategy should be read in conjunction with the council's Highway Asset Management Policy and further detail can be found in our Highway Asset Management Plan (HAMP). The HAMP is our detailed working document containing asset data management, lifecycle plans, performance information, whole life costing principals, stakeholder expectations, statutory requirements and funding availability.

Strategic Framework

This strategic document together with the Highway Asset Management Policy sits within a wider framework and forms a link between our Corporate Objectives, Directorate Priorities and Operational Plans.

The benefits of such an approach are:

- A clear methodology for linking strategic objectives and priorities with levels of service
- A clear understanding of the extent and condition of the infrastructure
- A better ability to predict the levels of funding required to deliver desired levels of service and the potential impact of funding constraints
- A better understanding of risk and how it can be mitigated
- A consistency of approach which assists in managing the expectations and experience of service users

The Asset Management Policy, Strategy and HAMP are key documents relating to the council's highway assets are aligned to the council's objectives, the goals and objectives of the Local Transport Plan and other national and local requirements and guidance.

3. Asset Management Approach

3.1 Data Management and Information Systems

Asset inventory information is the foundation on which asset management processes are built. Accuracy and completeness of inventory and condition data, and the management of associated systems is essential. The upkeep of relevant, up to date information is the key to effective management of the network; for a data management system to be effective it is essential that priority is given to its development, operation and upkeep.

The Council has developed detailed inventory data for the following major asset types:

Asset Type	Information System
Highway Network	Symology Insight - United Kingdom Pavement Management System (UKPMS)
Drainage	MapInfo Database
Street lighting	Deadsure
Structures	Symology Insight (UKPMS)
Traffic Systems	Traffic Systems spreadsheet

Asset data is collected in-house by trained staff with the appropriate system being regularly updated. Continuous condition appraisal is carried out by those responsible for the individual asset groups.

The size and value of our major highway assets are as follows;

Asset Type	Quantity	Estimated Gross Replacement Cost (£m)	Depreciated Replacement Cost (DRC) (£m)
Carriageways	1,143 km	£1,257m	£1,202m
Footways	1,689 km	£219m	£192m
Drainage	45,500 chambers, gullies etc. and 35 km of drainage pipes/chambers	Included in carriageway costs	Included in carriageway costs
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Traffic Signals	107 traffic signalised junctions and pedestrian crossing	£13.5m	£7m
	Total Cost	£1.726bn	£1,625bn

Good asset information also supports the calculations required for Whole of Government Accounting (WGA) which has been introduced for highways local government accounting. There is a phased introduction of WGA moving away from the historical costing method. The figures required are the Gross Replacement Cost (GRC), which represents the value of replacing assets as new and the Depreciated Replacement Cost (DRC) which represents the value of replacing assets in the current state of repair or age. For this to be achieved there is a clear need for accurate and detailed inventory information and performance data. This requirement supports asset management by providing an improved understanding of network deterioration and combining that with the levels of service to be achieved.

Rotherham embraces this approach and has developed processes for collating the data needed to meet the WGA requirements, whilst developing good asset management practices.

3.2 Performance Management

Service performance monitoring is coordinated by the Council's Corporate Performance and Quality Team, key performance indicators are reviewed quarterly and reports submitted to the Senior Management Team. The Council's performance management framework supports the asset management strategy by having a systematic approach to measuring performance.

Using our Corporate Priorities as a lead, we are able to establish and define what level of service we need from each asset taking into consideration customer expectations. A Corporate Priority for Rotherham is to ensure all areas of Rotherham are safe, clean and well maintained, with a Directorate Priority to make sure roads are safe to use and that the condition is as good as or better than the national average.

We recognise the importance that Rotherham's residents place on the condition of our roads. The results from the National Highways and Transportation (NHT) customer satisfaction survey for Rotherham 2014, show that the conditions of roads is the item that the residents of Rotherham think '*is most in need of improving'* and is also considered the *'most important'* to them. This information is available to the general public via the NHT website: http://nhtsurvey.econtrack.co.uk/Default.aspx

When preparing our annual programme of works, we carefully review and consider all customer enquiries, taking action to resolve any issues where reasonably practical.

We also recognise the importance of maintaining our strategic routes to avoid a negative impact on Rotherham's economy, which aligns with the Sheffield City Region Local Transport Plan's goal, which is to 'Support Economic Growth by ensuring our highway networks are well maintained to keep people and goods moving effectively'.

To achieve our Corporate Objective and return these strategic roads to a better than the national average condition a capital investment of £5m between 2008/2009 and 2010/2011 was carried out. Revenue funding is now targeted to maintain this level of service.

Similarly, the Non-Principal network is also in a relatively good condition due to it an investment of £3m between 2011/2012 and 2013/2014.

Further investment is now planned to stem the deterioration in the Unclassified network with a £5m capital investment between 2015/2016 and 2016/2017.

In addition, our levels of service take account of statutory duties and the management and mitigation of risk both to the service user and the authority. As the Highway Authority we have a duty under the Highways Act 1980 to maintain our roads. The Council has developed and implemented a detailed Code of Practice for Highway Inspection and Maintenance which discharges this duty. This information is available on the Council web site.

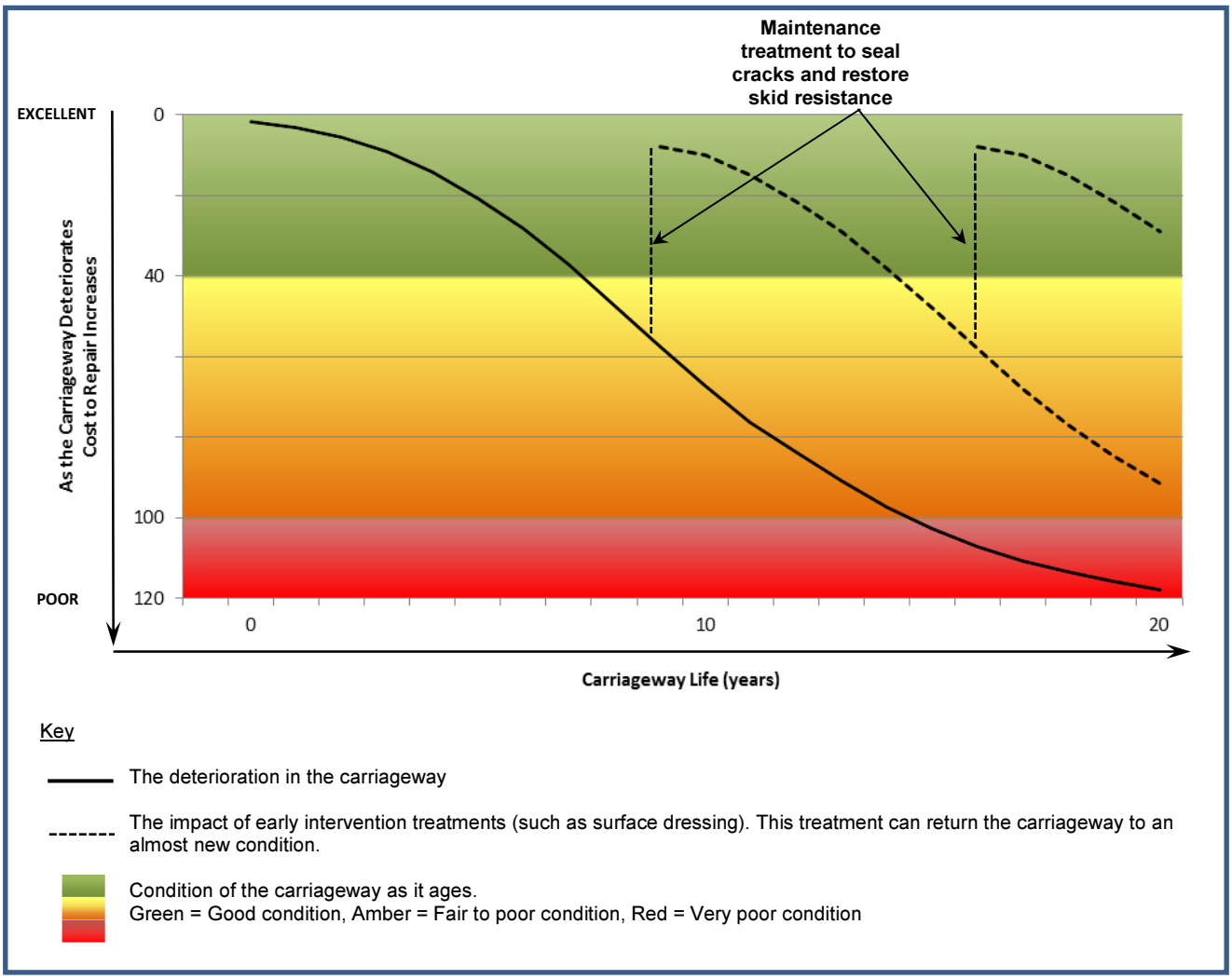
3.3 Asset Lifecycle Planning

Lifecycle planning is a technique which enables us to monitor and anticipate the future condition of assets and to know when we need to maintain or replace it. Through detailed

knowledge of the size, safety, condition and value of our highways asset enables us to take into consideration whole life costs when maintaining our assets.

Lifecycle planning tools have been developed which enable the development of work programmes which make best use of the available funding in meeting long-term objectives, mitigating the risk of failure by allocating funds to where they will be most beneficial. It must be noted that this type of allocation moves away from a more traditional "worst first" approach and targets work programmes at those parts of the infrastructure which present the greatest risk and where timely treatment can achieve the most beneficial whole of life cost. This approach is advocated the Audit Commission, Going the Distance Report 2011. This is illustrated in the diagram below.

Carriageway Lifecycle Journey



The Council also uses lifecycle planning to develop investment strategies to deliver an agreed level of performance or, where funding becomes constrained, a prediction of the effect of particular funding scenarios on the levels of service that can be delivered.

By using this approach enables services to be delivered as effectively as possible, allows a clear and logical allocation of resources to those areas which will contribute most to the

overall objectives and priorities of the Council and allow an assessment to be made of the residual risk.

3.4 Risk Management

Risk management is used to effectively manage potential threats to our organisation achieving our objectives and priorities. The identification of risk and its management is an important component of highway asset management. It is therefore essential to have an understanding of assets that are critical to the functioning of the network.

Risks are identified on the Council's EDS/Streetpride risk register and are rated according to their impact and likelihood, providing an indication of the risk prioritisation. Risks are assessed in terms of their financial impact, health and safety implications, reputation and business service impact on the Council. Risks that have been classified as high require control measures to reduce the risk to an acceptable level. Risks that have been classified as low require no further controls other than monitoring and periodic review.

Our asset management principles encourage risk management to take into account risk from condition of assets and increase the potential for 'spend to save' investment based on business risk. A better understanding of asset deterioration and failure rates, provide an evidence base to support risk-based decision making. For example, where a footway or carriageway has potential for high costs of liability claims, investment to reduce the risk of these claims may be a cost effective option. Conversely, Scanner condition surveys may indicate a carriageway has failed but no liability claims may have ensued. This may indicate that resources would be better focused on other roads.

3.5 Decision Making Process and Works Programmes

Each of our major asset groups has a detailed decision making process which takes into consideration;

- Asset condition
- Safety
- Whole life costs
- Stakeholder Interest
- Support Corporate Objectives
- Coordination

By the use of robust evidence based decision making processes we are able to optimise assets by the appropriate prioritisation of work within the available funding.

One significant element of the decision making prioritisation process is the potential for schemes to be coordinated across asset groups, for example; resurfacing a road in conjunction with a road safety scheme. Such alignment of schemes within the works programmes is key to optimising available funding across Services.

To facilitate this Highway Asset Managers meet regularly to review works programmes for each of the asset groups. Locations that appear near to the top of more than one of the priority lists are to be considered as to whether a joined up scheme may be feasible.

Forward Works Programmes have also been developed for the next three years. They clearly illustrate what, where and when schemes are to be undertaken. This longer term approach supports coordination of works and our longer term financial planning.

An annual report is produced for Cabinet Member consideration for the forthcoming major highway schemes.

4. Review Process

The strategy will be reviewed annually taking into consideration Corporate Priorities, Government legislation and funding. Associated amendments and updates will then be carried out to the framework documents, such as the Highway Asset Management Plan.

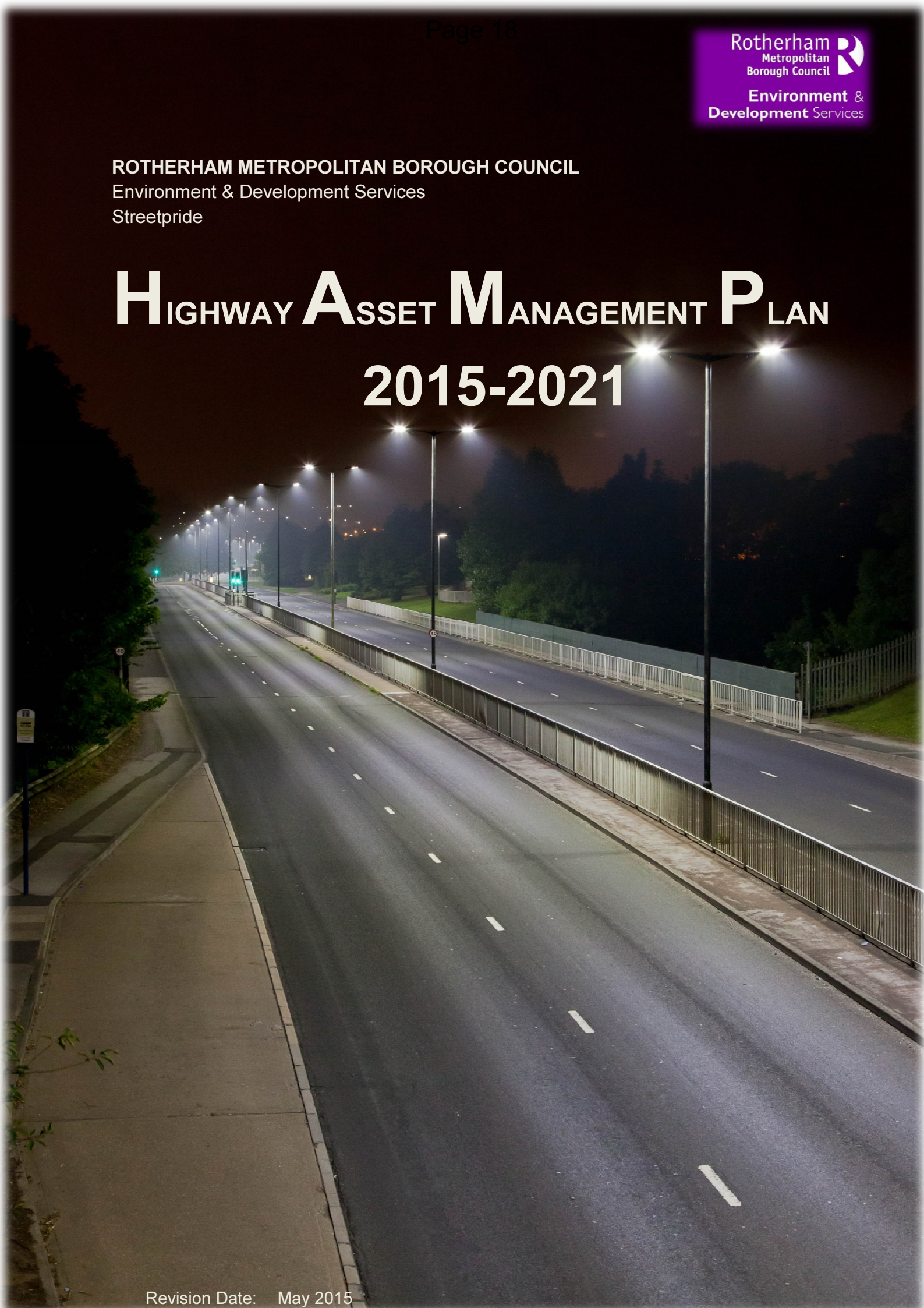
5. Communicating the Strategy

This strategy will be published on the Councils website (www.Rotherham.gov.uk) along with the associated highways asset management policy and plan.

Rotherham Metropolitan Borough Council
Environment & Development Services

ROTHERHAM METROPOLITAN BOROUGH COUNCIL
Environment & Development Services
Streetpride

HIGHWAY ASSET MANAGEMENT PLAN 2015-2021



Revision Date: May 2015

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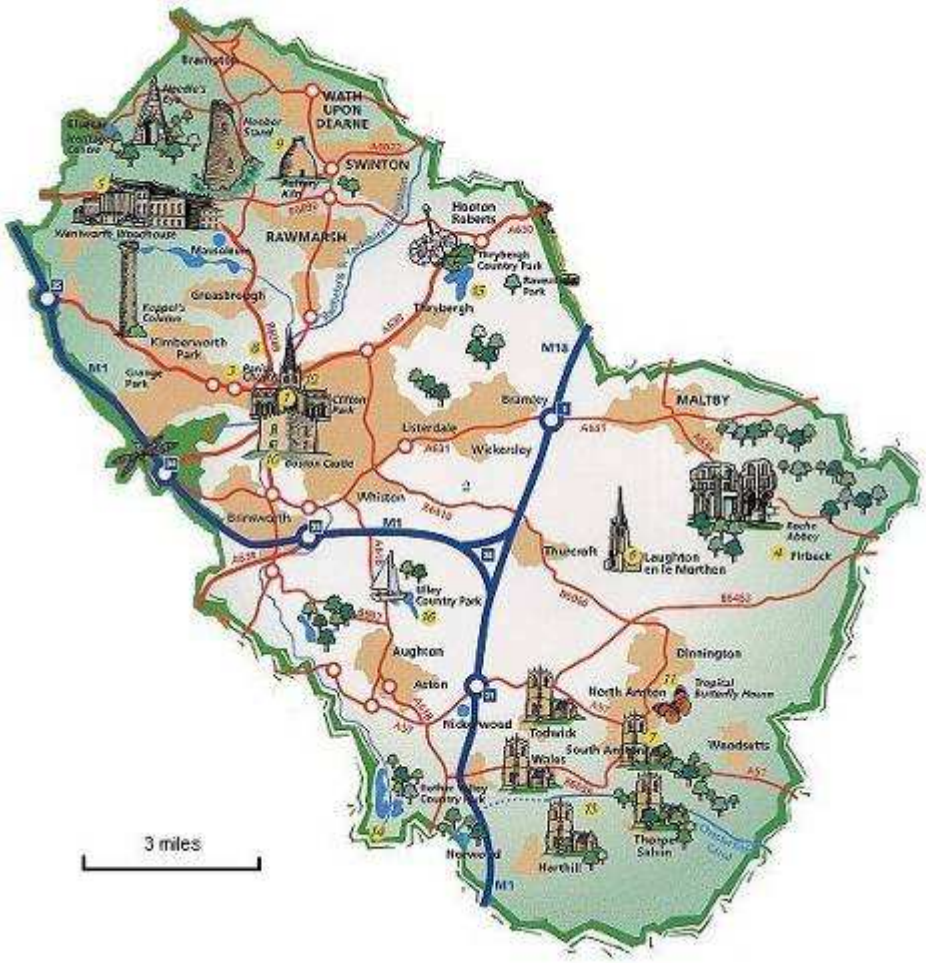
1 ABOUT ROTHERHAM



Rotherham is made up of three constituencies, seven Area Assemblies and 21 Wards.

Rotherham also has 27 Parish Councils and two Town Councils.

The population of Rotherham is around 253,000, covers an area of 285 Km^2 and is 50% Rural.

Rotherham has borders with Barnsley (to the north), Derbyshire (to the south west), Doncaster (to the east), Nottinghamshire (to the south east) and Sheffield (to the west).

Rotherham Council is responsible for maintaining over 700 miles of roads.

2 INTRODUCTION

2.1 Introduction

The highway network that is managed by Rotherham Metropolitan Borough Councils (RMBC) represents the biggest financial asset that we are responsible for, it is therefore essential that it is well managed and maintained.

In recent years the highway network has suffered deterioration due to reduced funding levels, which has been accelerated due to severe weather over a number of years. It is therefore more important than ever to use the limited resources available in the most efficient way to get the maximum value from maintaining the highway assets. This Highway Asset Management Plan (HAMP) details the Council's approach to efficiently maintaining the highway network as set out in the Highways Asset Management Policy and Strategy documents.

2.2 Purpose of the Highway Asset Management Plan

Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.

The purpose of this HAMP is to identify and set out the maintenance requirements for the highway network in Rotherham in line with the nationally recognised framework. It is based on the principles set out in the Highway Infrastructure Asset Management Guidance (issued May 2013) and the Highway Maintenance Efficiency Programme (HMEP), both commissioned by the Department for Transport (DfT).

The framework can be used as an effective tool when managing the highway network and states that as part of the process it would be useful to take into consideration the following factors:

- A strategic approach over the long term
- Meeting stakeholders' needs
- A systematic approach
- Optimal allocation of resources
- Managing expenditure over the asset lifecycle
- Meeting performance requirements in the most efficient way
- Managing risk
- Operational delivery

The HMEP includes 14 recommendations, which it states should be considered as the minimum requirements to achieve an appropriate level of benefit from asset management. Below is a summary of the recommendations;

1. Asset Management Framework
2. Communications
3. Asset Management Policy
4. Performance Management
5. Asset Data Management
6. Lifecycle Plans
7. Works Programme
8. Leadership and Commitment
9. Making the Case for Asset Management
10. Competencies and Training
11. Risk management
12. Asset Management Systems
13. Performance Monitoring
14. Benchmarking

The HAMP has therefore been set out as an evolving document that will shape, determine and facilitate the long term future methods of managing the highway assets. The continuous development, review and improvement of the HAMP will take into account; asset data, levels of service, performance, lifecycle analysis, whole life costing principals, stakeholder expectation, statutory requirements and funding availability.

Through improving information and analysis of the maintenance of the highway assets, services can be delivered more efficiently. Highway maintenance budgets can then be used to prevent deterioration of the asset as much as possible and optimise the service with available resources. This will also support our priority to maintain a safe highway network.

2.3 Drivers for Highway Asset Management

As the highways asset is a valuable resource, which contributes to the economic viability of our Borough and to the wider Sheffield City Region, it is essential structured management of the asset is put into practice.
The main drivers for the HAMP approach have been:

Governmental reports;

- Audit Commission report entitled *Going the Distance: Achieving better value for money in road maintenance* (2011).
- All Party Parliamentary Group on Highway Maintenance report entitled *Managing a valuable asset: Improving local road condition* (Oct 2013).

Local and national transport policy;

- The DfT first recommended in 2004 that HAMP's be produced by local authorities and has continued to promote them.
- Sheffield City Region Local Transport Plan for 2011-2026.

Financial reporting;

- Whole of Government Accounting (WGA) asset valuation for local highway authorities.
- Valuations are required for WGA reporting submitted to HM Treasury annually and also provide a basis for lifecycle analysis.

Budgetary planning issues including;

- Levels in local authority highway maintenance budgets.
- Value for Money principles.
- The Prudential Code - with existing resources becoming increasingly difficult to secure and stretch, the Prudential Code was introduced to encourage authorities to manage assets through 'spend to save' principles. Asset data analysis associated with the HAMP provides the evidence base to enable spend to save and value for money principles to be considered as a viable funding process.

Managing stakeholder expectations;

- The improved information and data produced and collected as part of asset management implementation is useful for providing an understanding of maintenance requirements and constraints of limited budgets.

2.4 Scope of the Highway Asset Management Plan

There are many components that form part of the highway infrastructure and require consideration within management principles. The scope for this HAMP focuses towards the assets of highest value. Comprising of;

- Highway Network (carriageway and footway)
- Drainage
- Street Lighting
- Bridges and Structures
- Traffic Systems

3 IMPLEMENTING ASSET MANAGEMENT

3.1 Good Asset Management

Good asset management is essential in enabling RMBC to effectively deliver highway services to achieve our long term corporate priorities. Asset management principles enable informed decisions to be made about investment and maintenance funding. Resources can then be targeted at where they are most effective and enable the identification and management of risk associated with our statutory duty to manage and maintain our highways.

The Council recognises the importance of good highway asset management and as such this forms part of the roles and responsibility of the Highway Asset Principal Engineer. The role is to provide a source of expertise for the Council, as a specialist in highway maintenance, providing guidance to management and other staff where appropriate, including taking a lead role for highway asset management.

3.2 Data Management

Asset inventory information is the foundation stone on which asset management processes are built, since information regarding the network is essential for its efficient and cost effective management. Rotherham's asset inventory data is held electronically to ensure up to date and accurate information is available. For the highway, Symology Insight contains the relevant information for highway planned and reactive maintenance (pothole repairs) works. Insight also holds the carriageway and footway inspection data. It can be referred to when undertaking any assessment and review of the highway and when responding to customer enquiries.

Table 3.2.1 Rotherham's asset inventory data

Asset Type	Information System
Highway Network	Symology Insight
Drainage	MapInfo Database
Street lighting	Deadsure.
Structures	Symology Insight
Traffic Systems	Traffic Systems spreadsheet

Carriageway condition data surveys are undertaken across the highway network and information analysed using UK Pavement Management System (UKPMS) within Symology Insight software. The UKPMS module is used for calculating Gross Replacement Cost (GRC) and Depreciated Replacement Cost (DRC) for carriageways and footways.

Accuracy and completeness of inventory and condition data, and the management of associated systems is essential. The upkeep of relevant, up to date information is the key to effective management of the network. For a data management system to be effective it is essential that priority is given to its development, operation and upkeep. For assets not held

on either Insight or Deadsure inventory database, MapInfo tables and spreadsheets have been created to hold information, for example on traffic calming assets and watercourses. These have been created as part of the developing highway asset management approach. The street lighting asset information held on Deadsure is a common database that is shared by all relevant staff who have access to the key information. A visual inspection was undertaken in 2010 to assess the asset and this is constantly updated when reactive maintenance visits are undertaken to street lighting units. In addition, mandatory electrical testing is undertaken every 6 years in line with IEE regulations (Institution of Electrical Engineers). This information is also recorded on the database along with condition data collected at the time of the visit to constantly update the relevant asset information on the register.

The database is flexible in the fact that reports can be easily created to give an overall view of the asset at any one time. This information has been used to develop the forward plan of asset replacement and assist with the lifecycle planning of the street lighting asset.

3.3 Asset Valuation

WGA has been introduced for highways local government accounting. There is a phased introduction to this method, and to moving away from the historical costing method that has traditionally been used, to assess the value of local authority highways assets. The WGA method is based on the value of the assets owned by the highway authority. The figures required are the Gross Replacement Cost (GRC), which represents the value of replacing assets as new and the Depreciated Replacement Cost (DRC) which represents the value of replacing assets in the current state of repair or age. Estimates are calculated on the basis set out in the CIPFA Code of Practice – Guidance to Support Asset Management, Financial Management and Reporting (published March 2013).

The new WGA accounting methodology could potentially affect the way in which funds are allocated in the future. The value of the asset and the effect of any proposed works programme upon that value will be an important consideration.

Highway Teams has made WGA submissions as per the above timetable, working closely with Symology Ltd. and RMBC Finance Team. Table 3.3.1 shows the 2013/2014 submission totalling £1.726bn.

Table 3.3.1 WGA Submission 2014

Asset Type	Gross Replacement Cost (GRC)	Depreciation	Depreciated Replacement Cost (DRC)
Carriageways	£1,256,734,000	-£54,773,000	£1,201,961,000
Footways	£218,942,000	-£27,142,000	£191,800,000
Structures	£164,092,000	-£6,627,000	£157,465,000
Lighting	£47,621,000	-£5,000,000	£42,621,000
Traffic Systems	£13,600,000	-£6,443,000	£7,157,000
Street Furniture	£25,000,000	-£1,000,000	£24,000,000
Total	£1,725,989,000	-£100,985,000	£1,625,004,000

Valuation requires robust asset information to ensure financial reporting requirements can be met. DRC valuation methods in the CIPFA Code mostly require estimation of the expected lives of the assets and their components and the age of the assets. Alternatively, methods for other asset groups use the condition of the assets to estimate depreciation and hence find the DRC.

3.4 Training and Development

Staff development and competencies required for highway infrastructure asset management has been identified by the Council as a necessity and critical to the management of the assets. Asset data is collected in-house by staff that have been trained on optimising data sets and UKPMS (Symolgy Ltd.), Whole Gvt Accounting (CIPFA) and the use of condition data (WCA) with the appropriate systems being regularly updated.

Key officers have been on several comprehensive asset management workshops and training held by Defra and the Environment Agency. The training included the collation and recording of highway asset data, mapping of the data producing flood risk areas and hazard maps, identifying flood risk areas, potential effect on the environment including climate change and planning requirements for future planning applications. The Council's Local Flood Risk Management Strategy and Action Plans identify the need for skilled resources and accuracy in managing highway infrastructure assets. Continuous health checking is carried out by those responsible for the individual asset groups.

A new training course has been introduced called 'Bridge Inspector Training' to facilitate asset management competence within Highways Structures Services. Appropriate officers will be enrolled on this course to gain the necessary training and accreditation.

4 LEVELS OF SERVICE

4.1 Levels of Service

Levels of service refer to a measure of the service quality achieved from highways assets. The level of service reflects the way the service is delivered and how it is perceived by customers. Levels of service include the performance and condition of the asset itself, the quality of the service that the asset provides and the performance of an authority in delivering that service.

Extensive information on the highway services provided by RMBC is available on the Council website and online reporting facilities are easily available through multiple channels.

A programme of consultation Roadshows are being undertaken in 2015 with Rotherham residents and partners, this will enable local people the opportunity to inform the budget process by saying what's important to them for Rotherham going forward. This will then shape the Corporate Vision, inform service provision and the HAMP will evolve to support these new priorities.

It is essential that limited resources are targeted to where they will have the greatest effect. The level and type of service provided will therefore be dependent on where and how the funding is targeted. In accordance with the HMEP pothole Review "Prevention is Better Than Cure" a review was undertaken to minimise the number of reactive actionable defect repairs (potholes) and where possible provide a first time and permanent repair to these defects, this also contributes to the whole life cost of the network and customer satisfaction. This example is detailed in section 4.5.

4.2 Legislative Requirements

Rotherham refers to and complies with a range of legislation, regulations and guidance in order to determine the level and standards of service provided. Examples of legislation and guidance are identified below list:

Legislation

- Highways Act 1980
- Road Traffic Regulation Act 1984
- New Roads and Streetworks Act 1991
- Railways and Transport Act 2003
- Traffic Management Act (TMA) 2004
- Disability Discrimination Act (DDA) 2005
- Flood and Water Management Act 2010
- Clean Neighbourhoods Act 2005

Guidance documentation

- Traffic Signs and General Directions (1994)
- Well Lit Highways (2004), Code of Practice for Street Lighting

- Well Maintained Highways (2005), Code of Practice for Highway Maintenance Management
- Management of Highway Structures (2005), Code of Practice for Structures
- Management of Electronic Traffic Equipment (2011), Code of Practice for Traffic Systems

A fundamental part of our activities focus around:

- The explicit duty to maintain the highway and its assets
- Powers to improve, ease movement and protect highway users
- Duty to co-ordinate activities undertaken on the highway

The introduction of the Traffic Management Act 2004 (TMA) aimed to pull together all the relevant duties and powers in order to assist authorities in managing the highway network and delivering a sustained level of service. Under the TMA local authorities have a network management duty to co-ordinate works on the highway to minimise traffic disruption. This is to ensure the availability of the highway network to service users. RMBC also operates a Street Works Permit scheme based on a Yorkshire wide model.

The permit scheme gives more control over how and when road and street works are undertaken by works promoters. It assesses works conditions and works methodology before granting permission to enter the highway. In some instances RMBC will direct works promoters to undertake planned works at a less disruptive times of the day or by using a less disruptive form of traffic management.

Through the permit scheme RMBC may also request that promoters undertake works on consecutive calendar days to minimise works durations and when possible work collaboratively with other promoters to reduce highway network occupancy and congestion.

4.3 Managing Customer Expectations

The expectation of the highway user is an important element in the Highway Asset Management Planning process, as it is for the users' benefit that the service is being provided. There is a need to focus on the requirements of service users and give emphasis to accounting for their needs.

Consultation is an important mechanism for defining and managing customer expectations. Customer surveys can also be used to establish the degree of satisfaction with current levels of service. Specifically, surveys can assist by identifying which aspects of the service are of most importance to the customer (e.g. whether street lighting is more important to customers than salting) and also the degree of satisfaction with particular aspects of the service.

Rotherham undertakes to inspect and survey the highway in order to determine and ensure that the highway is maintained in a safe and serviceable condition to comply with the recommendations of 'Well Maintained Highways, the Code of Practice for Highway Maintenance Management' and in accordance with the Highway Authorities statutory obligations. Rotherham has developed its own Code of Practice for Highway Inspection and Assessment, which is developed from 'Well Maintained Highways'. This code is reviewed annually and published on the Councils website for customers to view.

Combining these two elements can provide useful information to focus attention on the areas of highest importance to customers.

Rotherham is one of more than 70 local highway authorities that take part in the National Highways and Transportation (NHT) public satisfaction survey. The surveys are sent to a random sample of 3,300 households in the town. The survey covers a range of transport issues, including the condition of roads, pavements, rights of way, cycle routes, the speed and quality of repairs, road safety, congestion and pollution, local buses, community transport.

The 2014 Survey results identified the most important issue to respondents is the condition of the highway. It is also the largest area of dissatisfaction with less than 20% of the people surveyed being satisfied with its condition compared to an average of 34%. This information has been used to inform additional funding requirements to maintain the roads in Rotherham.

4.4 Gathering Customer Feedback

RMBC has facilities in place for customers to provide feedback and report defects through a 'One Stop Shop' approach. All telephone calls and electronic communications are handled at first point of contact by experienced staff within the Councils Corporate Contact Centre.

Telephone calls are managed through a singular and dedicated 'Golden Number' accessible between the hours of 0800 to 2000 Monday to Friday. This is further complimented by an emergency reporting provision available to customers at all other times. In addition, a face to face service is accessible for customers to report issues in various localities across the Borough during the hours of 0900 to 1700 Monday to Friday.

Every customer contact is recorded and enquiries or reports are mapped through a system of scripted questions designed to ensure that recorded reports are accurate and responded to within an appropriate timeframe. Quality checks on reports are routinely carried out by management teams and customer satisfaction is tested through mystery shopping exercises and ad-hoc outbound telephone surveys.

RMBC operates a 'Learning from Complaints' process which looks to identify any learning that has been evidenced as a result of dealing with a customer contact. This could be as a result of a complaint, informal complaint or service request. The learning could be a simple change to the way that we deliver our service or full service review

All lessons learnt are held on a corporate database with quarterly performance reports provided to senior managers. Improvements are also detailed as part of an Annual Complaints Report.

Customer questionnaires are also sent to properties affected by a highway maintenance scheme asking for feedback on performance including (2014/2015);

- Satisfied with pre-start information about the works - 94% satisfaction
- Did the works start on time - 94% satisfaction

- Satisfied with the quality of the work carried out - 100% satisfaction
- Was the site left clean and tidy - 93% satisfaction

4.5 Improving service by providing a first time and permanent repair to pothole defects

Traditional pothole repairs may not look aesthetically pleasing but are fit for purpose in that they return the highway to a safe condition. However, there are a high number of pothole repairs carried out each year as illustrated in the table below.

Table 4.5.1 Reactive actionable defect repairs:

Year	No. Actionable Defects	Cost	Cost per Defect
2007/2008	11,638	£240,163	£21
2008/2009	12,062	£242,872	£20
2009/2010	15,624	£249,760	£16
2010/2011	28,229	£418,291	£15
2011/2012	28,347	£427,204	£15
2012/2013	32,530	£455,142	£14
2013/2014	32,386	£395,356	£12
2014/2015	34,069	£435,463	£13

An assessment was carried due to the rising number of potholes, associated costs to repair and customer feedback.

In 2012 research was carried out to identify equipment that could be used to provide a first time and permanent repair to these defects. A mobile milling machine, 'Multihog', was trialled which could mill out carriageway surfaces and can move from site to site under its own power (no need for a low loader or to be towed). This proved very successful and had the added benefit of having a winter service pack (Salter and plough), which could be attached.

With the new process the benefits were clear to see from a very early stage as the repairs looked neat and tidy, lasted through a winter and customers liked this type of repair.

As part of the review process it was to identify and classify reactive actionable defect repairs. Prior to January 2013 there were two priorities for dealing with these defects:

- Priority A – Defect to be repaired within four hours of identification. This was for very serious defects, e.g. street furniture lids missing.
- Priority 1 – Defects to be repaired within 24 hours of identification. This was used in the vast majority of cases.

In January 2013 work started on a radically different approach to repairing these defects. Two new priorities were introduced; the removal of the reactive actionable defect within 48 hours and the follow up permanent repair within 10 working days. This was achieved by

Highway Inspectors carrying out a further risk assessment on a defect to ensure suitability. Once the defect was identified the highway delivery team organised for the defect to be milled to a depth of 20mm with the 'Multihog' and any remaining depth below 20mm to be repaired. This gave a patch which was a uniform 20mm deep. The team would then follow up with a permanent repair to these patches.

Benefits:- Since the introduction of the programme 4,500 first time and permanent repairs have been carried out to pothole defects. Additionally, a significant area of highway has been renewed adjacent to the pothole defects. These locations would have been highly susceptible to potholes forming in the future. The method of reinstatement has prevented this from happening and reduced the potential cost of future repairs and customer complaints. These repaired locations then inform future works programmes for surface treatments as large areas are now suitable for this type of cost effective works.

Rotherham is one of the first councils in the country to use the machine which has generated significant interest and 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 (April 2012), the 'Rotherham Advertiser' (13 November 2012), as well as featuring in a case study by Multihog.

5 COMMUNICATION, MONITORING AND REPORTING PERFORMANCE

5.1 Communication and Consultation

As part of the management of highway assets good communications with stakeholders is essential. Engagement has been carried out with key stakeholders on the strategy for managing our highway assets and our decision making process.

In May 2015 several consultation workshops regarding highway maintenance funding and the decision-making process were undertaken with RMBC Councillors. Councillors endorsed following good Asset Management principles to prioritise works that consider lifecycle planning and cost options, by carrying out well-timed interventions works rather than a 'worst first' approach. A similar workshop was carried out with the Customer Inspection Service and Learning from Customers Forum. The Customer Inspectors consist of Rotherham residents of mixed age ranges, gender and some with physical disabilities, they further endorsed following good Asset Management principles to prioritise works that consider whole life cost options.

Other key stakeholders have been consulted on our approach to manage and maintain the highway network:

- RMBC Councillors
- Doncaster Metropolitan Borough Council
- Barnsley Metropolitan Borough Council
- Sheffield City Council
- South Yorkshire Police
- South Yorkshire Ambulance Service
- South Yorkshire Fire Service
- South Yorkshire Passenger Transport Executive
- Major Bus Operators
    - First
    - Stagecoach
- Network Rail
- Parish and Town Council's
- Yorkshire Water and Severn Trent Water
- Major Utility Companies
- Environment Agency

Consultation on potential changes to the highway is an important part of communication with customers to ensure service users' needs are reflected in changes made to the highway network. The prioritisation methodologies demonstrated in the decision making process include elements of customer priorities.

For major highway schemes, full consultation exercises are carried out in advance of works starting. For routine maintenance schemes, contact is made with all residents and businesses fronting the works prior to design; informing them of start dates, contact details and a request to undertake a questionnaire on completion of the works.

RMBC Councillors are consulted and asked for suggestions for future highway works as part of the forward works programme. Highways Engineers have also attended Parish Council

meetings to discuss the works programme methodology. In addition, the works programme is updated regularly and displayed on the Councils website for customers to access.

Communication with statutory undertakers is also crucial to effectively manage the highway network. Knowledge of intended locations for future statutory undertakers work is valuable information in the decision making process for developing future works programmes.

Works on the highway are coordinated through scheduled quarterly meetings between works promoters, which include statutory undertakers (water, gas, electric and telecommunication companies etc.), representatives from Highways England, and highway maintenance management teams. Future works programmes are shared, and through our duty to issue statutory notices under the New Roads and Street Works Act 1991, planned excavations in newly laid carriageways and footways are prohibited for up to 5 years. These meetings ensure that the discharge our duty to minimise disruption on the highway in accordance with the requirements of the Traffic Management Act 2004, and fulfil the aims and objectives of The Yorkshire Common Permit Scheme for road and street works.

A communication strategy is being developed to demonstrate our approach to asset management to the public through the Council website. This will enable the Council to keep stakeholders informed of performance, routine scheduled works and our proposed actions to response to emergency situations.

5.2 Internal Management and Communication

One of the key elements of highway asset management is ensuring a holistic approach to the delivery of services, promoting integration of processes, information and systems. RMBC highway asset managers support this by attending weekly meetings to review works programming to ensure effective delivery of services. This leads to a more efficient way of working through service-wide decision making considering projects that impact on two or more asset groups.

Examples of the benefits of a coordinated approach are given below;

Example 1. When reviewing planned works, if both the installation of traffic calming measures (Road Safety Team) and carriageway resurfacing works (Highway Assessment Team) are required, it is essential that the carriageway resurfacing is undertaken first as a newly resurfaced carriageway would be essential to accept the speed humps. Communication of forward works programmes across the teams will ensure such instances can be identified and coordinated.

Example 2. To coordinate routine/scheduled works on the highway network a traffic management procedure is in place for high speed/dual carriageways. Officers coordinate programmes across street lighting, drainage, grass cutting and highway repairs to utilise a single traffic management / road closure programme is utilised to minimise disruption to users and keep costs to a minimum.

Example 3. A protocol for has been agreed with South Yorkshire Police to take advantage of any potential emergency temporary closures on the highway network. Maintenance teams will then use this opportunity to carryout routine inspections/maintenance of highway assets to minimise disruption to users and keep costs to a minimum.

5.3 Performance Management Framework

Performance management is coordinated by the Council's Corporate Performance and Quality Team and key performance indicators are reviewed quarterly and reports submitted to the senior management team. RMBC's performance management framework supports the asset management strategy by having a systematic approach to measuring performance.

The framework demonstrates how performance is managed to deliver the corporate vision to ensure roads are safe and well maintained. An example of this is the management of the principle and non-principle road networks. Performance data identified that these roads were not at a national average condition and also the funding requirement to achieve this standard. Subsequently, investment programmes have been put in place and the corporate priority has been achieved for these roads.

Performance indicators have been reviewed by Government and National Indicators have been replaced with alternative reporting requirements. These new requirements have been collated in a Government document entitled, The Single List of Central Government Data Requirements from Local Government and are referred to as the 'Single Data List' - Appendix A. These include road condition data, road lengths, winter stock holdings and a series of flood risk data requirements.

In addition to the Single Data List Highway asset teams also manage service performance through a suite of Corporate and Local Indicators - Appendix B.

5.4 Benchmarking

A range of incentives, tools and techniques have been developed to assist performance improvement and these have been adopted where applicable in the development of the HAMP. These measures include benchmarking, best practice guidance and Codes of Practice. Performance improvement can refer to efficiency and service levels being well aligned with service user priorities and does not necessarily refer to increased funding for raising service levels.

5.4.1 Asphalt Industry Alliance - ALARM Survey

Rotherham participates annually in the Asphalt Industry Alliance independently commissioned ALARM survey which aims to take a snapshot of the general condition of the local road network.

Table 5.4.1 ALARM Survey Key Findings 2015

Key Findings	Total[1]	Rotherham
Percentage of authorities responding	53%	
National shortfall in annual road structural budget	£428m	
Average annual budget shortfall per authority	£3.7m	£1.5m
Percentage of budget used on reactive maintenance	23%	7%
Estimated time to clear carriageway maintenance backlog[2]	12 years	10 years
National estimated one time catch-up cost	£10.7bn	
Estimated one time catch-up cost per authority	£93m	£55m
Percentage of authorities reporting additional costs e.g. Flood Damage	31%	
Average additional cost per authority	£5.7m	£0
Frequency of road surfacing[2]	64 years	25-50 years
National number of potholes over past year	2,380,730	
Average number filled per authority last year	20,702	34,069
Average cost to fill one pothole	£52	£13
Total spent filling potholes in past year	£124.4m	£435k
Amount paid in road user compensation claims	£20.2m	£218k
Average number of utility trenches over past year per authority	15,776	3,207

[1] – England only
[2] – All road classes

Although the findings are a snapshot it is useful to be able to identify specific comparisons that can be used to inform service decisions.

For example;

Average annual budget shortfall per authority - Although RMBC has a £1.5m shortfall in funding, this compares favourably compared to the national average of £3.7m funding gap.

Percentage of budget used on reactive maintenance – This demonstrates that RMBC is better than the national average at minimising spend on pothole type repairs and promotes spending through programmed maintenance.

Average number of potholes filled per authority last year – This is significantly higher in Rotherham than the national average which could be an indication that the highway network is deteriorating and requires investment. Further investigatory works is planned in 2015/16 to establish why this is higher than the national average.

Average cost to fill one pothole – With a high number of potholes in our borough the cost to repair them is extremely important. If the potholes were repaired using the national average rate it would require funding of £1.7m compared to our own cost of £435,000.

5.4.2 Association of Public Service Excellence (APSE)

Rotherham is a member of the APSE which enables benchmarking of services for similar Authorities (family groups) through Performance Networks.

In September 2013 RMBC Highway Services was the national winner of the Best Service Team for Highways, Winter Maintenance and Street Lighting teams for innovation and partnership working in this field. The award was in recognition of the developments in winter salting technology, street lighting LED implementation programme and the 'First Time Fix' to potholes initiative. RMBC Highway Services have given presentations to Local Highway Authorities at APSE Performance Networks sessions.

The tables below illustrates RMBC performance for each key performance indicator against the 2013-14 average performance of our family group. Both tables show RMBC is consistently performing better than our family group average.

Table 5.4.2 Rotherham MBC – Roads/Highways Performance At A Glance Report

Performance indicators	Performance in 2013-14	Improved since 2012-13? ^
PI 03a Percentage of CAT1 defects made safe within response times	●	
PI 02b Condition of principal roads (TRACS type surveys - England and Wales only)	●	–
PI 02d Condition of 'A' class carriageways (principal roads)		
PI 29 Percentage change in number of category one defects	●	▲
PI 37 Percentage of customer enquiries / requests for service closed off within council's own identified response times		
PI 38 Percentage of abnormal load notification dealt with in time		
PI 15a Percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs	●	▲
PI 16 Percentage of actual maintenance expenditure which is planned/proactive	●	–
PI 17 Percentage of actual maintenance expenditure that is reactive	●	▲
PI 54a / 54b Staff absence - all staff	●	▲

● Performance for 2013-14 is better than the family group average

△ Performance for 2013-14 is within 25% of the family group average

◆ Performance for 2013-14 is not as good as the family group average range above

▲ Performance for 2013-14 has improved from the 2012-13 result

– Performance for 2013-14 is within 5% of the 2012-13 result

▼ Performance for 2013-14 has not improved from the 2012-13 result

^ Please note that the cost performance may be affected by inflation and this should be taken into account

Source: APSE Performance Networks Report - 'Performance at a glance' 2015

The indicators show that highways general performance is better than the family group average. However, three indicators required further investigation.

PI02d Condition of 'A' Class Carriageways (Principal Roads) – This is an indicator that is for Scotland only and not relevant to England.

PI37 Percentage of Customer enquiries/ requests for service closed within the Councils own Identified response times - Work is being undertaken with the Council's Customer Access Team to investigate the feasibility of developing a procedure to ensure customer reports are closed.

PI38 Percentage of abnormal load notifications dealt with in time - A review has been carried out and a submission will be made for the 2014-15 period.

Table 5.4.3 Rotherham MBC – Street Lighting Performance At A Glance Report

Performance indicators	Performance in 2013-14	Improved since 2012-13? ^
PI 01b Average cost of monitoring and replacing street lights excluding bulk/capital replacement	●	▲
PI 03 Percentage of lamps restored to working condition within 7 days	●	–
PI 04 Average time to repair lamps (authority only)	●	–
PI 02a Percentage of street lamps not working as planned	△	
PI 18b Average annual electricity consumption per street light (KWH)	●	–
PI 29b Mean time between failures (MTBF) in years	●	–
PI 38a Percentage of street lamps that are dimmable or part night lighting	◆	▲

● Performance for 2013-14 is better than the family group average
△ Performance for 2013-14 is within 25% of the family group average
◆ Performance for 2013-14 is not as good as the family group average range above

▲ Performance for 2013-14 has improved from the 2012-13 result
– Performance for 2013-14 is within 5% of the 2012-13 result
▼ Performance for 2013-14 has not improved from the 2012-13 result

^ Please note that the cost performance may be affected by inflation and this should be taken into account

Source: APSE Performance Networks Report - 'Performance at a glance' 2015

The indicators show that street lighting general performance is better than the family group average. However, two indicators are below average and steps have already been taken to address this.

A programme is in place to replace 18,000 lanterns with new LED units. The lanterns have a 20 year guarantee with minimal maintenance requirements. This will reduce the number of

street lights that are not working as planned (PI 02a) significantly over the three year implementation period.

Dimmable and part night lighting (PI 38a) has been trialled but was not considered for full installation across the borough as energy costs are not consist throughout the night and savings would not be substantial. The preferred option is to replace lanterns with new LED units which will significantly reduce energy consumptions by up to 50%.

Separately, the costs incurred by the Council's for the maintenance of approximately 45,500 gullies is estimated at £4.02 per road gully, this is compared to our APSE family group average of £9.64. Further gully emptying improvements are being implemented by capturing data telematics to improve cleansing schedules.

6 ASSET INVENTORY AND LIFECYCLE PLANNING – HIGHWAY NETWORK

6.1 Highway Network (Carriageway, Footway and PROW) Asset Inventory Information

The carriageway, footway, footpath and PROW asset inventory data is held on Symology Insight highway asset system. This system also holds streets that are not on adopted highway. The assets have unique section references and as a minimum have the following attributes:

- Length
- Width
- Surface Type
- Road Classification
- Hierarchy
- Urban or Rural

The system holds the information on all adopted roads. Any new roads are entered on the Street Gazetteer as they are created on the Local Land and Property Gazetteer (LLPG). Once a road has been adopted the asset data is collected within the period prior to the first cyclic safety inspection. For example; a road with a hierarchy of Local Access Road (Well Maintained Highway CoP Code 4b and RMBC CoP Category 6), will have the asset data collected within six months. Existing asset data is checked on a regular basis using the following process.

Rotherham has 21 Wards and the asset collection team is split North and South. Each month the asset collect team select the next two Wards in the cycle and re-collect the asset data for a road in each of the two selected Wards. Additionally, as part of the routine safety inspections system carried out on each road and have a maximum frequency of 6 months, any significant asset changes are reported to the asset collection team.

Table 6.1.1 Highway Network Lengths

	Carriageway Length (km)	Footway/Footpath Length (km)	PROW Length (km)
Motorway (M1 & M18) (Not RMBC Responsibility)*	(23)*	(0)	(0)
Principal – A Roads	114	174	0
Non-Principal – B Roads	95	109	0
Non-Principal – C Roads	178	156	0
Unclassified – U Roads	756	1250	0
PROW			421
Total	1143	1689	421

*Not included in Total

Table 6.1.2 Highway network valuation for WGA (2013/2014)

	Gross Replacement Cost (GRC) £m	Depreciation £m	Depreciated Replacement Cost (DRC) £m
Carriageway	£1,257	-£55	£1,202
Footways	£219	-£27	£192
Total	£1,476	-£82	£1,394

The Symology Insight system has been in place for a number of years and facilitates the provision of the network condition, which is broken down into four categories (RAG):

1. Green (Generally good condition). SCANNER CI 0-40. CVI CI 0-40
2. Amber Low (Plan investigation and use in conjunction with Amber High). SCANNER CI 40 to 70. CVI CI 40 to 55.
3. Amber High (Plan investigation and add to forward works review list). SCANNER CI 70-100. CVI CI 55-85
4. Red (Plan maintenance work and add to forward works review list). SCANNER CI >100. CVI CI >85.

Table 6.1.3 Carriageway condition (UKPMS) 2013/2014

Road Classification	Survey	Red (Plan maintenance work)	Amber (Plan investigation)	Green (Generally good)
Principal – A Roads	SCANNER	3%	22%	75%
Non-Principal – B & C Roads	SCANNER	7%	25%	69%
Unclassified – U Roads	CVI	21%	35%	46%

Table 6.1.4 Footway/Footpath Condition

Asset Type	Survey	Red (Plan maintenance work)	Amber (Plan investigation)	Green (Generally good)
Footway	CVI	29%	22%	49%

6.2 Carriageway and Footway Lifecycle Planning

The key objective of this lifecycle planning is to drive the efficient maintenance and long term management of highway systems by the adoption of an asset management approach. This will be achieved by the setting of appropriate targets, monitoring and measuring performance against these, reporting outcomes, and reviewing service delivery.

Like many Highway Authorities Rotherham's road network has been gradually deteriorating after suffering from years of under investment. Consecutive bad winters and severe weather events have served to accelerate the already deteriorating carriageways and highlight the poor structural condition through swift decline of the surface layers.

The WGA submitted to HM Treasury for 2013/2014 show the carriageways to have a gross replacement cost of over £1.3bn, demonstrating the high replacement value of this.

The Council recognises the importance of strategic roads being well maintained, to avoid a negative impact on Rotherham's economy. The importance of maintaining strategic routes aligns with Sheffield City Region LTP goals, which is to 'Support Economic Growth by ensuring our highway networks are well maintained to keep people and goods moving effectively'.

Through the use of lifecycle planning we have been able to identify the level of funding needed to achieve the level of service required by the Corporate Priority. The injection of £5m capital funding over the period 2008/2009 to 2010/2011 and sustaining around £1m LTP annual maintenance funding is one of the main reasons that the Principal Roads in Rotherham are in a good condition compared to the national average.

Similarly, the Non-Principal Network is also in a relatively good condition compared to the national average due to having an injection of £3m capital investment over the period 2011/2012 to 2013/2014 and sustaining around £0.5m LTP annual maintenance funding.

In order to stem the decline in condition of the Unclassified network it is essential that this part of the highway network is adequately maintained and accorded sufficient priority for funding over the coming years. Lifecycle planning identified a capital funding investment of approximately £15m was required to achieve the national average condition for this network. The Council has already committed £5m over the next two years to start to address this and reports will be produced for senior executive consideration to support a further investment of £10m to enable all Rotherham's roads to be as good as or better than the national average.

Table 6.2.1 Highway Condition Comparison Latest figures available from DfT (2013/2014)

Road Classification	RMBC (2013/2014)	National Average (2013/2014)
Principal – A Roads	3%	4%
Non-Principal – B & C Roads	7%	8%
Unclassified – U Roads	21%	18%
Footways	25%	Not available

6.2.1 Carriageway

Estimates for treating the highway network were calculated in 2014 (treating all the red and high amber carriageway and footway). This estimate totalled £82m for the highway network. However, economies of scale would be likely for work on such a major scale, which would potentially reduce this estimate. The value of work required to bring the network up to an acceptable standard would be dependent on the timescales over which work was completed.

The WGA Code of Practice method for calculating the depreciated value for the carriageways, which can be used to represent the cost to treat all poor condition carriageways, is to be undertaken by a UKPMS module. This module is available through the Insight system and is required to calculate Depreciated Replacement Cost (DRC) for inclusion in all WGA submissions.

It would be impractical to treat such a high proportion of the network each year, since the congestion impacts of this would be huge even if the funding were available. However, these figures are useful to show the amount of investment required.

Across the whole network if the standard for carriageway condition was to be brought up to an acceptable level, there would still be an annual 'standstill' investment required to sustain this level. To maintain a "standstill" condition for the highway network requires a year on year maintenance budget of approximately £6m based on a design life of 40 years.

A lifecycle planning toolkit has been made available as part of the HMEP resources which uses inventory and condition data to create deterioration models for carriageways, footways and ancillary assets (street furniture, road markings etc). This has been considered and trialled and is now embed within Symology Insight.

6.2.2 Footway

The total cost for treating poor condition footway based on the CIPFA code depreciation methodology is £27m. This does not include kerbs as these are included with carriageway estimates for the WGA process. Analysis of the condition data for footways, has confirmed this using the condition index from CVI of 55 and above.

6.2.3 Maintenance Treatments

Rotherham's approach is to move away from traditional maintenance options, not concentrating on repairing worst first, and more towards treatments that extend the life of a road. It is therefore important to have a wide range of treatment options available so as to allow the most appropriate treatment to be used on the appropriate site.

Following an assessment of the condition data various outcomes are taken forward and the treatments types available are described below and are listed in hierarchical order:

- **No works required.** This may be the outcome of the initial works preparation due to the defects do not yet requiring attention, works are planned in the future or others carrying out works (for example Statutory Undertakers or other Rotherham teams).
- **Safety Defect Repair.** The vast majority of these are in the carriageway (potholes) and are treated by sweeping out the defect, placing the appropriate material (usually 3mm Fine Cold Asphalt or preparatory mixed material) and compacting. Safety defects can range from a missing gully lid to a fissure developing, they all have one thing in common, they need urgent attention. For this reason the vast majority cannot be planned, so are classed as reactive maintenance. The exception to this is those potholes that are repaired by the "Multihog" permanent repair process.

The following treatments are all classed as non-reactive and can be planned. These treatment types become more complex, time consuming to implement and expensive as you move down through the treatments list.

- **Patching.** This can be overlay, one course or multiple courses, patching in small areas, from 400mm square to about the size of a dining room table. The “Multihog” is being used on some of these to excavate the existing surface. Where there is more than 30% (by area) of patching require this treatment is not suitable.
- **Super Patching.** These are patches at least 50m in length and at least half width of carriageway or full width of footway. This is used where there me be a number of localised patches that can be joined up or larger areas of deterioration. These can be overlay, one course or multiple course patching. Usually a large milling machine is employed to excavate these types of patches in bituminous surfaces.
- **Surface Treatment.** This can be accompanied by pre-patching and is used on surfaces where there is fretting or minor defects; the existing surface should be sound for this treatment to be successful. There are several types of surface treatments we use, footway/footpath Microasphalt, carriageway Microasphalt, carriageway surface dressing, carriageway thin surfacing (6mm) and carriageway thin surfacing (10mm). The Microasphalt and surface dressing seal the surface and provides a uniform appearance; it does not improve the surface shape. Thin surfacing seals the surface, provide a uniform appearance and improve surface shape. They can also be used on surfaces less stable than for those where Microasphalt or surface dressing is used.
- **Overlay.** Usually just the surface course, but can be accompanied by patching. It is used on surfaces which are generally sound, but the ride quality is poor. May not be suitable where the overlay reduces thresholds heights.
- **Resurfacing.** The existing surface is excavated to accept single or multiple courses, does not include Sub-Base. This is used on surfaces where there is significant surface deterioration and the surface would not support a surface treatment or overlay.
- **Reconstruction.** Excavate and replace the existing construction with new, includes Sub-Base. This is used on surfaces where there is a major breakdown in the surface and is usually accompanied by failure of lower layers.

6.2.4 Unadopted Highways

There is a small, but significant, length of highway in Rotherham that has never been adopted despite being used by vehicular traffic. These roads are maintained by what is termed “The Street Manager” and are usually the adjacent residents, but can be the land owner. There are approximately 120km of these unadopted roads across the town. Many of these roads are in a poor condition and pose a problem because if they were to be adopted in their current poor state, without being brought up to a good standard, there would be a considerable maintenance burden. However, allocating resources to unadopted highways would divert essential resources from the adopted highway network. RMBC does provide advice to Street Managers and will, where necessary, carry out essential emergency works.

6.3 Carriageway and Footway Network Level Lifecycle Planning

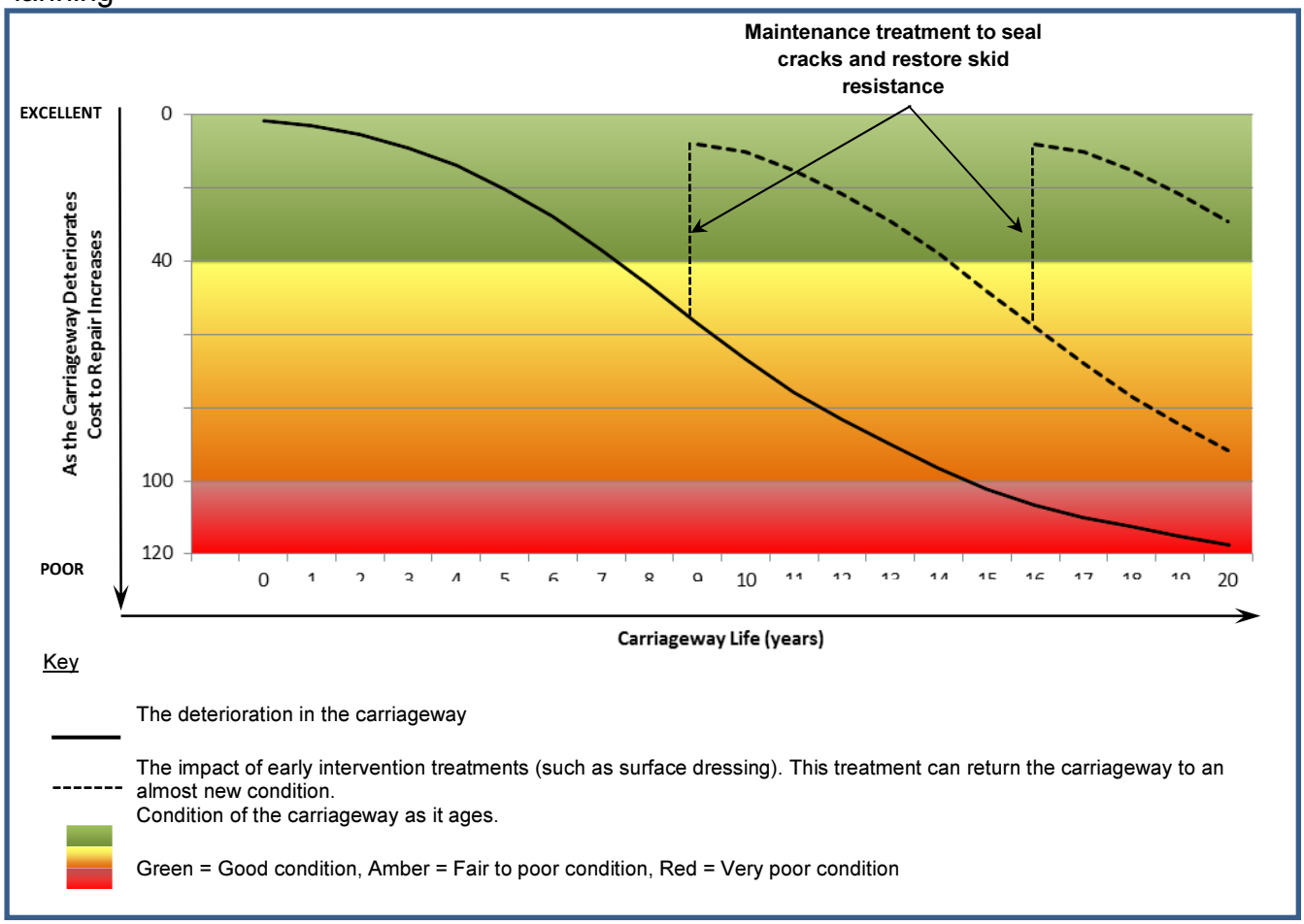
A significant prioritisation factor for the highway works programme is carriageway condition. If the prioritisation criterion was based on the highest proportion of red condition, most schemes chosen would be likely to require full depth reconstruction. However, this type of treatment is not the best value for money when considering the network over lifecycle

periods. As full depth reconstruction is expensive, only relatively short lengths of the network can be treated. In the mean-time, the rest of the network is deteriorating and each year a proportion of amber sections will deteriorate to red.

An alternative method of prioritisation is for sections that require resurfacing to be treated before they deteriorate to the point where they would require full reconstruction. This method allows much longer lengths to be treated with more cost effective resurfacing treatments and enable further deterioration of the network to be contained by treating amber lengths with less expensive treatments before they deteriorate to red condition, where structural maintenance would be required. The red sections that already require reconstruction will remain red and the treatment requirements would remain the same. Where possible, roads with a high proportion of red condition should be held in a safe condition with reactive maintenance budgets whilst a long term whole life cost approach is adopted.

The Going the Distance report, published by the Audit Commission in May 2011, recommends this approach. The report advocates a whole life cost option over 'worst first' prioritisation. It says that by considering an asset over a whole lifecycle it is possible to select the best time to intervene, which is before the asset deteriorates to a very poor condition. The diagram below represents the report's argument that failure to intervene at the right time and with the most appropriate treatment will result in poor roads and represents poor value for money.

Chart 6.3.1 Whole Lifecycle Planning



6.4 Maintenance Lifecycle Aspects

6.4.1 Creation and Acquisition

Roads created by RMBC are usually new roads built as part of strategic transport improvements such as A57 Improvement (M1 Junction 31 to Todwick Cross Roads), which was created in 2014.

Creation and acquisition of highways in this context more commonly relates to the adoption by RMBC of privately built roads such as those in newly built housing estates. Adoption standards for carriageways and footways are set out by RMBC and these can be adopted as Council owned assets once they have been confirmed to be of this standard.

6.4.2 Routine Maintenance

The planned capital maintenance programme for highways usually involves surfacing approximately 1.5% of the highway network each year with appropriate treatments. Roads included in the programme have traditionally been determined based on UKPMS condition indicators showing the highest proportions of red and amber condition, along with an element of engineering judgment. A decision making prioritisation process has been developed and set out in Table 11.2.1. This aims to bring more aspects including qualitative factors and incorporate Customer, Quality, Cost (CQC) into the decision making process.

Highway inspections are used to determine locations for which reactive maintenance is required. Details of how the Council undertakes highway inspections and assesses the highway can be found in the Code of Practice for Highway Inspection and Assessment and is available to view on the Council website. Reports from members of the public are also used to identify locations in need of reactive maintenance. Where appropriate, sections are patched as this is more cost effective than filling individual potholes. Planned maintenance is more cost effective than reactive maintenance, although the reactive maintenance element is also necessary. Good asset management principles promote moving towards planned maintenance and minimising reactive maintenance requirements. Rotherham only spends 7% of its maintenance budget on reactive maintenance compared to an average of 23%.

6.4.3 Renewal and replacement – Materials

A palette of material specifications is used in the renewal or replacement of carriageway and footway assets. All asset groups utilise materials from this palette only, so that replacement can be managed efficiently. This avoids the rising maintenance costs that can occur from using different materials in different locations across the Borough. The palette is wide ranging enough so as to respect the different nature of locations including historical locations whilst allowing asset maintenance to be managed.

6.4.4 Renewal and Replacement – Footways

The vast majority of footways (85%) in Rotherham are bituminous. With the exception of the Town centres and Conservation Areas, if any flagged footways require relaying, upgrading or reactive maintenance we will replace them with bituminous surfacing. This is a higher priority where there is vehicle over-riding damage, which can result in tripping hazards.

6.4.5 Upgrading

Major schemes will sometimes involve upgrading, for example the addition of a bus lane on A630 Doncaster Road, Thrybergh which also included improvement to traffic signals and junction improvements. For this type of upgrading, capacity requirements will be identified, usually with traffic modelling having been undertaken.

6.4.6 Disposal

Materials are recycled where possible for reconstruction schemes. This is usually unbound sub-base material. In addition to the environmental benefits, recycling materials on site can reduce disposal costs and drive down new material costs.

Some older roads in Rotherham that are resurfaced have tar which is hazardous and is taken by a local company for recycling by using specialist techniques.

6.5 Resilience to Climate Change

Recent winters have been harsh with very low temperatures and long spells of snow and ice. This freeze/thaw cycle can cause the rapid deterioration of the surface layers and it is thought that Climate Change will increase the severity of winters into the future. Resilience to extreme winters includes winter maintenance services such as gritting, to maintain a safe and accessible highway network during harsh conditions.

In 2010, a salt barn was constructed for the protection of winter salt stocks. This enables RMBC to maximise gritting potential. The salt is now stored to ensure it is at its optimum condition, which reduces spread rates such that smaller quantities of salt are required. With the introduction of a weighbridge RMBC can now manage the salt stock effectively. A Multi-hog device is used for salt spreading on footways and minor side roads. These implementations make for a more flexible winter maintenance provision.

Climate Change is also thought to increase the propensity for extreme temperatures and increased rainfall intensities. Materials therefore need to be resilient to these weather extremes including temperature ranges reaching both extraordinarily high and low temperatures.

Carriageways in poor condition are susceptible to further deterioration through water damage. Vehicle loadings have an increased effect on water saturated materials. When surface layers are damaged, water ingress can degrade underlying bound materials in lower layers impacting on the structural integrity of the carriageway. Surfacing is therefore important to deter water ingress, especially with increased intensity rainfall resulting from Climate Change.

6.5.1 Resilient Network of Roads

In response to the extreme weather experienced during the winter of 2013 and 2014 the Secretary of State for Transport commissioned a review of the resilience of the transport network in the event of extreme weather.

As part of the recommendations Local Authorities should develop asset management plans with Drainage assets being an integral component. Also to identify a 'resilient network' to give priority, in order to maintain economic activity and access to key services during extreme weather.

In 2010 the South Yorkshire LTP Partnership's "Congestion and Network Management Implementation Group" (CNMIG), led on defining the Strategic Network for the County. The CNMIG comprises of nominated Traffic / Network Managers from the four South Yorkshire Local Highway Authorities and a representative from South Yorkshire Passenger Transport Executive (SYPTE).

The South Yorkshire Strategic Network illustrated in Appendix C has been defined in recognition of those routes which:-

- Reflect discrete travel corridors between main urban areas and / or the National Network.
- Provide the main links between key settlements (within and outside South Yorkshire).
- Are traffic sensitive / critical in terms of network resilience (i.e. those which are particularly managed to ensure disruption is minimised).
- Take account of 'Emergency Diversion Routes' as agreed with the Highways Agency (i.e. in respect of alternative routes which motorists are encouraged to use when motorways are closed).
- Include bus "key routes" (as identified by SYPTE).
- Are important for Freight.

As part of the Council's highways winter maintenance duties salting routes have been developed to support the identified strategic network in Rotherham. In the event of a forecast for significant snowfall or prolonged sub-zero conditions a senior management team meets daily to provide clear leadership and take a strategic view of action. If necessary, salting may be restricted to these roads to provide resilience to the strategic network. Further details are contained within the Highways Winter Service Manual, which is reviewed annually and available on the Council website.

The Council has also recorded all strategic highways which are at risk of flooding. This information has been taken from actual records of flooding, historical flood events and predicted flooding in an extreme flood event. The strategic highways at risk of flooding are identified in the Council's, Environment and Development Services, Emergency Plan, which is regularly updated and all key officers have access to the Plan. In addition, the Plan provides information relating to the Council's resources available and includes details of external resources that the Council can utilise when dealing with a flood event. The Plan provides a clear indication of where all resources should be deployed before and during a flood event such that all preventative measures can be in place to mitigate the risk of flooding to the highways, where possible.

The aim of Plan is to maintain the safety of the highway at all times and the procedure includes working closely with the Council's partners such as the Environment Agency and

Met Office, in a flood event. The Council has dedicated contact details with its partners to plan and predict the likelihood of a flood event, including the possible effect of a storm event and rising river levels etc. The Council provides continual training for all key officers identified in the Plan and all key officers would be expected to deal with a major flood event.

6.6 Reclassification

Regeneration across Rotherham in recent years has altered the nature and characteristics of some roads and in some cases ultimately changed the function of the road. A reclassification review was undertaken in 2012 as part of the Yorkshire Permit Scheme, to assess the appropriateness of roads to their current highway classifications which is to be updated and reviewed on a regular basis. Recent central government changes mean that reclassification can now be undertaken by local authorities without approval from DfT, which was previously required. Improving classifications would enable road users to select the most appropriate routes through the Borough and therefore contribute to the effective delivery of business provision.

The Maintenance Block formula for central government allocations includes lengths of each road type, so changing classifications is likely to have some impact on future central government contributions and should be taken into consideration when reviewing road classification.

6.7 Additional Highway Assets

6.7.1 Road Markings and Signage

Road markings and signage are created and acquired regularly for highway schemes. Markings and signage such as parking restrictions and one way systems are supported by Traffic Regulation Orders (TRO). Disposal of such markings and signage requires alterations to the TRO. Many of the RMBC TRO records need to be scanned for robust data management. The Parkmap GIS system was used to hold data of all parking restrictions in Rotherham, but has become out of date and is not useable in its present state. A comprehensive updating of this system is intended as it would provide a useful tool for managing data. Once completed there would be a requirement to keep this information up to date.

A policy review entitled Signing the Way was published by DfT in October 2011. This advocates reduced signage to address street clutter and simplification of design guidelines. The Traffic Signs Regulations and General Directions (TSRGD) which provides guidance for signage and road markings is to be reviewed as a result of the Signing the Way review.

6.7.2 Roundabouts and Mini-roundabouts

Maintenance of roundabouts will commonly have traffic management requirements. For example gully cleansing or verge maintenance can require the innermost lane to be closed, impacting on congestion and traffic management costs. Mini roundabout carriageway surfaces and markings can be vulnerable to fast deterioration through vehicle breaking and turning movements. These have usually been introduced as traffic calming features and frequent maintenance is commonly required to maintain them.

6.7.3 Anti-Skid Surfaces

The introduction of any anti-skid surfacing as part of highway schemes is recommended to include Buff coloured anti-skid surfacing only. High PSV (Polished Stone Value) aggregate is favoured over anti-skid surfacing where higher friction surfacing is deemed necessary. This is both to minimise additional over confidence of drivers on anti-skid surfacing and because of the unsightly nature of the uneven deterioration of buff surfacing. Maintenance costs are high as anti-skid surfacing can start to deteriorate within 2-3 years or even within 12 months if it's laid down on poor quality carriageways. Coloured anti-skid surfacing may be used for road safety reasons if a robust case can be argued, but having this at many locations can reduce the effect of the colour as drivers become used to seeing it. Locations of anti-skid surfacing across the Borough are not currently held. A handover process for new assets is to be developed.

6.7.4 Traffic Calming Assets

Speed humps, cushions and tables have been introduced at many locations across Rotherham that required speed reduction measures. These assets can cause deterioration of carriageways and require frequent maintenance to the surrounding carriageway surface. However, lessons have been learned and associated carriageway strengthening and resurfacing works are now carried out in conjunction with traffic calming measures. Locations of road safety engineering measures are recorded on a MapInfo layer.

7 ASSET INVENTORY AND LIFECYCLE PLANNING – DRAINAGE

7.1 Drainage Asset Inventory Information

Table 7.1.1 Highway Drainage Asset Inventory

Asset Type	Number of Assets	Length of Assets (km)
Road Gullies	45,500	
Highway Drains, including connections (estimated)		25
Subway Gullies/Grids	78	
Roadside Linear Drainage Channels		7.5
Storage Pipes		2.5
Soakaways/Silt Traps/Petrol Interceptors	300	
Flow Controls	2	
Total	45,880	35

In accordance with the Floods and Water Management Act 2010 the Council has a duty as the Lead Local Flood Authority (LLFA) to ensure adequate surface water management and to manage flood risk within the Borough. The Council completed Rotherham's Local Flood Risk Management Strategy (Strategy) was approved by Council Members in 2014 and was later published on the Council's web site early in 2015 for public viewing. The Strategy identifies the need to monitor and record all assets within the highway infrastructure and has various Action Plans to ensure adequate asset management is in place given that the Strategy is a 'living document' and will require regular updates.

The Strategy identifies fifteen objectives to ensure a comprehensive approach. Some of the significant objectives are:

- Improve the level of understanding of local flood risk
- Create an Asset Record and Register to record drainage infrastructure and assets
- Improve management of Council owned drainage and flood management assets.
- Encourage proactive, responsible maintenance of privately-owned flood defence and drainage assets
- Identify and promote viable schemes to reduce flood risk
- Promote buy-in by stakeholders and identify potential sources of funding

Customers are kept informed about highway drainage maintenance on the Council's web site, which includes:

- Local Flood Risk Management Strategy.
- Surface Water Management Plans.
- Section 19 Investigation Works (Floods and Water Management Act 2010).
- Services and Duties that the Council's Drainage Service provides.

7.2 Drainage Lifecycle Planning

The following objectives are specific to the drainage asset are as follows:

- Identify long term investment infrastructure assets in accordance with Rotherham's Local Flood Risk Management Strategy, Action Plans and Asset Register
- Explore the possibility of combining Flood Defence works through Defra Grant in Aid funding with future Local Highway Authority funding arrangements.
- Being responsive to stakeholders concerns with regard to flooding or other drainage problems.
- Carry out routine inspections in accordance with the Council Annual Gully Cleansing Schedule and Programme for highway infrastructure assets to determine future performances. Comprehensive assessments are carried out through CCTV surveys, hydraulic modelling (use of Micro Drainage), frequent blockages reports whereby the maintenance strategies are determined, schemes are prioritise using Council scoring matrix. Based on this information the works and programme of investment is determined.
- Continue to promote safety and accessibility for vehicles, motorcycles, bicycles and pedestrians.
- Carry out additional inspections to ensure the structural and functional integrity of the drainage system.
- Being able to protect and ensure environmental sustainability by avoiding entry of pollutants into drainage systems.

Presently the highway drainage networks are being surveyed in accordance with the requirements of the Floods and Water Management Act 2010. The information or data is being recorded on the Council's Map Info software which is continually being updated. Some highway drainage systems are over 100 years old and some are in a poor condition and require replacing.

Estimations have been made based on highway drain replacements where it is estimated that the costs could be in the region of £1.5 to 2 million. However, more detailed assessment of total costs for repairing highway drains is required and this will be produced through the development of the flood risk Asset Register and Record. These costs refer to scheduled capital works and would be likely to be much higher in an emergency collapse situation. Presently in some areas there is a high risk of flooding.

Maintenance and conditions of gullies are identified in the Council's Local Flood Risk Strategy, and various Action Plans have been established to ensure that the works and actions are completed within a reasonable timescale. The Council maintains the road gullies in accordance with its Annual Gully Cleansing Schedule. The Schedule is based on CIRIA recommended requirements for Gully Cleansing Operations, which provides a level of consistency and accountability in the maintenance of the highway drainage systems.

The condition of highway assets are inspected and recorded in various ways which include:

- Damaged gullies or kerb off-lets are recorded during safety inspections, other surveys and from public reports.
- Blocked ditches or roadside grips are seldom noticed during safety inspections and problems are frequently discovered during the course of other work and/or reports received from the public when flooding occurs.
- Piped systems, manholes, outfalls, catchpits, soakaways and SuDS (sustainable drainage systems) do not have a regular inspection regime. Faults are only discovered

following detailed inspections of the highway, reports by the public or when the system is in need of clearance or repair.

The current condition of the visible, regularly visited sections of the network (e.g. gullies) is generally known and in reasonable order. However, the condition of the remainder of the network, which is largely underground, is less well known. During rainy periods, increased flooding has been one of the issues to be managed. This management process has taken place reactively in providing continuing road accessibility, safety to road users and prevention of flooding of private properties.

The particular demands on the Council's drainage system are set out below:

- To manage and provide protection against the risk of flooding due to silting and blockage
- To avoid damage from third parties
- To ensure that the drainage system allows provision of safe and inviting routes for all traffic, pedestrians and cyclists by avoiding accumulation of water on carriageways, footways and cycle routes
- To ensure that polluted effluent from the clearing of highway drainage is not directed into the watercourses
- To ensure that capacity is maintained in relation to ongoing growth of the drainage asset through the adoption of new roads/footways or carriageway improvement schemes.
- To investigate and, where necessary, put measures into place in order to deal with climatic changes which are increasingly leading to changing weather patterns, resulting in more frequent but shorter periods of heavier rainfall. Such measures will include storage tanks, SUDS and 'on-line' attenuation looked at in the context of the overall capacity of the network.

Drainage lifecycle planning also considers routine maintenance and planned renewal/replacement of drainage asset.

Table 7.2.1 Routine maintenance for drainage activities

Description of Maintenance	Current Regime	Works History	Lifecycle Impacts
Cyclic Maintenance			
Gully Cleaning	At least once per year in all locations but more frequently for those sites identified as being problem areas or prone to flooding.	All works are recorded on worksheets and entered onto database. introduction of Track You tracking device for monitoring gully cleansing operations.	Regular gully cleaning helps to alleviate flooding problems and reduces the rate of degradation of the drainage asset. Tracking device identifies potential drainage problems and safeguards against future claims.
Cleaning of brooks and screens	Carried out in accordance with annual maintenance programme.	All works are recorded on worksheets and entered onto database	Regular cleaning of brooks and screens helps to alleviate flooding problems and reduces the rate of degradation of the drainage asset.
Reactive Maintenance			

Gully Repair	Isolated gully repairs are identified from safety inspections, or from reports received from team following gully cleaning	A list of damaged gullies is recorded. All works are recorded on worksheets and entered onto database	Repairs to gullies are reactive can have the effect of reducing the need for greater drainage maintenance at a later time.
Cleaning of drainage kerb, drainage channel pipes, manholes, soakaways etc.	The need to clean safety kerb, pipes, manholes etc. are identified from safety inspections or when flooding problems is reported.	All works are recorded on worksheets and entered onto database	Regular cleaning of these assets would help to alleviate flooding problems and reduce the rate of degradation of the drainage asset.
Piped Drainage Repair	Isolated pipe repairs are identified from safety inspections, or from reports received from the team following gully cleaning	All works are recorded on worksheets and entered onto database	Repairs to pipes although being reactive can have the effect of reducing the need for greater drainage maintenance at a later time.
Clearing of Ditches, Swales, Ponds etc.	The need for clearing of ditches etc. are identified from safety inspections, or from flooding reports received from the public	All works are recorded on worksheets and entered onto database	Introducing a regular cleaning regime could have an effect of reducing the number of flooding incidents reported.

Table 7.2.2 Planned renewal/replacement maintenance for drainage activities

Description of Maintenance Activity or Treatment Type	**Current Regime** (Expected Life or treatment frequency)	**Works History** (How much is achieved per annum)	**Lifecycle Impacts** (The asset's whole life cycle and or other maintenance activities)
Culverts and Piped Drainage System: Replacing badly damaged culverts and piped systems	A list of known drainage problems is maintained, with each site being subject to investigation using CCTV; funds are then allocated to undertake repairs based on a priority rating up to the available funding limit.	All works are recorded on worksheets and entered onto the database	Repairs to the drainage system are reactive and only if they are noticed at an early stage can they have the effect of reducing the need for greater drainage maintenance at a later time.
Bulk Gully Repair	Gully repairs are identified from safety inspections, or from reports received from the team following the gully cleaning	A list of damaged gullies is Included on the works programme. All works are recorded on worksheets and entered onto the database	Repairs to gullies although being reactive can have the effect of reducing the need for greater drainage maintenance at a later time.

7.2.3 Watercourse Lengths

	Watercourse Length (km)
Main Rivers	44
Total for Main Rivers	**44**
Ordinary Culverted Watercourses - Private Responsibility	16.9
Ordinary Culverted Watercourses under Public Highways	13.8
Ordinary Culverted Watercourses in Council Owned Land	5.8
Sub Total for Ordinary Culverted Watercourses	36.5
Ordinary Open Watercourses - Private Responsibility	366.7
Ordinary Open Watercourses under Public Highways	0
Ordinary Open Watercourses in Council Owned Land	48.3
Sub Total for Ordinary Open Watercourses	415
Total of Ordinary Watercourses	**451.5**
Grand Total of Main Rivers and Ordinary Watercourses	**495.5**

Watercourses are a form of flood risk in some areas and are often in need of constant maintenance works and/or require regular repair or upgrades to mitigate the risk of flooding. The landowner(s) or riparian owner(s) has the responsibility for the maintenance of flows within a watercourse located in their land.

The Council shares best practice regarding the maintenance and management of watercourses, with other Local Authorities in South Yorkshire such as Barnsley, Doncaster and Sheffield including NE Derbyshire. Lead Local Flood Authority (LLFA) meetings are arranged on a quarterly basis and are as follows:-

- South Yorkshire Land Drainage Group (SYLDG) - Mainly Land Drainage Engineers regarding technical matters.
- South Yorkshire Flood Risk Partnership – Senior Management, Members and Engineers regarding Strategic matters.

In addition representatives from the SYLDG attend meeting with the West Yorkshire LLFA to share best practice on all land drainage matters.

Ordinary watercourse network are being surveyed in accordance with the requirements of the Floods and Water Management Act 2010. The information and data is being recorded on the Council's Map Info software which is continually being updated. Further information and data are required to identify in detail the defective or problematic culverts throughout the Borough of Rotherham. Additional works such as hydraulic analysis, CCTV surveys, manhole and outfall surveys and structural condition surveys are required to provide the relevant information to mitigate any risk of future flooding.

There is a combined total of 495.5km of watercourses throughout the Borough which comprises of 44km of Main Rivers and 451.5km of both culverted and open watercourse sections. Some of the culverted sections are over 100 years old and some have not been

maintained or replaced due to funding constraints. Subsequently, some of these culverts are in very poor condition and in need or replacement.

It is estimated that approximately 20% of ordinary watercourses are in need of attention and approximate estimations have been made of the lengths likely to require replacement or repair work. Cost estimations have been made using similar cost assumptions for a culvert replacement scheme. More detailed assessment of total costs for repairing culverts under public highways, Council land and private land are currently being produced through the development of the Flood Risk Asset Register and Record.

Table 7.2.4 Estimated costs to treat poor condition culvert sections

Defective Culverts	Length	Unit cost (£)	Estimated cost to treat (£m)
Under adopted highway	600	£2,250	1.35m
Under Council owned land	350	£2,250	0.788m
Under private land	350	£2,250	0.788m
Total estimated length	1,300	£6,750	2.925m

These costs refer to scheduled capital works and would be likely to be much higher in an emergency collapse situation. Presently in some areas there is a risk of flooding, a priority programme will be prepared for renewal or replacement capital works that are required for the ordinary watercourse network. In addition to this, bids to the Environment Agency for Flood Defence Grant in Aid (FDGiA) funding and Local Levy funding are to be submitted by the Council. The EA has indicatively allocated a total £50k in 2015-16 for feasibility studies in the Whiston and Herringthorpe areas of Rotherham. The outcome of these studies is likely to identify various flood risk and condition problems to several culverts which later may require further funding to repair or replace the defective culverts.

The Environment Agency funding is based on flood risk and in particular the number of properties with reduced flood risk. For schemes to be identified and funding bids successful it is necessary to reconcile this with the Council's Highways & Transportation priorities.

7.2.2 Obsolete Gullies

There are a large number of older type road gullies (e.g. brick built, arterial etc.), which should be replaced by modern gullies that can be rodded and cleaned more easily. It is estimated that approximately 15% of Rotherham's 45,500 road gullies could be considered as the obsolete type. In some cases the gully connections are difficult to cleanse causing further maintenance implications. It is estimated that to replace all of these obsolete gullies with effective trapped gullies with rodding access would cost in the region of £3.5 million, therefore it could be considered as not being cost effective or a priority. There is a limited on-

going replacement programme based on flood risk, which is on a small scale and managed from existing maintenance budgets. Drainage is reviewed as part of highway schemes so that any obsolete gullies can be replaced as part of the scheme. Ineffective gullies lead to water holding on the carriageway, which can accelerate carriageway deterioration.

7.3 Drainage Asset Lifecycle

7.3.1 Creation and Acquisition – Linear Drainage

Approximately 7km of linear drainage is used on public highways. Maintenance of linear drainage can be problematic on site therefore such assets are usually specified if no other maintainable solution can be identified. It is estimated that approximately 10% of Rotherham's linear drainage could be considered for repair or replacement. For example where slot drainage channels have been used these are difficult to maintain because the slots become full blocked and can no longer be repaired. Some linear drainage systems are located within densely populated areas such as shopping areas (e.g. Wales, Rotherham), where it is difficult to cleanse the drainage channel when people are present.

Table 7.3.1 Estimated costs to replace defective linear drainage

Total Length of Linear Drainage (m)	10% of Total Length of Linear Drainage	Unit cost (£ per linear m)	Total cost for estimated requirements (£m)
7,000	700	360	0.252

All future sections introduced in Rotherham will be designed and installed strictly in accordance with manufacturer's recommendations and industry best practice to optimise performance.

7.3.2 Creation and Acquisition – Ordinary Watercourses

For the culverts that have been identified as being in poor condition, there are options to replace culvert sections or to repair or reline existing sections. Cost benefit analysis is undertaken for proposed schemes and the replacement schemes usually provide better benefit cost ratios when taking into account whole life costing.

Replacement of culvert sections will provide far greater design lives for assets than relining schemes. New culvert sections usually offer a 120 year design life, whereas a relining treatment will usually provide a lifespan of approximately 50 years. However, it is more costly to replace culverts compared to relining.

There is also a possibility that the existing cross sectional area may be reduced when a culvert is relined, however in some cases it may be consider better to reline a culvert where culvert sections run underneath buildings or sections of the strategic highway network.

Open sections of watercourse and proposed trash screens are sometimes carried out as part of capital schemes and are designed to have features required for safe maintenance access. Unknown culvert sections are sometimes found during highway schemes or statutory undertaker works. Culvert sections under the adopted highway are Local Highway assets.

Maintenance and conditions of ordinary watercourses are identified in the Council's Local Flood Risk Strategy and Action Plans have been established to ensure that the works and actions are completed within a reasonable timescale.

7.3.3 Creation and Acquisition - SUDS

The Flood and Water Management Act 2010 necessitates Sustainable Drainage System (SuDS) infrastructure for new developments, which will form part of the Local Authority Planning Application process. Defra has determined that after the 15th April 2015 the Local Lead Flood Authority will now become a statutory consultee for a major planning applications (e.g. 10 or more properties, greater than 1Ha etc.).

All SuDS applications are likely to have a major impact on Local Authorities with potential resource and financial implications. The final impact will be monitored and only fully understood after the first year of its introduction to the existing Planning Process.

The Local Authorities in the South Yorkshire region including Rotherham have produced a Interim Local Guidance for SuDS which aims to provide guidance to Planners, Applicants and Members of the Public. The SuDS guidance was approved by the South Yorkshire Flood Risk Partnership for public viewing on the 2nd June 2015.

7.3.4 Routine Maintenance and Prioritisation

Maintenance of highway drainage is undertaken in-house and maintenance levels are determined such that they are in line with the Well Maintained Highways code of practice.

The Council carries out its inspections and cleansings of the gullies and culverts in accordance with the Council's Annual Gully Cleansing Schedule. All reports of problem gullies are recorded on the Council's Drainage Section database for further action where necessary.

The Drainage Service operates a prioritisation and scoring matrix (Table 11.3.1) database which prioritises the highway drainage work required into High, Medium and Low priorities, for example the higher priority the more urgent/necessary the work. All assessments are rated on the severity of the flooding problems, safety of the public highway properties and lives, frequency of the flooding problems and repeat reports. It has been estimated that within the existing Council's Works Programme for the repair or replacement of defective highway drainage systems, the costs are estimated at approximately £3.5m.

Customer, Quality, Cost (CQC) is used as part of seeking improvements drainage assets. Satisfied Customers, Technical Quality and Cost Effective Delivery are generally considered to be the three key components of all round excellent performance.

For each drainage scheme or major drainage maintenance works which is likely to have a direct impact on the customer, the Council representatives meets and consults with the customer e.g. via Engineer on Street Corners, letters etc., prior to works commencing on site. In addition the customer is provided with contact details to discuss or forward any comments they may have regarding the works to be carried or works that have been completed. All reports or information provided by the customer is recorded on the Council's Drainage

database and the information is used to ensure that the right level of service is provided within the budget provided.

An example of this methodology is the service that the Council provides for the emptying of cesspools and septic tanks where the Council has over 700 customers and provides the service to the customer's year on year and within the agreed disposal costs. A comparison of the Council maintenance costs are reviewed annually against private external contractors.

Much of the ordinary watercourse network has not previously been included in inspection and maintenance programming, which has led to much of the network being in poor condition. Culverts under the adopted highway with diameter 0.9m and above are now classed as structures and incorporated into the Bridges and Structures asset group. Highway culverts that are smaller than this are managed as part of the highway drainage network.

For ordinary watercourse sections in the ownership of private riparian owners, there can be risks to potential non-maintenance. Riparian owners are to be notified of their responsibility by the Lead Local Flood Authority (LLFA). A management strategy for the LLFA owned culverts is being prepared, which will include highway and non-highway watercourse assets as well as third party owned assets. Policy for routine maintenance of watercourse assets is to be included in this management strategy and associated action plans.

7.3.5 Renewal or Replacement

Replacements must be ensured to not decrease the capacity of drainage available, unless the size of the existing culvert is demonstrated to be significantly over capacity. Whilst renewal/ replacement usually refers to steady state replacement with like for like capacity, in most culvert replacement situations an increase in capacity is desirable due to the impacts of climate change. Renewals or replacement must not result in increased flooding or flood risk elsewhere to adjacent land or properties or locations downstream.

The Council has produced two long term forward programme of capital drainage maintenance works.

7.3.6 Upgrading

As a result of Climate Change, rainfall events are increasing in duration and intensity and the risk of flooding events are high resulting in the required capacity of the drainage system will need to be increased in some locations.

Surface water flood modelling was must be undertaken and should take into account all Surface Water Management Plan, Flood Hazard Maps produced by Environment Agency and the Rotherham's Local Flood Risk Management Strategy to be published on the Council's web site in February 2015.

7.3.7 Disposal

Capital drainage schemes, especially open watercourse schemes will sometimes require disposal of fly-tipped material. This requires special disposal requirements due to potential contamination. Culvert sections can also sometimes be contaminated by hydrocarbons from the highway and unauthorised discharges. This disposal element can be costly and must be factored into renewal costs.

Existing materials such as gully arising are recycled where possible rather than going to land fill where high land fill costs are likely. For re-grading of open watercourses, existing material is to be conserved to protect invertebrates and other biodiversity elements.

7.4 Resilience to Climate Change

Experts have estimated that the affect Climate Change could impact and increase the intensity and frequency of extreme rainfall events. The drainage network is therefore required to cope with increased rainfall in order to prevent flooding to highway and properties and maintain levels of service. It has been recognised that to minimise the risk of flooding to roads and properties there is a need to be more efficient and possibility of an increase in the maintenance of the drainage network. In other areas where drainage systems require replacement then the design of the drainage network must take into account climate change. The Council recognised as part of the Rotherham's Local Flood Risk Management Strategy which is published on the Council's web site in February 2015.

8 ASSET INVENTORY AND LIFECYCLE PLANNING – STREET LIGHTING

8.1 Street Lighting Asset Inventory Information

Table 8.1.1 Street Lighting Inventory

Street Lighting Asset	Number of Units
Up to 5m	14579
Up to 6m	10202
Up to 8m	3986
Up to 10m	5402
Up to 12m	862
High mast	25
Wall Mount / Pole Bracket	160
Total	35216

Table 8.1.2 Concrete Columns

	Number of Units
Concrete Columns	15381

Table 8.1.3 Valuation of street lighting Assets 2013-14 (WGA)

	Value £m
Gross Replacement Cost	47,621
Depreciated replacement Cost	42,621

Table 8.1.4 Age Profile of columns

Age	Up to 5m	Up to 6m	Up to 8m	Up to 10m	Up to 12m	High Mast	Wall mount / Pole Bracket	Total
0-20	4539	8044	1362	2498	104			16547
21-30	131	125	355	723	461			1795
31-40	3571	1275	1748	1594	194		160	8542
40+	6338	758	521	587	103	25		8332
Total	14579	10202	3986	5402	862	25	160	35216

8.2 Street lighting Lifecycle Planning

Lifecycle planning considers the overall asset and to plan and implement key replacement initiatives to mitigate identified risks. The major risk with the street lighting asset is safety, both in regard of structural condition of the asset and the planned and reactive maintenance element of street lighting.

The following objectives are specific to the street lighting asset:-

- Being responsive to stakeholders concerns with regard to street lighting issues and include this in the decision making process
- Carry out mandatory testing and routine inspections in line with industry standards
- Continue to promote safety and accessibility for all road users in the Borough
- Follow a sustainable action plan in relation to reducing energy consumption and carbon emissions

8.2.1 Street Lighting Asset Data

The UK lighting board published the code of practice 'Well-lit Highways' in 2004 and the principles within the document were used as a basis for the initial collection of asset data. This street lighting asset information was first collected some 7 years ago and is maintained on a regular basis. In accordance with the recommendations in the HMEP guidance, as and when changes are made to the asset infrastructure, the data is updated to provide an accurate profile of the asset. The asset information is held on a central database 'Deadsure' which stores, manages and reports all relevant data. There are 3 basic components within each street lighting asset, these being the column, lantern and power supply.

8.2.3 Column condition

The main consideration over the past few years for maintenance of the asset has been the column type. As this is the structural part of the asset it was imperative to assess and consider capital investment for replacement. An age profile was drawn up when the data was first collected and this profile of the asset was used to form the basis of a 2009 Council Report to change over 10,000 ageing, potentially failing concrete columns to steel replacement columns with a 50 year life. The report considered a number of options to consider the asset replacement strategy, namely:-

- A 'do minimum option' of reactive replacement of failing columns, but this would mean that the backlog of replacement would grow year on year and the risk of damage and injury to persons and property would increase.

- Pursuing a fast track solution using an outside service provider (PFI) to replace all columns with potential defects and manage the total street lighting function for the life of the contract which would be 25 years. This option was considered by an independent financial consultant and was not deemed viable for the Authority.

- The preferred option of a planned 10 year programme of replacement using high specification columns with a design life of 50 years. The lighting function has remained in house and has allowed new technology to be applied with associated benefits.

Within the preferred option, replacement works have been prioritised in line with ILE technical report 22 (managing lighting columns) and a visual inspection was carried out of all the lighting columns within in the borough to give a '1' to '5' rating of column condition. This information was logged against the types of column with known inherent defects along with column ages to give list of the 'action age' of the columns to enable prioritisation for

replacement. Within the priority programme consideration was also given to the type of lantern and light source and low pressure sodium units (due to their age) have been prioritised before high pressure sodium units. By using these set criteria, a clear prioritisation of the 10 year column replacement programme has been developed.

This £6 million prudential borrowing project was supported by the Council and has been a programme that has been ongoing for 5 years with another 5 years of installation works remaining. This has also been supported by recent Local Transport Plan funding which again considered the age profile of the asset as a priority consideration and has allowed replacement of columns on main routes and Quality bus corridors, which although primarily steel were again an ageing asset.

As the replacement of the columns continues there is still a need for continual assessment, both visually and structurally of the street lighting asset. As the current replacement programme comes to an end in 5 years' time, a further report on the action age will be carried out with recommendations to ensure continual further lifecycle planning.

8.2.4 Lantern replacement

Around 6 years ago the authority looked at the lighting stock and in particular the lanterns and light source makeup of the asset. It was deemed prudent at the time to undertake bulk replacement of low pressure sodium (SOX) and high pressure sodium (SON) lighting units with compact fluorescent lighting sources on residential routes. This type of lighting offers a 'white light' for better colour rendition and recognition along with reducing the energy consumption significantly. Around 15,000 of the 28,000 residential units have been replaced with this type of lighting, but technological changes and the advent of LED light sources has changes both the Councils and industry priorities. The lifecycle plan for lanterns and light sources has been considered going forward and the use of LED programmes have been implemented as outlined below.

8.2.5 LED "Invest to Save" – Lantern Replacement Main Routes

As the use of LED lighting has become widespread in street lighting, Rotherham MBC has taken the opportunity to invest in this technology. A programmed investment of £2.6million over 3 years, financed by unsupported and capital receipts commenced in August 2013. Around 6,000 main route lighting units were identified as being fitted with SOX and SON units and with the potential for significant energy and routine maintenance savings, this 3 year programme has been developed for their replacement with LED fittings. The supplier was sourced through the OJEU tender process to provide a competitive pricing structure for the units and offer guarantees and whole life costing to give the best payback period to the Authority.
The estimated energy savings at 2014 energy prices is around £250,000 / annum upon full installation of this programme, and with a 20 year guarantee on the LED units there will also be significant revenue savings as reactive maintenance will be potentially reduced. This has

strengthened the case of the asset management framework by explaining the funding required and what benefits are to be achieved in line with recommendations.

8.2.6 LED “Invest to Save” – Lantern Replacement Residential Routes(Sox/Son)

Following the success of the initial installations of main route LED units, a separate programme for the lower wattage residential routes has been introduced. Of the 28,000 units identified on residential and secondary distributor roads, around 13,000 are SOX and SON units and replacement of these will again deliver significant savings on both energy and required reactive maintenance. The procurement of the units has been sourced through a rigorous and robust tender process to identify the most cost effective units taking into consideration whole life costs. The £2million programme to replace the 13,000 units commenced in August 2014 and is likely to save around £270,000 / annum in energy costs (at 2014 prices). Although some of the LED units will be replaced on concrete columns, the life expectancy of the lanterns is over 20 years, so as the columns are replaced going forward, lanterns will be re-sited on any replacement columns.

8.2.7 LED “Invest to Save” – Lantern Replacement Residential Routes(Compact Fluorescent)

Initial testing is being carried out for the remaining street lighting stock. Trails have commenced to consider LED lamp and driver replacement only as opposed to full lantern replacements. If successful, significant energy savings could be achieved.

8.3 Street Lighting Asset Lifecycle

8.3.1 Creation and Acquisition

It is recommended that bespoke street lighting assets are not introduced in Rotherham, since these increase maintenance costs throughout their lifecycle. Approved lighting design standards for RMBC are held and new assets acquired should ideally be to these specifications.

Ornamental lighting such as up-lighting under benches is not recommended to be introduced as service level priority is in favour of lighting required for practicality over ornamental and aesthetic reasons.

New street lighting columns may also require banner arms, Wi-Fi transmitters or the potential to have CCTV or bus lane enforcement cameras attached.

8.3.2 Routine Maintenance

Reactive maintenance for street lighting assets is undertaken by RMBC direct services street lighting team. Faults can be reported by members of the public or identified by highway inspectors and are attended within a target of 3 days for resident reports and 5 days for inspectors report. Customer, Quality, Cost (CQC) is used as part of seeking Improvements to street lighting assets. Using APSE benchmarking data, the authority can make a direct comparison with similar authorities to ensure delivering a cost effective service within the parameters of customer expectations. Staff are available to provide in depth technical information to customers and with the recent introduction of LED technology, a number of

night time customer engagement sessions have been carried out.

A cyclical maintenance programme is in place with regard to mandatory electrical testing and this is carried out every 6 years. A visual inspection is also undertaken when the electrical testing takes place to identify any failing or damaged units, these are then programmed for replacement using the capital works funding or a small fund within the revenue allocation.

There is no bulk replacement programme in Rotherham; this was abandoned some years ago in favour of “burning to extinction”. Although a bulk change programme requires fewer maintenance visits it doesn’t utilise the full life of the bulbs, therefore burn to extinction has been assessed as more cost effective, this is further supported and will be superseded by the LED invest to save programmes of work.

Going forward, the installation of LED units with 20 year guarantees should reduce the number of faults and make the street lighting service far more cost effective. Revenue works are prioritised to include mandatory works such as electrical and structural testing, reactive works such as random repairs taking into consideration customer reports, and asset replacement / upgrading works and budgets availability.

8.3.3 Other energy saving measures

In addition to the use of low energy usage LED other energy saving measures are employed. These are:-

- Trimming – the lighting levels of switching on and off the street lighting units has been reduced saving around 200 hours / annum/ street lighting unit.
- Dimming – as the amount of traffic on roads reduces significantly at certain times, the lighting levels can be reduced saving energy by reducing consumption.
- Part night lighting – certain roads have been assessed and the lighting is switched off from midnight – 5am. This is following safety audits and risk assessments taking into account crime, anti-social behaviour and traffic accidents.

8.3.4 Disposal

Waste products are recycled where practicable. Concrete is recycled by crushing and grading for highway usage. Steel also has a scrap value and many of the bulbs used in street lighting are recycled. Where products are disposed of, they are disposed of in a manner compliant with current legislation.

9 ASSET INVENTORY AND LIFECYCLE PLANNING – HIGHWAY STRUCTURES

9.1 Bridges and Structures Asset Inventory Information

Table 9.1.1 Structures inventory

Structure Type	Number
Bridge: Pedestrian/Cycle (multi-span)	3
Bridge: Pedestrian/Cycle (single span)	8
Bridge: Vehicular (2 or 3 spans)	15
Bridge: Vehicular (4 or more spans)	3
Bridge: Vehicular (single span)	121
Culvert (single cell)	3
Sign/Signal Gantry [spanning]	0
Tunnel (bored)	0
Underpass (or Subway): Pedestrian	32
Underpass: Vehicular	0
Total	185
Retaining Wall	TBD

Table 9.1.2 Gross Replacement Cost (GRC) for 2013-14 WGA submission

Highway Structures	Value (£m)
Gross Replacement Cost (GRC)	£164
Depreciated Replacement Cost (DRC)	£157

9.2 Bridges and Structures Assets

The Gross Replacement Cost (GRC) of RMBC owned structures is approximately £164m, which represents the value of replacing all structures as new. The GRC is calculated by considering each structure individually with indicative costs based on the size of the deck area, calculated using the CIPFA structures toolkit. Table 9.1.1 above shows how many of each asset type are listed in the structures inventory.

A toolkit has been created by CIPFA to calculate the Depreciated Replacement Cost for the WGA returns. This utilises condition information from structure inspections. The information gained is useful to provide an overview of the condition of the structures asset base. The expected design life of highway structures is 120 years although many have been built in the past that may not have been designed to this standard.

9.3 Asset Description and Data

Rotherham has a highway structures stock consisting of 185 Bridges and Culverts (1.0m diameter or greater) and 177 Public Rights of Way Footbridges and approximately 60km of highway retaining walls. An extensive electronic inventory is maintained for each structure consisting of construction details, inspections and repairs. This system is networked and accessible by all relevant staff.

Data collection is carried out as recommended in the Code of Practice for the Management

of Highway Structures and this process is controlled / monitored by a database. This process is funded by a dedicated highway structures revenue budget.

9.4 Bridges and Structures Asset Lifecycle

9.4.1 Asset Collection

Recent years has seen a significant improvement with the effective storage and handling of data for asset management and asset valuation. Condition inspections and assessment now has good data held for the previous four years. New methods of data capture are to be trialled in the coming years allowing electronic recording of information on site. This will make the inspection process more efficient and speed the input process to the asset management system.

There is still a considerable amount of condition data needed for retaining walls and it is hoped that there will be significant progress during this asset management plan.

An effective asset management system is a key factor. Work will continue with Symology (Insight Asset Management System) to continually develop the software necessary to produce an effective management system encompassing all the requirements outlined above.

9.4.2 Life-cycle Planning

A key element of lifecycle planning is to determine the level of service required and what investments are required to achieve that performance. The level of the service set by corporate priorities is to ensure highway structures are maintained to a safe and consistent standard.

To ascertain this, a programme of general and principal Inspections are carried out as recommended in the Code of Practice for the Management of Highway Structures. The inspections report on each element of a bridge giving it a condition score weighted according to its structural importance. From this data an individual Bridge Condition Score can be calculated and this is used to determine a Bridge Stock Condition Indicator. The results indicate that 27% of the structures are in the category Good or better, 40% Fair and 33% Poor or worse. The overall current level of performance is classed as fair but this would indicate that there is a significant backlog in the work necessary to bring the stock up to good condition.

Over recent years a programme of works has been developed supporting value for money principles and is prioritised based on a manual assessment of the condition reports and other factors such as risk, customer reports, Network Rail reports and the impact on the highway. This does not follow ‘worst first’ prioritisation planning, it aims to improve the assets in better condition whilst maintaining those in the poorest condition by timely intervention. Table 9.4.1 - Bridge Condition Indices illustrates a ‘steady state’ of condition has been maintained.

The CIPFA structures toolkit has been developed to aid this function. We are presently working with our asset management system supplier to incorporate the toolkit within the system. This work and population of all the necessary data is expected to be complete by the end of 2015 when it should be possible to develop more advanced life-cycle plans for this asset group.

The management of highway structures has been going through considerable changes in recent years supported by government who have produced a Code of Practice for the Management of Highway Structures and a ‘toolkit’ to aid lifecycle planning. This has allowed

bridges to be assessed for their average condition and critical element condition together with an overall Bridge Stock Condition.

Table 9.4.1 Bridge Condition Indices

Year	BCi average	BCi critical
2011/12	81	75
2012/13	81	75
2013/14	82	75
2014/15	82	75
Bridge Stock Condition - Fair		

The above table does give an indication of a very slight improvement and demonstrates that the current funding is achieving the level of required level of service.

ADEPT have been looking at these indicators as a method of measuring performance and have collated data nationally. Their conclusion at present is that the data is not sufficient to enable comparisons to be made. Work is continuing on this.

10 ASSET INVENTORY AND LIFECYCLE PLANNING – TRAFFIC SYSTEMS

10.1 Traffic Systems – Asset Inventory Information.

Table 10.1.1 Traffic Signals Inventory

Type of Installation	Number
Junction	52 (207 approaches)
Dual Pelican	3
Single Pelican	4
Dual Puffin	7
Single Puffin	23
Dual Toucan	9
Single Toucan	8
Wig Wag	1
Total	107

30 sites are Remote Monitoring Sites (not connected to UTMC)

Table 10.1.2 Urban Traffic Management Control (UTMC) installations

Asset Type	Number
SCOOT Loops (figure includes some cameras)	370
Variable Message Signs (VMS) (160mm)	8
VMS signs (100mm)	1
VMS Signs (240mm)	3
Automatic Number Plate Recognition (ANPR) Cameras	34
CCTV Cameras	89
Bluetooth Journey Time Monitoring Unit	50

Table 10.1.3 Urban Traffic Management Control (UTMC) central systems

System	Assets
Imtech Scoot UTC	Central system
Imtech 'Imcity' Common Data Base	Central system
Imtrac Fault Management System	Central system
Journey Time Monitoring System (JTMS)	Central System
CCTV – Synetics Synergy Pro	Central system

Table 10.1.4 Age profile of traffic signals

Assets	Average age (yrs)	Average remaining life (yrs)
Junction	9	11
Puffin	6	14
Dual Puffin	10	10
Pelican	18	2
Dual Pelican	19	1
Toucan	10	10
Dual Toucan	6	14
Wig Wag	4	16

Table 10.1.5 Valuation of Traffic Systems Assets for WGA

	Value (£000's)
Gross Replacement Cost	£13,600
Depreciated Replacement Cost	£7,157

10.2 Traffic Systems Asset Lifecycle and Lifecycle Plans

Information for Traffic Signals assets is collected by inspections and surveys by both RMBC staff and the term maintenance contractor. This information is held centrally in electronic format and also on the cloud based Fault Management System (FMS).

The number of traffic signals and control information systems assets are shown in the tables above. The Gross Replacement Cost (GRC) of all these assets, calculated for the Whole of Government Accounts submission for 2013-14 is £13.6m which represents the estimated value to replace all the assets. The Depreciated Replacement Cost (DRC) is calculated to be £7.2m. This represents the value of the assets, taking into account their current age and condition.

Traffic signals on street assets have a design life of 20 years. The average ages of the current traffic signal assets in Rotherham can be seen in Table 10.1.4 above. Historically traffic signal installations have been replaced on the basis of age and condition. However, some of these assets will have many faults before they reach this age and others will still be in working condition as they reach this age, but at risk of requiring complete refurbishment in the event of failure, due to the obsolete nature of the infrastructure. Funding streams have been identified that will enable a programme of traffic signal refurbishment schemes.

The annual depreciation for traffic systems is up to £0.70m per year, based on a 20 year design life. This gives an indication of the annual expenditure required to keep the condition of on-street traffic systems assets at current levels.

Life cycle planning aims to minimise whole life costs for all assets through short term maintenance cycles and longer term interventions centred on replacement and refurbishment investments. Key stake holders will be able to contribute to this process through various forums and methods, particularly disabled users and representatives, cycling, walking and horse riding groups, South Yorkshire Police, and passenger transport groups including the local bus companies. Close working with the Integrated Transport team will ensure a co-ordinated programme of replacement and investment that minimises whole life costs and maximises value for money.

10.2.1 Creation and Acquisition

The majority of new assets are due to new infrastructure requests from the Integrated Transport team utilising the associated South Yorkshire / Sheffield City Region Local Transport Plan (Integrated Transport) budget (see 10.2.6 below).

New signalised junctions and/or crossings are sometimes installed as part of Highways Act Section 278 agreements between the Council and a developer. Within such agreements, future maintenance for 20 years and replacement at year 20 is taken into account. In some circumstances new crossings are installed utilising in part 'Section 106' contributions provided by developers as part of the planning process

10.2.2 Reactive and Routine Maintenance – Revenue Funding Needs

Revenue funding needs are based on comprehensive lifecycle planning through a term maintenance contract incorporating the known asset register and pre-determined cyclic maintenance regimes and associated response specifications for reactive maintenance. The overall performance target is to ensure the network is safe and fit for purpose. The routine maintenance fund has remained static for many years at approximately £106,000 despite inflation, the externalisation of the reactive and routine maintenance function, increasing numbers of traffic signal related assets and recent new additions such as Variable Message Signage or Urban Traffic Control systems. Reactive and routine maintenance will in future be provided through a term maintenance contract in partnership with Doncaster Borough Council, commencing late in 2015.The new contract will allow a re-evaluation of revenue needs when new schedules of rates are received.

Routine preventative maintenance consists of interim inspections and yearly electrical tests. All signals assets are attended on an annual basis for inspection, bulk lamp change and lens cleaning.

Responsive maintenance consists of attending faults within target times. There are different priority levels for performance targets ranging from 1 hour to 15 days depending on the urgency of the safety implications of the fault. These performance target requirements are currently being reviewed.

A new Code of Practice for Traffic Systems was introduced in 2011 entitled Management of Electronic Traffic Equipment. This has the same status as the three other highways codes of

practice; Well Maintained Highways, Well Lit Highways and Management of Highway Structures.

10.2.3 Renewal and Replacement

Asset inventory information is held centrally and is readily available. The quality of data available for traffic signal assets has recently been improved and updated with a full and accurate inventory of all traffic signal and control equipment.

The asset inventory information allows detailed lifecycle planning. Whilst the overall performance criteria is one of safety and fit for purpose, the key determination factor of lifecycle planning will be the age and condition of equipment. Equipment of more than 20 years old will be difficult or impossible to repair and maintain, and not benefit from low energy costs or new technology. Long term investment plans aim to ensure that equipment is replaced at or before reaching this age. Whilst this does mean a significant annual investment, interaction and alignment with the Integrated Transport Programme of improvements means that lifecycle planning of the traffic systems infrastructure produces one coherent programme of works. The estimated need for long term investment in renewal or replacement infrastructure resting with the Traffic Systems service is therefore estimated at £200k per year in future years as the Integrated Transport fund will assist with the overall funding need.

A funding scenario that relies solely on Integrated Transport funding would skew the long term investment plans to those aligned solely to Integrated Transport initiatives.

10.2.4 Upgrading

Pelican crossings are upgraded to puffin or toucan crossings when they require replacement and when funding is available and there are now just 7 pelican crossings left in the borough.

New installations and replacement crossings are upgraded with LED light aspects, which is more cost effective than the traditional tungsten halogen bulbs through energy and maintenance savings. LED lights also reduce carbon emissions and have improved safety for traffic signals since red light failure is less likely to occur than with a single bulb. This decreases the occurrence of emergency responsive maintenance fault attendances required. Upgrading has incorporated the use of Extra Low Voltage supply to maximise energy savings.

Upgrading also occurs through Urban Traffic Management Control (UTMC) optimisation of systems and software. This enables improved availability of the highway network and increase's the level of service in terms of junction operation and optimising journey times. Recent funding for improvements has come through the South Yorkshire Intelligent Transport System – part of the South Yorkshire / Sheffield City Region Integrated Transport initiative. This in turn has utilised funding made available through the Local Sustainable Transport fund.

10.2.5 Disposal

Specialist disposal is undertaken for hazardous materials or components used in older traffic systems assets. There are cost implications to this as well as the environmental implications of the fluorescent materials. Assets with fluorescent tubes are no longer introduced, so the specialist disposal for this will no longer be required once all assets that include the tubes have been replaced.

When traffic signal sites are upgraded, if there are already LED lamps there will be an opportunity to re-use the LED lamps rather than install new ones.

10.2.6 Local Transport Plan – 'Integrated Transport'

The Integrated Transport team and associated capital budget will affect asset stock through the removal of existing crossings and signal controlled junctions, through the implementation of new signals at existing junctions, through new crossings and through the refurbishment of existing crossings or junctions. In the latter case this is due to the need to improve pedestrian and/or cycling provision or due to the need to add or remove turning manoeuvres. In respect of removal, signals could have been introduced for one or more of the following reasons:

- To improve capacity
- Deal with congestion and delays
- Provide pedestrian facilities
- Address a road safety problem
- To introduce bus priority

Several signal installations have been removed in recent years where the reason(s) for implementation no longer apply. A borough wide junction review is planned for 2015/16 to document the original reasons for implementation at each installation to aid future decisions on removal.

In respect of new crossing, the requirements for new crossings are determined using a pv^2 calculation, which considers;

- The number of pedestrians crossing at the desire line
- The traffic flow for the road.
- The number of accidents that have occurred at the location

This process is undertaken following requests for controlled crossings by service users. Any locations that show a likely requirement for a controlled crossing are prioritised within available Integrated Transport (IT) capital budgets.

The likely impact on congestion of a crossing is also assessed for potential new locations. In some locations a controlled crossing may be a more suitable and potentially more cost effective alternative to a school crossing patrol.

10.3 Renewal / Refurbishment / Upgraded Infrastructure

Traffic signal upgrades and new signals use LED lighting and Extra Low Voltage (ELV) systems. This has safety benefits, reduced energy and maintenance costs and reduced carbon output. Carbon taxes are to be introduced shortly with a £12 per tonne tax for emissions, meaning carbon reduction also provides financial benefits in addition to its non-monetary environmental benefits. Energy saving benefits are likely to increase in the future as energy costs rise.

The viability of an “invest to save” programme of retrofitting existing signals with LED lanterns will be considered in 2015/16. Any LED investment could also consider controller upgrades. Variables within any such programme include a rolling programme over a number of years, economies of scale with a larger programme and/or joint procurement with other local highway authorities.

Funding is available for the renewal, refurbishment or upgrading of infrastructure where there is a benefit to integrated transport that will yield from an improvement to existing facilities. As indicated earlier, annual depreciation of traffic system control assets is £0.7m per year based on a 20 year life span.

Current assessments of asset condition indicate, of the 107 existing traffic signal locations 26% are in a red (poor) category, 34% are amber (fair) and 40% are green (good). The overall level of performance is fair.

10.4 Urban Traffic Management Control (UTMC) Software and Systems Management

10.4.1 UTMC/SCOOT in-station by Imtech

The present UTMC system consists of two central systems. The first is the UTC/Scoot system which is used for the town centre traffic signals for co-ordination between junctions and to optimise and change signal timings. This was purchased during 2013 with a 5 year maintenance plan included in the installation. The second system is a hosted Common Data Base (CDB) which again is an Imtech system (Imcity). This is used to populate VMS signs, ANPR and Bluetooth Journey Time Monitoring systems.

A tender has recently been awarded to Imtech for a new South Yorkshire hosted CDB which will bring benefits to the wider network and costs savings for the 3 authorities involved at this stage.

10.4.2 Communications Infrastructure and Technology

Rotherham town centre traffic signals are connected to the UTC system and communication links are provided by a combination of a wireless ‘imesh’ system, fibre optic cables and some rented ADSL circuits. If funding can be identified there would be an opportunity to expand the fibre network in the town centre over the next few years and so facilitate the disconnection of the rented circuits meaning all communications in the town centre area will be rent free.

There are some important sites in the borough that do not have communications links and there may be opportunities for future investment by providing communication links via mobile 4G technology. These sites are:

- A57 Anston Crossroads
- Walesbar Crossroads
- Ravenfield Crossroad

This will result in safety benefits by improved fault reporting and response times.

10.4.3 Journey Time Monitoring using Bluetooth and ANPR

Rotherham currently has 34 ANPR cameras and 50 Bluetooth detectors, mapping vehicle movements. This data in turn yields:

- Origin/destination data between any site combination
- Journey time data between any site combination or across corridors
- Identification of areas of significant speeding

10.4.4 MOVA Locations

Microprocessor Optimised Vehicle Actuation (MOVA) is installed at several major junctions and these sites benefit from improved efficiency and reduced queue lengths.

- Whiston Crossroads A631 / A618
- Doncaster Road A630 / Oldgate Lane
- Walesbar Crossroads
- Ravenfield Crossroads
- A633 corridor (3 sites)
- A57 Anston Crossroads

If funds can be identified there are opportunities for improvements at other sites by upgrading the operating system by the installation of MOVA.

10.4.5 Operation of Remote Monitoring Sites

Remote Monitoring System (RMS) traffic signals are not linked to UTMC. RMS works via dial up telephone lines (PSTN) from a central instation to each set of traffic signals on the system. Already in place is the conversion of some BT phone line's to mobile phone connection for fault reporting. Savings are likely through reduced call and line rental costs.

10.4.6 Variable Message Signs (VMS)

Twelve sites have benefitted from the installation of VMS signs to reduce congestion and hence improve levels of service by providing up-to-date driver information for traffic, events and roadworks.

Table 10.4.1 Sites with variable message signs

VMS Location	Reason
Rotherway	For A630/A631/town centre
Centenary Way, Canklow	For A630/A629/town centre
New Wortley Road	For A629/A630/town centre
Doncaster Road, Dalton	For A630/A6123
Herringthorpe Valley Road	For A6123/A630
East Bawry Road	For A631 and M1 motorway
West Bawtry Road	For A630/A631 and M1 / M18 motorways
Centenary Way (northbound)	For all major routes
Centenary Way (southbound)	For all major routes
Greasborough Road, Northfield	For A6123, A630, B6089
Broad Street, Parkgate	For A633, A6123 and congestion (Retail Parks)
Great Eastern Way	For A633, A6123 and congestion (Retail Parks)

10.4.7 CCTV systems

The Borough operates a system of 89 CCTV cameras in partnership with the South Yorkshire Police Service. Forty six traffic signal installations can be viewed from CCTV cameras, seventeen of these are key junctions/roundabouts which can be observed for traffic conditions and are monitored from the UTC control room.

The cameras utilise BT or Virgin Media communication networks except where equipment to communicate wirelessly direct to the Council offices has been installed.

Invest to save opportunities are considered to exist particularly in the Rotherham town centre area where the Council owns short lengths of fibre cable network; modest investment to connect these together will yield significant rental savings from the town centre provider. It is anticipated that a submission will be made for an ‘invest to save’ proposal in 2015/16.

Table 10.4.2 CCTV Sites (for UTMC purposes only)

CCTV Location	Reason
Doncaster Gate/Wellgate	Town centre problems
Whiston Crossroads	For A631/A618
Alma Road/Hollowgate	For Southern Orbital Route
Broad Street/Greasborough Road	For A633 and Parkgate
Maltby Crossroads	For A631 and Maltby
Hollowgate/Wellgate	For Southern Orbital Route
Corporation Street	Bus Station West
Effingham Square	Inner Ring Road

Main Street	For town centre
Canklow Road	For Southern Orbital Route
Drummond Street	For Southern Orbital/town centre
College Road Roundabout	All major routes
St Anns Roundabout	All major routes
Centenary Way	For A630/ Inner Ring Road
Rotherham Road, Parkgate	For A633 & Retail Parks
Mushroom Roundabout	For A630 and A6123
Dalton	For A630 linked signals

11 WORKS DECISION MAKING PROCESS

11.1 Decision making

Improvements in the asset information enable processes for decision making to be improved to take different elements into account. Scheme prioritisation decisions will commonly depend on a number of parameters including whole-life costing, risk management and traffic impacts. For example, decisions about carriageway resurfacing prioritisation may take into account the following issues:

- Condition
- Treatment recommended (timing of intervention)
- Funding options
- Whole life costs
- Traffic impacts of works
- Strategic and operational risk
- Amenity Impact Assessment
- Strategies and initiatives
- Reactive maintenance expenditure
- Service requests or complaints
- Safety
- Strategic and key routes network
- Impact of road failure
- Engineering judgement
- Coordination with statutory undertakers programmes

Robust and transparent processes are required for confidence that optimum decisions can be made. Such processes are part of the structured asset management approach to decision making. This is illustrated in the assessment criteria for carriageways/footway works Table 11.2.1

11.2 Highway Network

11.2.1 Highway Network Decision Making Process

Traditionally, the capital maintenance programme has been determined on condition indicators from UKPMS Scanner surveys, CVI's, along with an element of engineering judgement. Roads with the highest percentages of amber sections are considered for the programme and external factors are considered in a qualitative approach. These factors have been quantified below in Table 11.2.1

The aim of this process is to prioritise sections of highway for inclusion in the works programme that will provide value for money and improve levels of service whilst limiting the impacts of the works. This aligns with the RMBC aim of provision of the best possible services for its residents.

The 2011 Audit Commission *Going the Distance* report recommended a move away from 'worst first' planning to using resources to stem the decline of assets in better condition whilst maintaining the condition of the poorest condition assets. Network level analysis to

investigate has shown how treating longer sections with resurfacing treatments could protect the network and improving condition indicators over a lifecycle. The Highways team has worked closely with our highway asset management system provider (Symology Ltd) to produce treatment options and lengths. By considering the treatment required and using this information as a major factor in the prioritisation process, more cost effective treatments can be undertaken. This avoids the potential position where only costly full depth reconstruction is undertaken for the works maintenance programme and more and more of the network continues to deteriorate to red. This treatment priority factor would mean that sometimes roads for which the majority of the condition is designated as amber would be prioritised above others with high percentages of red condition.

A treatment identification method uses failure mechanism information from Scanner and Course Visual Inspections (CVI) surveys of each road section to identify the likely required treatment. This method will give an idea of treatments for the prioritisation process. However, trained officers will still determine actual treatments to be undertaken for schemes using detailed individual assessments.

UKPMS Scanner surveys are undertaken on 50% of A, B and C classified roads in both directions each year. This means that for classified roads, each carriageway section will be surveyed once every 2 years. For Unclassified roads and all classes of footways a CVI is carried out on 25% of this network. This means that the unclassified roads and all footways are surveyed in a four year period. Engineering judgement is still required in the prioritisation method. One reason for this is to take into account the potential that the condition of some roads that were not included in the most recent surveys could be known to have deteriorated significantly.

Another factor that has been included in the prioritisation method is the reactive maintenance expenditure. If a section of road is receiving regular reactive maintenance then it is likely that it would be more cost effective for the road to be treated as part of the works maintenance programme. However, this too will be subject to engineering judgement. For example the reactive maintenance costs may relate to work that has now prevented the requirement for further treatment for a number of years.

11.2.2 Highway Network Prioritisation Method

The impact on traffic is considered as part of the scheme prioritisation process, however it should be noted that this element may outweigh all others factors as a scheme that is in close geographical proximity to another scheme may cause severe traffic problems. This would reduce the level of service and undermine RMBC's responsibility for roadwork's coordination under the Traffic Management Act 2004 network management duty, and so is to be avoided.

Table 11.2.1 shows the prioritisation method for highway schemes; this is to be refined as the process is introduced. The aim is to include a range of key elements into the decision making process.

Table 11.2.1 Highway Works Prioritisation Criteria

Points Criteria	Factor	Description	Source
Amber - 100 Red - 25 Green - 0	Condition Treatment Recommendation	Focus on AMBER, especially High AMBER. Will the works address any RED.	Condition data from Insight.
Yes – 50 No - 0	Ward Member and Parish/Town Council Suggestions	Annual Ward Member review.	Ward Members and Parish/Town Councils
Yes – 50 No - 0	(High) Highway Inspector Input	Input from the experienced and trained highway inspectors	Highway Inspectors
Yes – 50 No - 0	Strategic Network	Works are on our main routes	Street Gazetteer
Yes – 50 No - 0	Coordination with other programmed works	Is the site affected by other RMBC or Statutory Undertakers works	Insight and internal works meetings
Yes – 50 No - 0	Customer Reports	Is the suggested site the subject of reports	Connect and Insight.
Yes – 50 No - 0	Risk Mgt/Safety	Third party claims information/pothole data	Insight
Yes – 0 No - 25	Level of funding Required	Excessive cost of works - do the works need phasing	Desk top design.
Below – 0 Above – 25	Overall Ward condition	Is the Ward above or below the national average condition	Ward condition data.

11.3 Drainage Decision Making Process

Land drainage investigation surveys of the watercourse network have identified many locations where capital works and maintenance are required. Funding for flood alleviation schemes and maintenance schemes are applied for by Lead Local Flood Authorities under Flood Defence Grant in Aid, Local Levy and various Partnership funding.

The Environment Agency has provided an Excel spreadsheet calculator which they use to prioritise schemes for their Flood Defence Grant in Aid and Local Levy funding. This takes into account the number of properties at high, medium and low risk of flooding and whether they are in Areas of Social Deprivation and provides a monetary figure representing this risk. This spreadsheet calculator is therefore to be used in this RMBC prioritisation process for the properties at risk of flooding factor.

If scheme costs are estimated for each location, then the calculator can also be used to provide a benefit cost ratio for each scheme. Whilst including both of these elements in the prioritisation process does use the same information twice, it is worthwhile to take into account both the raw level of risk in terms of the benefits of a flood prevention scheme and also the benefits in comparison with the costs of implementation and maintenance of the scheme.

11.3.1 Drainage – Environment Agency Flood Defence Grant in Aid Funding (FDGiA) and Local Levy

A medium term plan submitted to the Environment Agency has resulted in RMBC applying for indicative funding allocations for capital works over the next 6 years.

Bids for individual schemes has resulted in a bid for approximately £1million over 6 years, submitted to the Environment Agency but subject to match funding contributions.
The bid process for this requires a comprehensive business case in the form of a Project Appraisal Report (PAR) and presentation to the Environment Agency. This involves detailed work that requires an element of flood risk modelling to forecast the risk and potential impact of flooding if the scheme were not undertaken.

The Drainage Section has a prioritisation and scoring matrix database which prioritises the highway drainage work required into High, Medium and Low priorities, for example the higher the priority the more urgent the work.

Table 11.3.1 Highway Drainage Works Prioritisation – Scoring Matrix

High Priority – e.g. where flooding to public highway or properties are imminent	**Medium Priority** – e.g. where flooding to public highway or properties are at risk	**Low Priority** – e.g. where flooding to public highway or properties are occasionally at risk
Scoring Matrix 100 + Work required to be carried out within a short timescale subject to funding	**Scoring Matrix between 35 to 99** Work required to be carried out within a reasonable timescale subject to funding	**Scoring Matrix between 0 to 34** Work required to be carried out within the Council's Programme of Works and subject to funding

NB - All assessments are rated on the severity of the flooding problems regarding the safety of the public highway, properties and lives and includes the frequency of the flooding problems and repeat reports.

11.4 Street Lighting Decision Making Process

Prioritisation of asset replacement works is determined by a number of factors attributed to the asset.

- **Safety** - The position and condition of the asset needs to take into consideration both the safety of vehicles and members of the public.
- **Asset condition** – dependent on condition data identified by mandatory and reactive works. Columns in poor condition can be replaced or if localised damage has occurred, can be subject to maintenance options such as fitting of steel sleeves.
- **Asset type** – certain columns have known inherent structural problems and should be replaced as part of a priority programme. This has been identified as part of the capital borrowing strategy in 2009 when 10,000 columns were identified as having structural issues.
- **Customer reports** - Assessed in line with the technical detail regarding safety and condition and are then prioritised within the programme.

Replacement works are prioritised in line with ILE technical report 22 (managing lighting columns) with a visual inspection carried out of all the lighting columns within in the borough to give a '1' to '5' rating of column condition. This information has been logged against column types with known inherent defects along with column ages to give a list of the 'action age' of the columns to give a priority for replacement.

Within the works prioritisation programme consideration was also given to the type of lantern and light source and low pressure sodium units (due to their age) were prioritised before high pressure sodium units. By using this set criteria, a clear prioritisation of the 10 year column replacement programme was developed.

11.5 Structures Decision Making Process

At present a programme of works is prioritised based on a manual assessment of the condition reports and other factors such as risk, customer reports, Network Rail reports and the impact on the highway, businesses etc. The aim of this process is to prioritise the works programme to give value for money and does not follow 'worst first' planning, it aims to improve the assets in better condition whilst maintaining the condition of the poorest condition assets thereby achieving the performance targets of Safe and Fit for Purpose. The table of Bridge Condition Indices shows that this 'steady state' condition is being achieved. The future development of life cycle plans will help to validate these decisions making the process more cost effective.

At present the assets are assessed according to their condition and put through a ranking process taking account of risk, available funding and other local factors. A programme of works is then produced.

The CIPFA structures toolkit has been developed to aid this function. We are presently working with our asset management system supplier to incorporate the toolkit within the system. This work and population of all the necessary data is expected to be complete by the end of 2015 when it should be possible to develop more advanced life-cycle plans for this asset group.

11.6 Traffic Systems Decision Making Process

The major considerations for asset replacement and upgrading are:

- Age of equipment
- Condition of equipment
- Frequency and type of fault occurrence
- Data from regular periodic inspections
- Data from electrical testing

A comprehensive asset list is held centrally and sites have been assessed using a red, amber, green system for replacement and upgrade based on age and condition. A draft programme of work is then prioritised using all available data from inspections and fault reports which is held on the Fault Management System (FMS). As data in the FMS is expanded, it will make future decision making easier, quicker and more accurate.

Draft programmes are amended to reflect Integrated Transport objectives and funding in order to produce one single programme of replacement or upgrading.

All new traffic signal equipment in Rotherham is installed in accordance with The Code of Practice for Traffic Control and Information Systems, Local Transport Note 1/98 The Installation of Traffic Signals and Associated Equipment and DfT Advisory Leaflets as appropriate. All equipment uses of the latest technology available to make our systems safer, energy efficient by the use of LED lamps and utilises intelligent detection where appropriate. Where groups of signals are located close together refurbishment schemes will try to link these signals to give a smoother and faster journey time and less delays to the all road users.

12 RISK MANAGEMENT

12.1 Effective Risk Management

Effective Risk Management is essential for any organisation and its partners to achieve strategic objectives and improve outcomes for local people. Good Risk Management looks at and manages both positive and negative aspects of risk. It is not about being risk averse, but is the process whereby the Council methodically addresses the risks attaching to its activities with the aim of achieving sustained benefit within each activity and across the portfolio of all activities.

In response to the Corporate Governance Report published in February 2015 and the resultant Improvement Plan, the Rotherham Risk Management framework and responsibilities was completely renewed.

As part of the work required to meet these objectives a revised Risk Management Policy and Strategy was drafted, reflecting sector good practice and including the roles and responsibilities of members and employees.

Allied to this is a rigorous, ongoing development and training programme of middle to senior managers in risk approaches to management and decision-making. It is now also a corporate requirement that risk is discussed in PDR's and 1:1 meetings, to ensure that every employee is aware of risk and has input to the risk identification process, with the aim being to fully integrate Risk Management into our culture, our everyday business operations and those of our contractors and partners.

By managing threats effectively we are in a stronger position to deliver the Council's objectives. It is acknowledged that risk is a feature of all business activity, including highway asset management, and is a particular attribute of the more creative of its strategic developments. The Council accepts the need to take proportionate risk to achieve its strategic obligations, but expects that these are appropriately identified and managed. By managing these opportunities in a structured process the Council is in a better position to provide improved services and better value for money.

In keeping with the Council's approach and to ensure good management and maintenance of the council's highway network, we aim to:-

1. Identify, manage and act on opportunities as well as risks to enable the Council to achieve its objectives and include Risk Management into our culture and day to day working practices.
2. Manage risks in accordance with best practices and comply with statutory requirements.
3. Anticipate and respond to changing social, environmental and legislative requirements.
4. Maintain awareness of the need for Risk Management to those involved in developing highway asset management policies and service plans and in delivering those services.
5. Demonstrate the benefits of effective Risk Management by:
    - Cohesive leadership and improved management controls;
    - Improved resource management – people, time, and assets;
    - Improved efficiency and effectiveness in service and project delivery;

- Better protection of employees, residents and others from harm;
- Reduction in likelihood/impact of losses; and lower insurance premiums;
- Improved reputation for the Council.

12.2 Types of Risks

There are principally two types of risk that the Council faces, Strategic and Operational.

Strategic Risks may be potentially damaging to the achievement of the Council's objectives, for example risks relating to the environmental impact of the Council's service delivery, for example energy efficiency, pollution or recycling and significant flood risks.

Operational Risks are faced in the day to day delivery of services, for example physical risks relating to physical damage such as fire, security and accident prevention.

In order to capture these risks, and to ensure compliance with corporate procedure, the Managers of Highways, Roads & Carriageways; Street Lighting; Drainage; Bridges/Structures and Traffic Systems are required to identify risks, at least quarterly, in respect of their individual services which are then scored accordingly to achieve an appropriate RAG rating and culminate in an overarching Service Risk Register - Appendix D

Any red or amber risks that are subsequently deemed worthy of possible inclusion in the Council's Strategic Risk Register are referred on to the Insurance & Risk Manager for consideration. The remaining risks stay on the Operational Service Risk Register for ongoing management and assessment.

Highway-related operational risks vary in nature. Highways, Roads & Carriageways include the potential for tripping claim liability through defects on the highway. The Council's success in complying with the requirements set out in Section 58 of the Highways Act means that we currently repudiate 94% of all Highways insurance claims. We have achieved similar results over the past several years and are recognised within the insurance industry as one of the best performing authorities in the country in this regard.

Street Lighting is associated with increased personal security, so any potential service level changes to lighting levels will require consideration of risk impact.

Flood risks associated with drainage assets pose operational risk through potential flooding to highway and properties. Regular maintenance of existing highway drainage assets is a priority of the Council in maintaining the safety of the public highway.

An important element to be considered in the analysis of highway structures lifecycles is the high level of risk associated with structures being under-maintained as the risk to public safety is higher than for other asset groups.

By building risk awareness into our business cases and proposals to Cabinet and SLT, driving Risk Management through a 'top down and bottom up' approach and maintaining and regularly reviewing the relevant risk registers (Strategic and Operational) we are putting ourselves in a better position to highlight unacceptable risks (individually or collectively) and take appropriate action where necessary to minimise the risk of potential losses (including financial).

13 FUNDING

13.1 Highway Asset Funding Streams

Identified below are the funding streams available to the major asset groups. The Government has made a commitment to a long term funding strategy to support works planning over a minimum of three years. These will be utilised to best effect reflective of a strategic and prioritised approach to service delivery. Although the Council revenue funding for future years is only indicative, it is used to develop long term maintenance works programmes.

- LTP annual capital budget allocations
- DfT Grants, Challenge Funding, Incentive Funding
- Rotherham Council annual revenue funding
- Rotherham Council Capital investment
- Defra/Local Levy

Table 13.1 Highways Funding

Year	DfT LTP Allocation	RMBC Capital Bids	RMBC Capital	RMBC Revenue
2015/2016	£3,068,000		£3,000,000	£1,486,443
2016/2017	£2,809,000		£2,000,000	£1,486,443
2017/2018	£2,723,000	£3,333,334*		£1,486,443

* Part of a proposed £10m investment bid.

Table 13.2 Drainage Funding

Year	Defra/Local Levy Bids	RMBC Capital Bids	RMBC Maintenance Bids	RMBC Revenue
2015/2016	£80,000	Nil	Nil	£396,000
2016/2017	£300,000	£5,000	£200,000	£396,000
2017/2018	£520,000	£15,000	£100,000	£396,000

Table 13.3 Street Lighting Funding

Year	DfT LTP Allocation	RMBC Capital	RMBC Revenue (Including Energy)

2015/2016	£215,000	£2,194,000	£1,964,249
2016/2017	£194,000	£1,304,000	£1,964,249
2017/2018	£188,000	£708,000	£1,964,249

Table 13.4 Structures Funding

Year	DfT LTP Allocation	RMBC Capital	RMBC Revenue
2015/2016	£391,000	0	184,000
2016/2017	£359,000	0	184,000
2017/2018	£348,000	0	184,000

Table 13.5 Traffic Systems Funding

Year	DfT LTP or RMBC Capital or Other Capital Allocation*	RMBC Revenue**
2015/2016	£233,000	£106,000
2016/2017	£273,000	£106,000
2017/2018	£245,000	£106,000

*The figures include £150,000 per annum of Council capital funding in 2016/17 and 2017/18. This is still at the bid stage.
**Excluding staff time spent on traffic system revenue activities and excluding the costs associated with CCTV.

13.6 Collaboration to Maximise Funding

To maximise the above funding streams and generate savings collaborative procurement and working with other local authorities has been undertaken. Listed below are examples where this has been put into practice;

- RMBC have taken the lead for procuring Winter Forecasting Services, which has been contracted jointly with Doncaster MBC for 2014/2015 to 2016/2017.
- RMBC has also taken the lead on procuring a contract (three year period) for carriageway/footway condition surveys for seven Yorkshire Authorities.
- Procurement of a surface dressing programme has been conducted through the West Yorkshire Highway Alliance.
- The Yorkshire Purchasing Organisation (YPO) is utilised for Salt requirements.
- RMBC highways officers working for other South Yorkshire Authorities.

- RMBC conducted a procurement of a multi-million pound contract for LED lighting units on behalf of Rotherham and Barnsley Councils.
- RMBC are the lead authority for the procurement of a new Traffic Control Systems contract with Doncaster MBC. This includes maintenance and supply/install of new traffic signals equipment.

In 2014/15 as part of a benchmarking exercise to ascertain best value for the delivery of Highway Maintenance works in Rotherham, a contract to the value of £362,000 was advertised through the Midland Highway Alliance Framework. The objective of the framework is to match the best private sector provider to the work who is then invited tender for the contract.

Prior to costs being received from the private sector organisation the in-house highway delivery team (HDT) also provided costs to carry out the works, which were 34% cheaper. The works were subsequently issued to the HDT which were delivered on time and within the target price.

RMBC is also a member of the South Yorkshire Asset Management and Maintenance Group (AMMG), which is formed of South Yorkshire Authorities and SYPTE. Highway asset managers meet to discuss works programme, innovations and share best practice.

RMBC are already members of the Midlands Highway Alliance and have utilised the Medium Schemes Framework for the delivery of two major pinch point schemes completed in 2015. Discussions are currently underway to consider becoming formal members of the Yorkshire and Humber Highways Alliance, RMBC hope to benefit from sharing procurement activities with the Alliance to achieve efficiency savings, more competitive prices and sharing of knowledge and expertise with other authorities and the supply chain.

RMBC Corporate Procurement Service currently attend regular meetings with the YORprocure Strategic Procurement Group where opportunities for collaboration and knowledge sharing are regular discussed.

Wherever possible the RMBC Corporate Procurement Service will work with other authorities to join procurement at the early stages to encourage combined buying power, a specific paragraph of wording is also included in the contract notices to encourage other authorities to access the frameworks that RMBC have establish reducing duplicate work for other authorities and creating opportunities to negotiate cost reductions with suppliers. Barnsley MBC has recently accessed the RMBC framework for Road markings.

14 FORWARD PROGRAMMES

14.1 Shared Works Priorities

In year works programmes for each asset group are brought together in identifying potential schemes. Firstly, this enables identification of opportunities for co-ordinating works budgets. Secondly, it allows identification of schemes that cannot feasibly be undertaken concurrently which would cause adverse traffic impacts if both were to be undertaken at once. Geographically close schemes and those on parallel strategic routes will not be undertaken concurrently due to the major traffic disruption that can occur.

The Highways Streetworks Team coordinate both internal and external works. This is done by the use of formal regular meetings with both internal and external stakeholders and individual works meetings.

Three year detailed works programmes for capital maintenance works have also been produced to support the Council's asset management Policy and Strategy - Appendix E. These will also be communicated to stakeholders and members of the public. By having longer term information on when works will be carried out will help avoid some of the dissatisfaction of residents when they are unclear when or if works will be carried out.

14.2 Forward Programmes

To provide an overview of the primary works type requirements for each of the asset groups a Forward Works Programme has been developed including an indication of funding streams and who will be responsible for their delivery – Appendix F.

The Forward Works Programme includes works type that do have funding allocations and those, those that are self-financing, and also works that have no financing identified at present but would be beneficial for the service.

14.3 Forward Works Data Requirements

A number of data requirements have been identified for improvement of the management and efficiency of each asset group. Appendix - G

A key data requirement will be the purpose for which the asset is being introduced such that rationalisation can be undertaken if circumstances change. For example, if a pedestrian crossing is installed for a nearby school, it would no longer be required if the school were to move site.

Some of the data requirements will be straightforward desktop exercises that will not be prohibitively time consuming and may potentially be undertaken by existing staff over periods of time. Other data requirements have an available funding source such as DEFRA 'new duties' funding for developing the flood risk asset register.

14.4 Forward Works Aspirations, Innovation and Adopting New Technologies Plan.

Highway Services look to identify ways in which the service can move forward to face future maintenance challenges and use innovation for improving asset management. Whilst the economic outlook places restrictions on some aspirations, there is potential for innovations and new technologies to support cost reductions at the same time as improving the service - Appendix H.

This may be an ‘invest to save’ project where an initial funding expenditure for technology will reduce costs in the long term. Other innovations may be required to deal with changing circumstances such as improving resilience to Climate Change.

Innovations and new technologies for assets may emerge over the coming years and as part of asset management principles, innovations will be continually reviewed.

15 HIGHWAY ASSET MANAGEMENT IMPROVEMENT PLAN

Asset management techniques are being integrated into highway working practices Therefore the HAMP will be an evolving document which will be annually reviewed and updated. Key to this is to ensure that the Highway Asset Management Policy, Strategy and Plan reflect the Council's Corporate Priorities.

The actions within the Improvement Plan are based on the development of the HAMP and provide the basis for implementing good asset management principles in Rotherham - Appendix I.

16 GLOSSARY OF TERMS

AMMG	Asset Management and Maintenance Group
ANPR	Automatic Number Plate Recognition
APSE	Association of Public Sector Excellence
CCTV	Closed-Circuit Television
CDB	Common Data Base
CIL	Community Infrastructure Levy
CIPFA	Chartered Institute of Public Financing and Accounting
CIPFA Code	Code of Practice on Transportation Infrastructure Assets
CP	Corporate Plan
CSS	County Surveys Society
CVI	Coarse Visual Inspection
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DRC	Depreciated Replacement Cost
EA	Environment Agency
EDS	Environment and Development Services
EU	European Union
FDGiA	Flood Defence Grant in Aid
FRM	Flood Risk Management
FWMA	Flood and Water Management Act (2010)
GIS	Graphical Information System
GRC	Gross Replacement Cost
HAMP	Highway Asset Management Plan
HDT	Highway Delivery Team
HM	Her Majesty
HMEP	Highway Maintenance Efficiency Programme
HMT	Her Majesty’s Treasury
LA	Local Authority
LED	Light Emitting Diode
LHA	Local Highway Authroity
LLFA	Lead Local Flood Authorities
LTP	Local Transport Plan for the Sheffield City Region
MOVA	Microprocessor Optimised Vehicle Actuation
NHT	National Highways and Transportation
OS	Ordinance Survey
P5	Priority 5
PAR	Project Appraisal Report
PSTN	Public Switched Telephone Network
PSV	Polished Stone Value
PROW	Public Rights of Way
PX	Priority X
RAG	Red, Amber and Green
RMBC	Rotherham Borough Council
RMS	Remote Monitoring System
SCANNER	Surface Condition Assessment of the National Network of Roads
SCOOT	Split Cycle Offset Optimisation Technique
SON	High Pressure Sodium
SOX	Low Pressure Sodium

SUDS	Sustainable Urban Drainage Systems
SYPTE	South Yorkshire Passenger Transport Executive
SYLDG	South Yorkshire Land Drainage Group
TAG	Local Authority Technical Advisors Group
TMA	Traffic Management Act (2004)
TRO	Traffic Regulation Order
TSRGD	Traffic Signs Regulation and General Directions
UKPMS	United Kingdom Pavement Management System
UTMC	Urban Traffic Management Control
VMS	Variable Message Signs
WGA	Whole Government Accounts
YPO	Yorkshire Purchasing Organisation

17 Tables and Charts

18 Acknowledgements

David Burton – Director, Streetpride
Colin Knight – Group Manager, Network Management Group
Highway Network and HAMP Coordinator – Stephen D Finley
Drainage – Graham Kaye
Street Lighting – Allan Lewis
Structures – Peter Dixon and David Phillips
Traffic Systems – Mick Powell and David Phillips

19 Supporting Documents

Rotherham MBC Code of Practice for Highway Inspection and Assessment (CoPHI&A)
Rotherham Rights of Way Improvement Plan (RWIP)
Rotherham Winter Service Manual (WSM)
Traffic Signs and General Directions (1994)
Well Lit Highways (2004), Code of Practice for Street Lighting
Well Maintained Highways (2005), Code of Practice for Highway Maintenance Management
Management of Highway Structures (2005), Code of Practice for Structures
Management of Electronic Traffic Equipment (2011), Code of Practice for Traffic Systems

17 APPENDICES

Appendix A - Single Data List central government data requirements relevant to the Network Management Group

Ref	Data Collection Name	Data Topic	Government Department	Frequency
251-00	**Winter Salt Stock Holdings**			
251-01		LA winter service salt stock holdings	DfT	As required
129-00	**Highway Inventory Data**			
129-01		Numbers and characteristics of bridges and lighting	DfT	Ad hoc approx. every 3 years
130-00	**Road Condition Data**			
130-01		Principal roads where maintenance should be considered	DfT	annual
130-02		Non-Principal roads where maintenance should be considered	DfT	annual
130-03		Skidding resistance surveys	DfT	annual
130-04		Carriageway work done survey	DfT	Annual
132-00	**Road Lengths Survey**			
132-01		LA estimated road lengths	DfT	annual
158-00	**Public Rights of Way**			
158-01		Changes to the Definitive Map	DCLG/OS	As required
080-00	**Flood and coastal erosion risk management and sustainable drainage systems**			
080-08		Reporting in relation to implementing the Flood and Water Management Act (FWMA)	DEFRA	annual
080-01		Number of local authority investigations carried out and published under S19	DEFRA	annual
080-03		Number of applications made to the LLFA and number of approved applications	DEFRA	annual
080-04		The number of properties for each approved SuDS application	DEFRA	annual
080-05		The number of SuDS approved, which have been designated under Schedule 1 but are not adopted, by property type	DEFRA	annual

080-06		The number of SuDS adopted by the LLFA, which have been designated under Schedule 1, by property type	DEFRA	annual
080-07		The number of SuDS adopted by the LLFA, which are located on public land (and therefore not designated under Schedule 1), for each type	DEFRA	annual
243-00	**Developments in flood risk areas**			
243-01		Number of developments in flood risk areas against Environment Agency advice (number of units)	DEFRA	annual
244-00	**Flood risk management capacity**			
244-01		Number of staff employed on FRM activity (by number and role) - e.g. capacity	DEFRA / EA	annual
245-00	**Strategic Overview of Flood and Coastal Erosion risk**			
245-01		Number of properties estimated to be at risk from local flooding sources	DEFRA / EA	annual
245-02		Number of properties where flood risk has been reduced/managed	DEFRA / EA	annual
246-00	**Reporting on EU flood risk regulations**			
246-01		Preliminary Flood Risk Assessment	DEFRA / EA	every 6 years
247-00	**Reporting on EU Flood Risk Regulations**			
247-01		Flood Risk and Hazard Maps for their “Flood Risk Areas”	DEFRA / EA	every 6 years
248-00	**Reporting on EU Flood Risk Regulations**			
248-01		Flood Risk Management Plans for their “Flood Risk Areas”	DEFRA / EA	every 6 years

Appendix B - Corporate and Local Indicators

Corporate Indicators

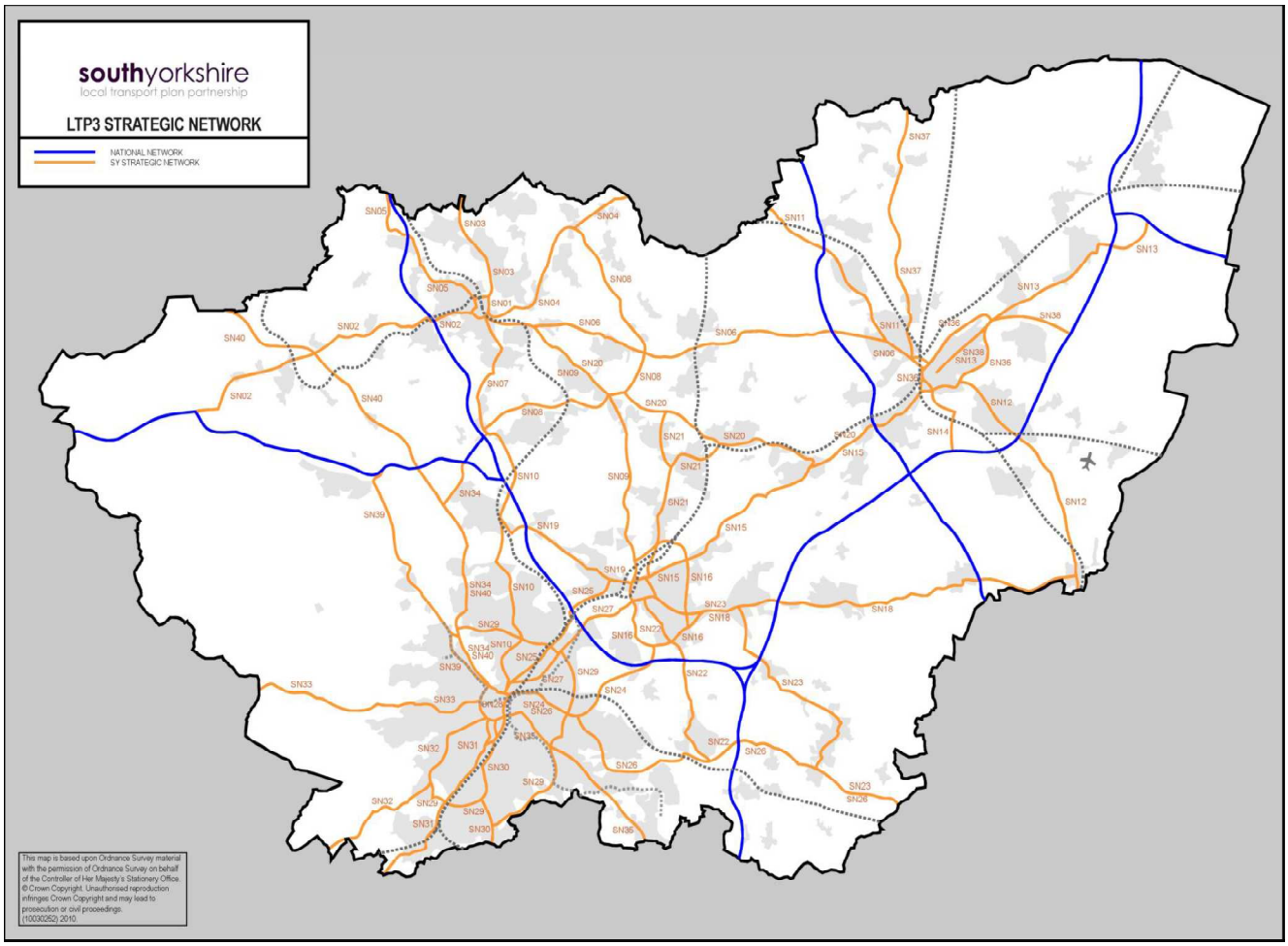
KPI 1	Former NI 168 % of principal roads network in need of repair
Purpose	To measure the condition of the Principal (A) carriageway network.
Definitions	The percentage of the Principal (A) carriageway network that is at or above 100 condition index (RED) using the SCANNER vehicle.
Accountable Lead	Colin Knight
Target	To achieve National Average (Latest DfT information available is 2013/14 - 4%)
Frequency	Annual
Reporting	Stephen Finley
KPI 2	**Former NI 193 -% of non principal road network in need of repair**
Purpose	To measure the condition of the Non-Principal (B/C) carriageway network.
Definitions	The percentage of the Non-Principal (B/C) carriageway network that is at or above 100 condition index (RED) using the SCANNER vehicle.
Accountable Lead	Colin Knight
Target	To achieve National Average (Latest DfT information available is (2013/14 - 9%)
Frequency	Annual
Reporting	Stephen Finley
KPI 3	**Former BV 224b % of unclassified roads in need of repair**
Purpose	To measure the condition of the Unclassified U) carriageway network.
Definitions	The percentage of the Unclassified (U) carriageway network that is at or above 85 condition index (RED) using the CVI survey.
Accountable Lead	Colin Knight
Target	To achieve a local target of 28% by end 2015/16. The National Average (Latest DfT information available is (2013/14 - 18%)
Frequency	Annual
Reporting	Stephen Finley

Local Indicators

KPI 4	Streetpride LPI's making highways safe within timescales
Purpose	To ensure any actionable (safety) defects are repaired within the appropriate timescales.
Definitions	Priority A actionable defects completed within 4 hours, Priority 1 actionable defects completed within 24 hours and Priority X actionable defects completed within 48 hours.
Accountable Lead	Colin Knight
Target	90%
Frequency	Quarterly
Reporting	Stephen Finley
KPI 5	**Response times for blocked road gullies causing flooding**
Purpose	To respond to blocked road gullies to prevent flooding problems to properties and public highways.
Definitions	The percentage of response times in responding to blocked gullies causing flooding within 4 hours for properties and severely flooded public highways; 1 working day for flooded highways or at risk of flooding.
Accountable Lead	Colin Knight

Target	90%
Frequency	Quarterly
Reporting	Graham Kaye
KPI 6	**Town centre standards for blocked road gullies causing flooding**
Purpose	To respond to blocked road gullies to prevent flooding problems to properties and public highways within the Town Centre.
Definitions	The percentage of response times in responding to blocked gullies causing flooding within 4 hours within the Gold and Silver areas and 1 working day within the Bronze area of the Town Centre.
Accountable Lead	Colin Knight
Target	90%
Frequency	Quarterly
Reporting	Graham Kaye
KPI 7	**SHI's completed on time (claim defence)**
Purpose	To inspect the highway network (Carriageways, Footways and Footpaths) for safety.
Definitions	To inspect the highway network (Carriageways, Footways and Footpaths) for safety on a cyclic basis and on or before the inspection due date.
Accountable Lead	Colin Knight
Target	95%
Frequency	Quarterly
Reporting	Stephen Finley
KPI 8	**Streetpride response times**
Purpose	Response to resident reports of street lighting not working
Definitions	Attendance at street lighting faults within 3 days of the report logged on the system by Rotherham Connect
Accountable Lead	Colin Knight
Target	Above 90% attendance within 3 days
Frequency	Quarterly
Reporting	Allan Lewis

Appendix C - Strategic Road Network



Appendix D

Network Management Risk Register

Business Objective ***What is it you would like to achieve/need to deliver***	**Risk** **What is the problem/hazard?** ***What is it that will prevent you from meeting your objectives?***	**Consequence /effect:** ***what would actually happen as a result? How much of a problem would it be? To whom and why?***	**Existing actions/controls (What are you doing to manage this now?)**	**Risk Score with existing measures (See Scoring Table)**			**Further management actions/controls required. (What would you like to do in addition to your existing controls?)**	**Target Score with further management actions/ controls required (See Scoring Table)**			**Cost (of Impact; of current controls; of further controls)**	**Risk Owner (Officer responsible for managing risk and controls)**	**Risk Review Date**
				Impact	**Probability**	**Risk Rating (I x P)**		**Impact**	**Probability**	**Risk Rating (I x P)**			
To ensure that Rotherham's highway network is at are better than national average, using DfT data.	The unclassified road network has deteriorated to a state that is worse than the national average condition.	Injury to the user of the highway. Closure of the highway	The entire highway network is surveyed for condition on a regular basis using both mechanical and visual surveys. The Principal (A) and Non-Principal (B/C) roads are at or better than national average.	2	5	10	To improve the condition of the Unclassified (U) roads network and improve the footway condition.	2	2	4	£10m Capital over three years with an additional £2m Revenue annually	Stephen Finley & Dave Hepworth	Annually
Safe Highway Network - Safety of highway structures users.	Accident caused by asset defect and/or weight restriction/road closure due to structural failure.	Death, serious injury or injury to the user of the highway and/or weight restriction/road closure. Poor corporate reputation.	Inspections and monitoring of Bridge condition indices. Management of the asset to the Code of Practice. Annual funding allocated to highway structures.	5	2	10	Seek additional assured funding from Government/Council for capital funding for major refurbishments at the appropriate time.	5	1	5	£4m for the refurbishment of Crinoline Bridge	Peter Dixon	Annually

Safe Highway Network - Maintain the average age and condition for traffic system infrastructure.	Deterioration of the condition of traffic system infrastructure assets. Assets become obsolete due to their age and changes in technolgy.	Reduction in asset value and increased maintenance costs due to lack of timely repairs. No benefits from reduced energy costs.	Planned Inspections and maintenance to traffic system infrastructure. Reactive maintenance including response times for emergency faults and/or accident damage. Annual funding allocated to traffic systems.	3	3	9	Seek additional capital from Council.	3	1	3	£150k per annum	Peter Dixon	Annually
Safe Highway Network - Drainage and Other Drainage Systems in an Extreme Flood Event	Maintain the a safe highway network against flooding problems such as overtopping of watercourses, surcharging drainage systems, surface water overland flows and where the design if the drainage systems are exceeded in an extreme flood event.	Death, serious injury or injury to the user of the highway. Internal flooding to properties and businesses. Closures of the highways, public transport systems and businesses.	Inspections and cleansing works carried out by trained in-house Drainage Team before and after the extreme event. Possible implementation of Council's Emergency Plan and resources employed at major flooded areas. Working closely with residents, stakeholders, riparian owners, businesses, Environment Agency and Water Companies before and after an extreme event.	4	2	8	Very difficult to mitigate against flooding in an extreme event. The capacity and capability of most drainage systems flood in an extreme storm event because the normal design of the drainage systems are exceeded. Additional maintenance works carried out before and after a storm.	4	2	8	It is not possible to provide a costs or mitigate the risk of flooding in an extreme event.	Graham Kaye	Annually

Keep the network safe by updating / replacing street lighting assets.	Replace street lighting columns that are at risk as part of the lifecycle planning and condition survey data	Death, serious injury or injury to the user of the highway. Major impact if street lighting columns fail. Risk of injury / death.	Programme of replacing the 'at risk' columns commenced in 2009. Using TR22 guidance (condition and action age) priority given to highest risk columns.	4	2	8	Undertake constant monitoring to continually assess the condition of the asset to identify further replacement requirements as part of the existing programme.	4	1	4	No further costs are expected	Allan Lewis	Constantly
Keep the network safe by maintaining the lighting with reactive maintenance	Street lighting assets damaged exposing live electrical equipment and units being unlit.	Death, serious injury or injury to the user of the highway. Safety issue for highway users	Reactive maintenance - response times for emergency situations (accident damaged) and for street lighting faults (lamps out)	4	2	8	The current replacement of lanterns with LED will minimise the amount and frequency of lighting failures and keep the roads well lit.	4	1	4	Programmes of replacement are already underway	Allan Lewis	01/09/2015
Maintain the street lighting asset as cost effectively as possible.	Increasing Energy Costs	Increased energy costs would have a significant financial impact.	Fitting low energy LED units, trimming, some dimming and part night switch off	2	4	8	Replacement of lanterns on the remaining asset stock with LED to minimise the amount of energy consumed	2	2	4	To be determined	Allan Lewis	Quarterly
Highway Winter Service	Prevent the formation of ice and remove snow on the precautionary network.	Death, serious injury or injury to the user of the highway. Closure of the highway	The Council has a Winter Service Manual, which is reviewed annually. Dedicated and trained in-house teams. Up to date salting and ploughing equipment. A competent weather forecaster. Communications for both internal	3	2	6	We are currently using cutting edge technology and equipment to carry out this function.	3	2	6	No further controls required	Stephen Finley, Dave Hepworth & Steve Hallsworth	Annually

			and external stakeholders.										
Safe Highway Network - Roads and footways	Failure to maintain a safe highway network	Death, serious injury or injury to the user of the highway. Closure of the highway	We have a robust cyclic inspection system in place based on a complete inventory of highway assets. Inspections undertaken by a dedicated and trained in-house team. Defects identified are repaired, within prescribed deadlines, by dedicated and training in-house teams.	3	2	6	Improved condition of the highway network, especially the Unclassified network would reduce the risk of potential accidents.	2	2	4	See condition of the highway network	Stephen Finley, Andy Rowley & Dave Hepworth	Annually

Safe Highway Network - Drainage and Other Drainage Systems	Maintain the a safe highway network against flooding problems, and surface water management requirement to resolve flooding problems caused by watercourses and public sewerage systems.	Injury to the user of the highway. Closure of the highway. Flooding of properties and gardens and flooding problems from adjacent land.	Annual Gully Cleansing Schedule and Programme of Works in the maintenance of highway assets. Inspections and cleansing works carried out by trained in-house Drainage Team. Tracking devices are installed on Gully Flushers to record all relevant data relating to road gullies. Further action plans are in place to maintain and to improve highway assets in accordance with the Council's Flood Risk Management Strategy and Drainage Asset Register.	2	3	6	Improve the condition of the highway drainage network and to work closely with residents, stakeholders, riparian owners and Water Companies to mitigate the risk of future surface water flooding.	2	2	4	£4 million	Graham Kaye	Annually

Condition of the highway drainage and other drainage systems	The Council as Lead Local Flood Authority is required to ensure that Rotherham's highway drainage systems are adequate and that watercourses and other surface water drainage system are suitably maintained.	Injury to the user of the highway. Closure of the highway. Flooding of properties and gardens, and flooding problems from adjacent land.	Inspections, condition of assets and cleansing works carried out by trained in-house Drainage Team. Further action plans are in place to maintain and to improve highway assets in accordance with the Council's Flood Risk Management Strategy and Drainage Asset Register.	2	3	6	To repair or replace drainage assets to reduce the risk of future flooding and to replace drainage systems which are hydraulically inadequate and potentially beyond the life cycle. To provide additional storage capacity to prevent drainage systems from being overloaded.	2	2	4	£3 million	Graham Kaye	Annually
Safe Highway Network - Maintain the steady state of condition for highway structure	Deterioration of the condition of highway structure assets.	Reduction in asset value and increased maintenance costs due to lack of timely repairs.	Inspections and monitoring of Bridge condition indices. Management of the asset to the Code of Practice. Annual funding allocated to highway structures.	2	3	6	Seek additional revenue from Council to make up for reductions in Government support.	2	1	2	£200k per annum	Peter Dixon	Annually

Appendix E – Three to Five Year Work Programmes

Highways - Detailed 3 Year Works Programme

Project	Treatment/Type of Work	Year & Costs (£000's)			
		2015/16	2016/17	2017/18	2018/19
Falcon Way, Dinnington	Carriageway Surfacing	25			
Borrowdale Crescent, North Anston	Carriageway Surfacing	50			
Borrowdale Crescent, North Anston	Footway Blister Crossings	6.7			
Caldbeck Place, North Anston	Carriageway Surfacing	25.7			
Derwent Close, North Anston	Footway Blister Crossings	3			
Dukeries Drive, North Anston	Footway Blister Crossings	8			
Mulberry Road, North Anston	Carriageway Surfacing	78.5			
Windmill Road, North Anston	Carriageway Surfacing	25			
Woodland Drive, North Anston	Carriageway Surfacing	118.2			
Woodsetts Road, North Anston	Footway Resurfacing	40.7			
Woodsetts Road, North Anston	Footway Resurfacing	40.4			
Woodsetts Road, North Anston	Carriageway Thin	49			
Crowgate, South Anston	Carriageway Surfacing	101.3			
High Street, South Anston	Carriageway Surfacing	7.5			
Lockwood Avenue, South Anston	Carriageway Surfacing	95			
West Bank Drive, South Anston	Traffic Island Works	5			
West Street, South Anston	Carriageway Surfacing	51.9			
Kenneth Street, Northfield	Carriageway Surfacing	21.1			
Catherine Street, Rotherham Town	Carriageway Surfacing	0.5			
Centenary Way, Rotherham Town Centre	Carriageway Surfacing	16.9			
Henry Street, Rotherham Town Centre	Carriageway Surfacing	19.2			
Percy Street, Rotherham Town Centre	Carriageway Surfacing	3.8			
Douglas Street, Wellgate	Carriageway Surfacing	7.8			
Atlas Street, Brinsworth	Footway Blister Crossings	3			
Croft Road, Brinsworth	Carriageway Surfacing	49.8			
Godric Green, Brinsworth	Footway Blister Crossings	3			
Manor Road, Brinsworth	Footway Resurfacing	1.5			
Manor Road, Brinsworth	Carriageway Surfacing	65			
Station Road, Catcliffe	Carriageway Surfacing	25.3			
Burns Road, Dinnington	Carriageway Surfacing	61.6			
Byron Road, Dinnington	Carriageway Surfacing	21			
Gleneagles Road, Dinnington	Footway Blister Crossings	3			
High Nook Road, Dinnington	Carriageway Surfacing	80			
Rydal Close, Dinnington	Carriageway Surfacing	12			
Rydal Road, Dinnington	Carriageway Surfacing	10			
Shelley Drive, Dinnington	Footway Resurfacing	40.2			
Lamb Lane, Firbeck	Carriageway Thin	55			
Rotherham Lane, Laughton-En-Le-	Carriageway Surface Dressing	16.6			
Appleby Walk, North Anston	Carriageway Surfacing	12.4			
Lakeland Drive, North Anston	Carriageway Surfacing	4			
Lakeland Drive, North Anston	Carriageway Surfacing	96.5			
Langdale Way, North Anston	Footway Blister Crossings	3			
Bawtry Road, Bramley	Carriageway Surfacing	250			
Byford Road, Maltby	Drainage Works	3			
Hazel Road, Maltby	Footway Blister Crossings	2.2			
Maple Avenue, Maltby	Footway Blister Crossings	2.2			
Bawtry Road, Wickersley	Footway Blister Crossings	6			
Churchfield Drive, Wickersley	Carriageway Surfacing	81.8			
Goose Lane, Wickersley	Carriageway Surfacing	102.5			
Elsecar Road, Brampton Bierlow	Carriageway Surface Dressing	7.5			
Smithy Bridge Lane, Brampton Bierlow	Carriageway Surface Dressing	23.7			
Occupation Road, Harley	Footway Blister Crossings	3			
Angel Lane, Hoober	Carriageway Surface Dressing	10.8			
Hoober Lane, Hoober	Carriageway Surface Dressing	29.2			
Hart Hill, Rawmarsh	Footway Blister Crossings	3			

Hollis Close, Rawmarsh	Footway Blister Crossings	3			
Hoober View, Rawmarsh	Footway Blister Crossings	3			
Barnsley Road, Thorpe Hesley	Carriageway Surfacing	1.3			
Barnsley Road, Thorpe Hesley	Carriageway Surface Dressing	15.8			
Coaley Lane, Wentworth	Carriageway Surface Dressing	64.6			
Cortworth Lane, Wentworth	Carriageway Surface Dressing	80.9			
Kirby Lane, Wentworth	Carriageway Surface Dressing	19.7			
Main Street, Wentworth	Footway Blister Crossings	3			
Main Street, Wentworth	Footway Blister Crossings	3			
Oaklea Avenue, West Melton	Carriageway Surfacing	60.9			
Manor Fields, Kimberworth	Footway Resurfacing	4.1			
Old Wortley Road, Kimberworth	Carriageway Surfacing	134.2			
Hungerhill Close, Kimberworth Park	Carriageway Surfacing	24.8			
Hungerhill Road, Kimberworth Park	Carriageway Surfacing	83.3			
Eldertree Road, Thorpe Hesley	Carriageway Surfacing	111.2			
Hesley Lane, Thorpe Hesley	Carriageway Surfacing	0.1			
Glencairn Close, Maltby	Carriageway Surfacing	20			
Grange Lane, Maltby	Carriageway Surfacing	300			
Lime Grove, Maltby	Footway Blister Crossings	2.2			
Millindale, Maltby	Carriageway Surfacing	43.5			
Tickhill Road, Maltby	Carriageway Surfacing	310.5			
Tickhill Road, Maltby	Footway Resurfacing	1.2			
Woodland Gardens, Maltby	Footway Blister Crossings	5.6			
Taylors Lane, Parkgate	Carriageway Surfacing	17.3			
Westfield Road, Parkgate	Drainage Works	2			
Bellows Road, Rawmarsh	Carriageway Surfacing	57.4			
Birchwood Avenue, Rawmarsh	Footway Microasphalt	4.6			
Blyth Avenue, Rawmarsh	Carriageway Surfacing	20			
Chapel Walk, Rawmarsh	Carriageway Surfacing	31.8			
Fielding Grove, Rawmarsh	Footway Microasphalt	1.3			
Greasbrough Lane, Rawmarsh	Carriageway Surfacing	122.6			
Hague Avenue, Rawmarsh	Drainage Works	3.8			
Hardie Place, Rawmarsh	Footway Blister Crossings	3			
Haugh Road Service Road, Rawmarsh	Carriageway Surfacing	12.4			
High Street, Rawmarsh	Carriageway Surfacing	230			
Kent Avenue, Rawmarsh	Footway Microasphalt	6.8			
Meadow Avenue, Rawmarsh	Carriageway Surfacing	38.9			
Middle Avenue, Rawmarsh	Footway Microasphalt	10.7			
Northfield Avenue, Rawmarsh	Footway Microasphalt	3.1			
Old Warren Vale, Rawmarsh	Carriageway Surfacing	46.1			
Payne Crescent, Rawmarsh	Footway Microasphalt	1.6			
Redmarsh Avenue, Rawmarsh	Footway Microasphalt	1.6			
Tinker Road, Rawmarsh	Footway Microasphalt	1.5			
Warren Avenue, Rawmarsh	Footway Microasphalt	2.1			
Central Drive, Thurcroft	Carriageway Surfacing	48			
Green Arbour Road, Thurcroft	Carriageway Surfacing	200			
Locksley Drive, Thurcroft	Carriageway Surfacing	93.2			
Locksley Drive, Thurcroft	Footway Resurfacing	18.6			
Woodhouse Green, Thurcroft	Carriageway Surfacing	30			
Coalbrook Avenue, Woodhouse Mill	Footway Microasphalt	4.8			
Coalbrook Grove, Woodhouse Mill	Footway Microasphalt	3.6			
Coalbrook Road, Woodhouse Mill	Carriageway Surfacing	3.5			
Coalbrook Road, Woodhouse Mill	Footway Microasphalt	3.2			
Hail Mary Drive, Woodhouse Mill	Footway Microasphalt	4			
Hail Mary Drive, Woodhouse Mill	Carriageway Thin	12.6			
Orgreave Rise, Woodhouse Mill	Footway Microasphalt	2.3			
Retford Road, Woodhouse Mill	Carriageway Surfacing	45			
Rotherwood Avenue, Woodhouse Mill	Footway Microasphalt	2.6			
St James Walk, Woodhouse Mill	Footway Microasphalt	2.6			
Cambridge Street, Clifton	Carriageway Surfacing	74.8			
Eldon Road, Eastwood	Carriageway Surfacing	32.4			
Ridge Road, Eastwood	Footway Blister Crossings	3			

Badsley Moor Lane, Herringthorpe	Carriageway Surfacing	162.7			
Sheridan Drive, Herringthorpe	Carriageway Surfacing	23.2			
New Droppingwell Road, Blackburn	Carriageway Surfacing	35			
Benton Way, Bradgate	Drainage Works	5			
Kimberworth Road, Bradgate	Carriageway Surfacing	12			
Wilton Gardens, Bradgate	Carriageway Surfacing	60			
Wilton Lane, Bradgate	Carriageway Surfacing	55			
Meadow Street, Holmes	Carriageway Surfacing	26.9			
Sarah Street, Holmes	Carriageway Super Patching	2.1			
Deepdale Road, Kimberworth	Carriageway Surfacing	39			
Droppingwell Road, Kimberworth	Carriageway Surfacing	15			
Meadowhall Road, Kimberworth	Carriageway Super Patching	33.4			
Devonshire Street, Masbrough	Carriageway Super Patching	0.3			
Henley Grove Road, Masbrough	Carriageway Surfacing	2.4			
Henley Grove Road, Masbrough	Footway Microasphalt	0.1			
Henley Way, Masbrough	Footway Microasphalt	0.6			
James Street, Masbrough	Footway Microasphalt	0.2			
Mount Pleasant Road, Masbrough	Footway Microasphalt	0.1			
Meadow Bank Road, Meadowbank	Drainage Works	2			
Meadow Bank Road, Meadowbank	Carriageway Surfacing	50			
Henley Rise, Thornhill	Footway Microasphalt	2.5			
Mount Street, Thornhill	Footway Microasphalt	0.6			
New Wortley Road Footpath 16, Thornhill	Footway Microasphalt	0.7			
Oates Street, Thornhill	Footway Microasphalt	2.3			
Rodger Street, Thornhill	Footway Microasphalt	1.6			
Tenter Street, Thornhill	Carriageway Surfacing	56.2			
Walter Street, Thornhill	Footway Microasphalt	0.3			
Braithwell Road, Ravenfield	Footway Resurfacing	19			
Brunt Road, Rawmarsh	Footway Microasphalt	1.5			
Claypit Lane, Rawmarsh	Footway Microasphalt	5.4			
Claypit Lane, Rawmarsh	Footway Microasphalt	5			
Osberton Street, Rawmarsh	Footway Microasphalt	1.6			
Rose Crescent, Rawmarsh	Carriageway Microasphalt	3.3			
St Nicolas Road, Rawmarsh	Footway Microasphalt	6.6			
Stewarts Road, Rawmarsh	Footway Microasphalt	2.4			
Walker Street, Rawmarsh	Footway Microasphalt	1.8			
Walker View, Rawmarsh	Footway Microasphalt	0.4			
Doncaster Road, Thrybergh	Carriageway Surfacing	91.2			
Cow Rakes Lane, Whiston	Carriageway Surfacing	144.3			
East Bawtry Road, Whiston	Carriageway Surfacing	34.3			
Greystones Road, Whiston	Carriageway Surfacing	100			
Celandine Rise, Swinton	Carriageway Super Patching	6.8			
Piccadilly Road, Swinton	Footway Blister Crossings	1.5			
Thomas Street, Swinton	Carriageway Surfacing	52			
The Brow, Brecks	Footway Resurfacing	34.1			
Broom Avenue, Broom	Carriageway Surfacing	116.4			
Ledsham Road, Broom	Carriageway Surfacing	0.4			
Brierley Road, Dalton	Footway Resurfacing	2.9			
Foljambe Drive, Dalton	Carriageway Surfacing	120			
Ivy Farm Croft, Dalton	Carriageway Surfacing	25.5			
Magna Lane, Dalton	Footway Resurfacing	13.5			
Lady Oak Road Footpath 2, East	Footway Resurfacing	8			
Laudsdale Road, East Herringthorpe	Footway Resurfacing	4.2			
Laudsdale Road Service Road, East	Footway Resurfacing	13			
Shenstone Drive, Herringthorpe	Carriageway Surfacing	15			
Shenstone Road, Herringthorpe	Carriageway Surfacing	80			
Stevenson Drive, Herringthorpe	Carriageway Surfacing	45.6			
Hargrave Place, Thrybergh	Footway Blister Crossings	3.3			
Park Lane, Thrybergh	Footway Blister Crossings	3.3			
Glebe Avenue, Harthill	Footway Resurfacing	40			
Pryor Mede, Harthill	Carriageway Surfacing	82.5			
Serlby Drive, Harthill	Carriageway Surfacing	7.3			

Thorpe Road, Harthill	Carriageway Thin	39			
Goosecarr Lane, Todwick	Footway Microasphalt	7.6			
Kiveton Lane, Todwick	Footway Resurfacing	102			
Manor Road, Wales	Drainage Works	4			
Brameld Road, Swinton	Carriageway Microasphalt	8			
Rookery Road, Swinton	Carriageway Surfacing	83.1			
Burman Road, Wath-Upon-Dearne	Footway Resurfacing	4.3			
Church Street, Wath-Upon-Dearne	Carriageway Surfacing	135.9			
Fitzwilliam Street, Wath-Upon-Dearne	Carriageway Surfacing	78.8			
Wath Road, Wath-Upon-Dearne	Carriageway Surfacing	43.6			
Blackthorn Avenue, Bramley	Carriageway Surfacing	79.7			
Bramley Grange Crescent, Bramley	Footway Blister Crossings	3			
Bramley Grange Drive, Bramley	Footway Blister Crossings	3			
The Crescent East, Sunnyside	Carriageway Surfacing	70.1			
The Crescent West, Sunnyside	Carriageway Surfacing	75			
The Wellway, Sunnyside	Carriageway Microasphalt	3.7			
Greenwood Crescent, Wickersley	Carriageway Surfacing	52.5			
Cinder Bridge Road, Greasbrough	Carriageway Surfacing	0.3			
Wagon Road, Greasbrough	Carriageway Surfacing	26.5			
Roughwood Road, Kimberworth Park	Drainage Works	3			
Wood Croft, Kimberworth Park	Carriageway Surfacing	4.6			
Broom Riddings, Munsbrough	Carriageway Thin	36			
Grayson Road, Wingfield	Carriageway Surface Dressing	11.5			
Wensleydale Road, Wingfield	Carriageway Surfacing	60.6			
Wingfield Close, Wingfield	Carriageway Surfacing	22.1			
Plover Croft, Thorpe Hesley	Carriageway Surface Dressing		1		
Garden Street, West Melton	Carriageway Surface Dressing		1.3		
Catherine Street, Rotherham Town	Carriageway Surface Dressing		1.5		
Merlin Way, Thorpe Hesley	Carriageway Surface Dressing		1.6		
Frederick Street, West Melton	Carriageway Surface Dressing		1.7		
Elmdale Close, Swinton	Carriageway Surface Dressing		1.8		
Mallard Close, Thorpe Hesley	Carriageway Surface Dressing		1.8		
Kingfisher Rise, Thorpe Hesley	Carriageway Surface Dressing		2		
Pine Walk, Swinton	Carriageway Surface Dressing		2.1		
Melton Street, Brampton Bierlow	Carriageway Surface Dressing		2.2		
Shelley Way, West Melton	Carriageway Surface Dressing		2.2		
Sandalwood Rise, Swinton	Carriageway Surface Dressing		2.4		
Webster Close, Kimberworth	Carriageway Surface Dressing		2.5		
Avenue Road, Wath-Upon-Dearne	Carriageway Surface Dressing		2.8		
Linnet Mount, Thorpe Hesley	Carriageway Surface Dressing		3		
Byron Crescent, West Melton	Carriageway Surface Dressing		3.4		
Co-Operative Street, West Melton	Carriageway Surface Dressing		3.4		
Melton Avenue, Brampton Bierlow	Carriageway Surface Dressing		3.4		
Highfield Grove, Brampton Bierlow	Carriageway Surface Dressing		3.5		
Springhill Avenue, Brampton Bierlow	Carriageway Surface Dressing		3.5		
Tennyson Rise, West Melton	Carriageway Surface Dressing		3.6		
Hill Top Close, Kimberworth	Carriageway Surface Dressing		3.9		
Hazelwood Drive, Swinton	Carriageway Surface Dressing		4.1		
Brampton Street, Brampton Bierlow	Carriageway Surface Dressing		4.2		
Aspen Way, Swinton	Carriageway Surface Dressing		4.4		
Shakespeare Road, West Melton	Carriageway Surface Dressing		4.5		
Buckthorn Close, Swinton	Carriageway Surface Dressing		4.6		
Goldcrest Walk, Thorpe Hesley	Carriageway Surface Dressing		4.8		
Farquhar Road Back Road,	Carriageway Surfacing		5		
Percy Street,Rotherham Town Centre	Carriageway Surface Dressing		5		
Aldervale Close, Swinton	Carriageway Surface Dressing		5.1		
Ellis Crescent, Brampton Bierlow	Carriageway Surface Dressing		5.1		
Becknoll Road, Brampton Bierlow	Carriageway Surface Dressing		5.2		
Rother Street, Brampton Bierlow	Carriageway Surface Dressing		5.3		
Mount Street, Thornhill	Carriageway Surfacing		5.5		
Chapelfield Way, Thorpe Hesley	Carriageway Surface Dressing		5.8		
Margaret Close, Aston	Carriageway Thin		6		

Albert Road, West Melton	Carriageway Surface Dressing		6.7		
Bower Road, Swinton	Carriageway Surface Dressing		6.7		
Chapelfield Crescent, Thorpe Hesley	Carriageway Surface Dressing		6.7		
Dryden Road, West Melton	Carriageway Surface Dressing		6.7		
Kestrel Avenue, Thorpe Hesley	Carriageway Surface Dressing		6.7		
Dearne Road, Brampton Bierlow	Carriageway Surface Dressing		7.1		
Holmoak Close, Swinton	Carriageway Surface Dressing		7.2		
Woodlands Crescent, Swinton	Carriageway Surface Dressing		7.5		
Chapel Avenue, Brampton Bierlow	Carriageway Surface Dressing		8		
Webster Crescent, Kimberworth	Carriageway Surface Dressing		8.4		
Burns Way, West Melton	Carriageway Surface Dressing		8.5		
Chapelfield Drive, Thorpe Hesley	Carriageway Surface Dressing		8.5		
Knollbeck Crescent, Brampton Bierlow	Carriageway Surface Dressing		8.7		
Woodland Avenue, North Anston	Carriageway Surfacing		9		
Beech Road, Wath-Upon-Dearne	Carriageway Surface Dressing		9.3		
Stokewell Road, West Melton	Carriageway Surface Dressing		9.6		
Caraway Grove, Swinton	Carriageway Surface Dressing		10		
Chestnut Avenue, Wath-Upon-Dearne	Carriageway Surface Dressing		10.1		
Recreation Road, Wath-Upon-Dearne	Carriageway Surface Dressing		10.1		
Cliffe Road, Brampton Bierlow	Carriageway Surface Dressing		10.4		
Peel Close, Maltby	Carriageway Surfacing		10.5		
Ferham Road, Holmes	Carriageway Surfacing		11		
Sandymount Road, Wath-Upon-Dearne	Carriageway Surface Dressing		11.1		
Westpit Hill, Brampton Bierlow	Carriageway Surface Dressing		11.1		
Elsecar Road, Brampton Bierlow	Carriageway Surface Dressing		11.5		
Garden Drive, Brampton Bierlow	Carriageway Surface Dressing		11.7		
Wynmoor Crescent, Brampton Bierlow	Carriageway Surface Dressing		11.7		
Greenhill Avenue, Hellaby	Carriageway Surfacing		12		
Melton Green, West Melton	Carriageway Surface Dressing		12.5		
Winterhill Road, Kimberworth	Carriageway Surface Dressing		13.8		
Mill Lane, Wath-Upon-Dearne	Carriageway Surface Dressing		13.9		
Henry Road, Wath-Upon-Dearne	Carriageway Surfacing		14		
Redland Way, Maltby	Carriageway Surfacing		14.5		
Little Lane, Thorpe Salvin	Carriageway Surfacing		15		
Hill Top Lane, Kimberworth	Carriageway Surface Dressing		15.5		
Selby Close, Swallownest	Carriageway Surfacing		15.5		
Wilton Court, Bradgate	Carriageway Surfacing		15.5		
Oak Road, Wath-Upon-Dearne	Carriageway Surface Dressing		15.9		
Reader Crescent, Swinton	Carriageway Surfacing		16		
Oaklands Place, Wath-Upon-Dearne	Carriageway Surfacing		17		
The Grove, East Dene	Carriageway Surfacing		18		
The Square East, Sunnyside	Carriageway Surfacing		18.4		
The Square West, Sunnyside	Carriageway Surfacing		18.4		
Celandine Rise, Swinton	Carriageway Surface Dressing		19.4		
Quarry Hill Road, Wath-Upon-Dearne	Carriageway Surface Dressing		19.4		
Claypit Lane, Rawmarsh	Carriageway Surfacing		20		
Patterdale Way, North Anston	Carriageway Thin		20		
Knollbeck Avenue, Brampton Bierlow	Carriageway Surface Dressing		20.3		
Keats Drive, Dinnington	Carriageway Surfacing		22		
Harthill Road, Thorpe Salvin	Carriageway Surface Dressing		22.2		
Roughwood Road, Kimberworth Park	Carriageway Surface Dressing		22.3		
Richmond Park Avenue, Kimberworth	Carriageway Surface Dressing		23		
Melton High Street, West Melton	Carriageway Surface Dressing		23.8		
Middle Lane , Clifton	Carriageway Surfacing		26		
Chapel Walk, Rawmarsh	Carriageway Surfacing		27		
Beech Grove, Dinnington	Carriageway Thin		28		
Shelley Drive, Dinnington	Carriageway Surfacing		28		
Manor Road, Brampton Bierlow	Carriageway Surface Dressing		28.2		
Farm View Road, Kimberworth	Carriageway Surface Dressing		30		
Middle Lane South, Herringthorpe	Carriageway Surfacing		30		
Thirlmere Drive, North Anston	Carriageway Thin		30		
Acer Close, South Anston	Carriageway Surfacing		31		

Curlew Rise, Thorpe Hesley	Carriageway Surfacing		31.2		
South Street, Dinnington	Carriageway Surfacing		32.5		
Judith Road, Aston	Carriageway Surfacing		33.6		
Vicar Road, Wath-Upon Dearne	Carriageway Surfacing		34		
Charles Street, Thurcroft	Carriageway Surfacing		35		
Church Lane, Aston	Carriageway Surfacing		35		
John Street, Thurcroft	Carriageway Surfacing		35		
All Saints Way, Aston	Carriageway Surfacing		36		
Wingfield Road, Wingfield	Carriageway Surface Dressing		36		
Thorpe Road, Harthill	Carriageway Surface Dressing		36.1		
Cemetery Road, Wath-Upon-Dearne	Carriageway Surface Dressing		36.7		
Queen Street, Swinton	Carriageway Surface Dressing		38.5		
Elizabeth Road, Aston	Carriageway Surfacing		39		
Ilkley Crescent, Swallownest	Carriageway Surfacing		40		
Shrogswood Road, Broom	Carriageway Surfacing		40		
Birch Crescent, Wickersley	Carriageway Surfacing		45		
Chestnut Avenue, East Dene	Carriageway Surfacing		45		
Byron Road, Dinnington	Carriageway Surfacing		46		
Barleycroft Lane, Dinnington	Carriageway Surfacing		48		
New Street, Dinnington	Carriageway Surfacing		48		
Narrow Lane, North Anston	Carriageway Surfacing		50		
Watson Road, Kimberworth Park	Carriageway Surfacing		50		
Central Avenue, East Dene	Carriageway Surfacing		55		
Hall Road, Moorgate	Carriageway Surfacing		55		
Kevin Grove, Hellaby	Carriageway Surfacing		55.7		
Abbey Lane, Slade Hooton	Carriageway Surfacing		60		
Mulberry Road, North Anston	Carriageway Surfacing		60		
Sopewell Road, Kimberworth	Carriageway Surfacing		66		
Wood Lane, Wickersley	Carriageway Surfacing		72		
Woodsetts Road, North Anston	Carriageway Thin		75		
Badsley Moor Lane, Clifton	Carriageway Surfacing		75		
Turnerwood, Thorpe Salvin	Carriageway Surfacing		76		
Silverdales, Dinnington	Carriageway Surfacing		80		
Sandpiper Road, Thorpe Hesley	Carriageway Surfacing		80.5		
Meadow View Road, Kilnhurst	Carriageway Surfacing		85		
Locksley Drive, Thurcroft	Carriageway Surfacing		90		
Old Wortley Road, Kimberworth	Carriageway Surfacing		90		
Common Road, North Anston	Carriageway Surfacing		96		
Oldcotes Road, Dinnington	Carriageway Thin		100		
Worksop Road, Lindrick	Carriageway Surfacing		100		
Green Arbour Road, Thurcroft	Carriageway Surfacing		100		
Lamb Lane, Firbeck	Carriageway Thin		100		
Raven Drive, Thorpe Hesley	Carriageway Surfacing		108		
Melciss Road, Wickersley	Carriageway Surfacing		116		
Tickhill Road, Maltby	Carriageway Surface Dressing		120		
Retford Road, Woodhouse Mill	Carriageway Surfacing		120		
Springfield Road, Wickersley	Carriageway Surfacing		120		
Micro Asphalt 2016/2017	Micro Asphalt		130		
Toll Bar Road, Brecks	Carriageway Surfacing		135		
Woodland Drive, North Anston	Carriageway Surfacing		140		
Fenton Fields, Kimberworth Park	Carriageway Surfacing		155		
Rawmarsh Road, Northfield	Carriageway Surfacing		160		
Thomas Street, Swinton	Carriageway Surfacing		160		
Dog Kennels Lane, Kiveton Park	Carriageway Surfacing		200		
Wortley Road, Kimberworth	Carriageway Reconstruction		750		
Footway Crossings	Footway Crossings		80		
Woodsetts Road, North Anston	Carriageway Thin			75	
Common Road, North Anston	Carriageway Surfacing			90	
Oldcotes Road, Dinnington	Carriageway Thin			100	
Worksop Road, Lindrick	Carriageway Surfacing			100	
Green Arbour Road, Thurcroft	Carriageway Surfacing			120	
Tickhill Road, Maltby	Carriageway Surface Dressing			100	

Retford Road, Woodhouse Mill	Carriageway Surfacing			120	
Rose Lane, Thurcroft	Carriageway Surface Dressing			12.2	
Haworth Bank, Moorgate	Carriageway Surfacing			15	
Main Street, Brookhouse	Carriageway Surface Dressing			17	
Common Lane, Laughton Common	Carriageway Surface Dressing			19.3	
Royds Lane, Brampton Bierlow	Carriageway Thin			45	
West Street, Wath-Upon-Dearne	Carriageway Surfacing			45	
Fenton Road, Kimberworth Park	Carriageway Surface Dressing			60	
Sheffield Road, South Anston	Carriageway Surfacing			65	
High Street, South Anston	Carriageway Surfacing			82.5	
Red Hill, Kiveton Park	Carriageway Surfacing			100	
Micro Asphalt 2017/2018	Micro Asphalt			130	
Wortley Road, Kimberworth	Carriageway Surfacing			200	
Fitzwilliam Road, Eastwood	Carriageway Surfacing			400	
Park Lane, Thrybergh	Carriageway Surfacing			210	
Parkstone Crescent, Hellaby	Carriageway Surfacing			270	
Deepdale Road, Kimberworth	Carriageway Thin			37.5	
Footway Crossings	Footway Crossings			80	
Unclassified sites - Locations to be determined with latest condition data	Carriageway Surfacing / Surface Dressing			1100	
Woodsetts Road, North Anston	Carriageway Thin				75
Common Road, North Anston	Carriageway Surfacing				96
Oldcotes Road, Dinnington	Carriageway Thin				100
Worksop Road, Lindrick	Carriageway Surfacing				100
Green Arbour Road, Thurcroft	Carriageway Surfacing				130
Retford Road, Woodhouse Mill	Carriageway Surfacing				120
Sheffield Road, South Anston	Carriageway Surfacing				300
Red Hill, Kiveton Park	Carriageway Surfacing				100
Wortley Road, Kimberworth	Carriageway Surfacing				200
Fitzwilliam Road, Eastwood	Carriageway Surfacing				400
Braithwell Road, Maltby	Carriageway Surfacing				29
Kent Avenue, Rawmarsh	Carriageway Thin				90
Montgomery Road, Wath-Upon-Dearne	Carriageway Surfacing				100
Haugh Road, Rawmarsh	Carriageway Surfacing				126.5
Micro Asphalt 2018/2019	Micro Asphalt				130
Church Street, Swinton	Carriageway Surfacing				160
Footway Crossings	Footway Crossings				80
Unclassified sites - Locations to be determined with latest condition data	Carriageway Surfacing / Surface Dressing				1100

Drainage - Detailed 5 Year Works Programme

Defra and Environment Agency Medium Term Plan– Flood Defence and Land Drainage

Project Title	Output/Outcomes	Year & Costs(£000's)				
		2016/17	2017/18	2018/19	2019/20	2020/21
Herringthorpe Valley Flood Alleviation Scheme	112 residential properties and 4,877m^2 of non-residential property are at high risk of flooding.	275				
Parkgate Flood Alleviation Scheme	33 residential properties and 130,620m^2 of non-residential property are at high risk of flooding.	30	275			
Rotherham to Kilnhurst Phase 2 Flood Alleviation Scheme	125 residential properties and several non-residential properties are at high risk of flooding.			150	500	190
Maltby Surface Water Flood Alleviation Scheme	48 residential properties are at high risk of flooding.					32

Anston Brook Catchment Flood Risk Reduction	6 residential properties are at high risk of flooding.			20	180	
Whiston Property Level Protection Pumps	51 residential properties are at high risk of flooding.			11		
Whiston Brook Flood Storage	88 residential properties are at high risk of flooding.		260			
Catcliffe Pumping Station	33 residential properties and 130,620m^2 of non-residential property are at high risk of flooding.			110		

Highway Drainage Renewals

Project Title	Output/Outcomes	Year & Costs(£000's)				
		2016/17	2017/18	2018/19	2019/20	2020/21
Wales Rd, Kiveton Park I	4 residential properties and 2 businesses are at high risk of flooding.	200				
Chestnut Rd, Swallownest	2 residential properties and a garage are at high risk of flooding.		100			
Ladyfield Rd, Thorpe Salvin	3 residential properties are at high risk of flooding.			100		
Worksop Rd, Woodsetts	2 gardens and access problems are at high risk of flooding.				150	
Kevin Grove, Hellaby	I residential property and garage are at high risk of flooding.					75
Saville Rd, Whiston	I residential property and garden is at high risk of flooding.					75
Northlands, Harthill	2 Garages to residential properties are at high risk of flooding.			75		

Street Lighting - Detailed 3 Year Works Programme

Project Title	Year & Costs(£000's)			
	2015/16	2016/17	2017/18	2018/19
Thorpe Hesley – Elder Tree Road, Elm Tree Road, Birch Tree Road	60			
Wellgate Area Phase 1- Gerard Road, Godstone Road, Lilian Street, Tooker Road, Warwick Street	50			
Wellgate Area Phase 2 – Albion Road , Albany Street, Allan Street, Frances Street, Aldred Street.	60			
Moorgate – Queensway Area, Fairleigh Drive.	60			
Greasbrough Area – Booth Street, Highfield Road, Croft Street, Chapel Street, Mill Street.	80			
East Dene - Middle Lane South	35			
Kimberworth – Regent Street, Grattan Street	40			
Rawmarsh – Hague Avenue	40			
Thornhill – Avondale Road Area	50			
Kimberworth – South Street	20			
Munsbrough – Broom Riddings	30			
Scholes – Scholes Village	80			

Kiveton Park – Stoney Bank Drive Area	35			
Maltby – Highfield Park Area	45			
North Anston – Oakdale Road Area	35			
Rawmarsh – Kilnhurst Road Area	50			
Various - Zebra Crossing refurbishments	80			
Kiveton – Osborne Road Area	30			
Fence – Sheffield Road Area	40			
Main Route LED replacements	890			
Residential LED replacements	599			
Kimberworth – Roughwood Road		35		
Canklow – Old Sheffield Road		20		
Wingfield - Robinets Road		20		
Rawmarsh – Kilnhurst Road		50		
Treeton – Bradshaw Avenue, Washfield Lane, Mill Lane		50		
Aston – The Chase Area		50		
East Dene – Sycamore road, St Stephens Road, St Leonards Area		40		
Thrybergh – Fullerton Crescent, Back Lane, Staple Green		50		
Munsbrough Area – Ashleigh Gardens, Coppice Gardens, Wagon Road, St Marys View, Briery Walk		90		
Kimberworth Park – Warren Hill, Fenton Way, Fenton Fields		30		
Brampton – Knollbeck Avenue Area		50		
Wath – Fitzwilliam Avenue, Fitzwilliam Street, Recreation Road		50		
Rawmarsh – Ryecroft Road , Coronation Road		45		
Parkgate – Bear Tree Road, France Street, Craven Street, Naylor Street		40		
Catcliffe – Sheffield Lane, Orgreave Road, California Drive		45		
Brinsworth – Sunnybank Crescent, Manor Road		35		
Catcliffe Main Street, Whitehill Lane		40		
Brinsworth – Howarth Area		40		
Swinton – Wentworth Road, Fitzwilliam Road		60		
Zebra Crossing refurbishments		80		
Residential LED replacements		598		
Ravenfield – Barberry Way, Grayson Road, Hollings Lane, St James View			45	
Aston – Thoresby Drive, All Saints Way			20	
Maltby – Yarwell Drive , Davy Drive, Amorys Holt Way, Hazel Road, Larch road			50	
North Anston – Quarry Lane, Penny Piece Lane, Main Street			30	
Dinnington – New Street, Milton Close, Shelley Drive Area			40	
Brinsworth – Fernleigh Drive Area Phase 2			15	
Thurcroft – Sawnmoor Avenue,The Crescent, Arbour Drive, Arbour Crescent			35	
Whiston – Moorhouse Lane, Chaff Close, High Street, School Hill			40	
Swinton – Brookfield Avenue, Cliffe Bank			20	
Herringthorpe – Lady Oak Road Area			15	
Bramley – Howard Road , Oulton Road, Coltishall Road			30	
Thrybergh – Arundel Avenue , Chesterhill Avenue, Pingles Crescent, Wilson Avenue, Foljambe Drive.			60	
Kimberworth Park, Gloucester Road, Neville Road			40	

Area				
Swinton – Glebe Road, Harrop Drive			50	
Rawmarsh – Burkinshaw avenue, Kempwell Drive, Sharpfield Avenue			45	
Wath – Quarry Hill Road Area			40	
Aston – Seymore Road, Nickerwood Drive			45	
Kimberworth – Kimberworth Park Road & Area			40	
Dinnington – Park Road Area			35	
Dinnington Lordens Hill Area			50	
Anston – Edinburgh Drive Area			40	
Swallownest – Wetherby Drive & footpaths			35	
Zebra Crossing refurbishments / signing			76	
Harthill – Union Street, Pryor Mede, Dowcarr Lane				40
Wales - Orchard Croft , Forge Road				20
Throapham – Hunters Drive and Area				40
Brinsworth – Broadway, Brinsworth Road				35
Swallownest - Chestnut Road Area				25
Rawmarsh – Middle Avenue, Ripon Court				25
Kilnhurst – Greenwood Road, Wharf Road				30
West Melton – Moorbridge Close, Winterwell Road				25
Maltby – Lilley Hall Road, Little Haynooking Lane, Rolleston Avenue				45
Thurcroft – Ivanhoe Road, Zamor Crescent Area				30
Brinsworth – Dunan / Ellis Street				60
Whiston – Hungerhill Road Area				35
Rawmarsh – Wilson Drive Area				25
Rawmarsh – Roundwood Grove Area				25

Structures - Detailed 3 Year Works Programme

Project Title	Treatment/Type of Work	Year & Costs(£000's)			
		2015/16	2016/17	2017/18	2018/19
Principal Inspections		40	40	40	40
Rawmarsh Road Canal Bridge	Joint	50			
Clough Road Bridge Joints	Joint	40			
Eldon Road Footbridge	New Deck	20			
Manor Road	General	10			
National Grid Armco	Protective	10			
Red Hill Bridge	Refurbish	20			
Wood Lane Culvert	Clean	5			
Newhall Green	General	5			
Bridge Lane Culvert	Minor repairs	3			
Northfield Canal	Concrete	10			
Maltby Dike	Minor repairs	3			
Brookhouse	Miscellaneous	8			
Miscellaneous Minor Schemes		30	40	40	40
Brookhouse Bridge Joints	Joint		40		
Talbot Road Bridge	Joint		60		
Sheffield Road Culvert No 2	Protective		10		
Hoober Hall Lane	Miscellaneous		5		
Centenary Way Rail/Canal	CP system		50		

Great Bridge	Minor repairs		3		
Sheffield Road Culvert No 1	Protective			10	
James Street Footbridge	Partial clean			30	
Halmshaw Canal	Partial clean			20	
Parr Yard Culverts South	Repairs to			20	
Rother Sluice Bridge	Miscellaneous			20	
Bow Bridge	Miscellaneous			20	
Woodhouse Mill Rly North	Miscellaneous			15	
Long Road Drain	Miscellaneous			6	
Low Bridge Wentworth	Miscellaneous			8	
Fitzwilliam Road Subway	Misc			8	
Hooton Roberts	Miscellaneous			5	
Back Lane	New Culvert				80
Rawmarsh Road Rly	Joint				50
Brinsworth Street Culvert	Miscellaneous				10

Traffic Systems - Detailed 3 Year Works Programme

Project	Treatment/Type of Work	Year & Costs(£000's)			
		2015/16	2016/17	2017/18	2018/19
Canklow Road / Alma Road	Full Refurbishment	20			
Swallownest Crossroads	Full Refurbishment	45			
Doncaster Road / Clifton Lane*	Full Refurbishment	45			
Moorgate Road at Oakwood	Full Refurbishment	50			
New Wortley Road / Clough Street	Full Refurbishment	43			
New Wortley Road / Henley Grove	Full Refurbishment		86		
A57 Anston Crossroads	Full Refurbishment		25		
Rotherham Road / Elsecar Road	Full Refurbishment		20		
Corporation Street / Chantry Bridge	Full Refurbishment		35		
Brecks Island*	Full Refurbishment		15		
Bawtry Road / Morrisons*	Full Refurbishment		40		
Cramfit Road Railway Bridge	Full Refurbishment		15		
Corporation Street / Upper Millgate	Full Refurbishment		17		
Braithwell Road / High Street	Full Refurbishment		20		
High Street / Manor Road, Maltby	Full Refurbishment			20	
Rotherham Road / Byford Road	Full Refurbishment			17	
Rotherham Road / Milton Street	Full Refurbishment			17	
Alma Road / Hollowgate /	Full Refurbishment			25	
Bawtry Road / Brecks Crescent	Full Refurbishment			30	
East Bawtry Road / Worrygoose	Full Refurbishment			28	
Bawtry Road / Springfield	Full Refurbishment			28	
Bawtry Road / Northfield Lane*	Full Refurbishment			28	
Moorgate Road / Boston Castle	Full Refurbishment			17	
Doncaster Gate / Howard Street /	Full Refurbishment			35	
Malbty Crossroads	Full Refurbishment				40
Rotherham Road / Addison Road	Full Refurbishment				30
Bawtry Road / Morthen Road*	Full Refurbishment				35
Herringthorpe Valley Road /	Full Refurbishment				17

Herringthorpe Valley Road /	Full Refurbishment				17
Herringthorpe Valley Road /	Full Refurbishment				17
Herringthorpe Valley Road / Far	Full Refurbishment				17
Wickersley Road / Herringthorpe J	Full Refurbishment				17
Bawtry Road / Denby Way	Full Refurbishment				28
Kenneth Street	Removal	15			
St Ann's Roundabout (at St. Ann's	Removal	15			
TOTAL		233	273	245	218

Appendix F – Forward Works Programme

Asset Group	Short Term 2015-2016	Medium Term 2016-2020	Long Term 2020 and beyond	Financing	Responsible for Delivery
Highway Network	Revenue works, (small patching & potholing) full network. Capital Maintenance on Principal Roads. Capital Maintenance on Non-Principal Roads. Capital Maintenance on Unclassified Roads. Grants. Road classification dependent on conditions	Revenue works, full network. Capital Maintenance on Principal Roads. Including phasing schemes Capital Maintenance on Non-Principal Roads. Including phasing schemes Capital Maintenance on Unclassified Roads. Grants. Road classification dependent on conditions.	Revenue works, full network. Capital Maintenance on Principal Roads. Including phasing schemes Capital Maintenance on Non-Principal Roads. Including phasing schemes Capital Maintenance on Unclassified Roads. Grants. Road classification dependent on conditions.	RMBC Revenue Funding. LTP Funding. LTP Funding. RMBC Capital LTP Funding. DfT and other sources.	RMBC, EDS, Streetpride.
Drainage	Environment Agency Medium Term Programme of Capital Schemes and maintenance - Flood risk reduction schemes incl. watercourse/ culvert replacement and repair schemes.	Environment Agency Medium Term Programme of Capital Schemes and maintenance - Flood risk reduction schemes incl. watercourse/ culvert replacement and repair schemes.	Environment Agency Medium Term Programme of Capital Schemes and maintenance - Flood risk reduction schemes incl. watercourse/ culvert replacement and repair schemes.	Environment Agency FDGiA funding and Local Levy funding match funded by LTP Maintenance Block funding and Private Investment.	Streetpride, Drainage Section

Street Lighting	Capital street lighting replacements. Concrete columns and columns in poor condition Main Route Invest to save LED units Residential Invest to save LED units Routine maintenance and mandatory testing works	Capital street lighting replacements. Concrete columns and columns in poor condition Main Route Invest to save LED units Residential Invest to save LED units Routine maintenance and mandatory testing works	Capital street lighting replacements. Concrete columns and columns in poor condition Residential Invest to save LED units Replacement of PLL lighting with LED Routine maintenance and mandatory testing works	Prudential borrowing and current LTP (2014-15) Capital investment borrowing Capital investment borrowing To Be agreed Revenue	Street Lighting Delivery Team Street Lighting Delivery Team Street Lighting Delivery Team Street Lighting Delivery Team
Structures	Revenue works, (small schemes, reactive maintenance) Capital Maintenance Schemes. Grants	Revenue works, (small schemes) Capital Maintenance Schemes. Grants	Revenue works, (small schemes) Capital Maintenance Schemes. Grants	RMBC Revenue Funding. LTP/DfT Funding Grants or RMBC Capital DfT and other sources.	RMBC, EDS, Streetpride.
Traffic Systems	Revenue works (small Schemes, Reactive Maintenance) Capital Schemes	Revenue works (small Schemes, Reactive Maintenance) Capital Schemes	Revenue works (small Schemes, Reactive Maintenance) Capital Schemes	RMBC Revenue LTP Funding or RMBC Capital	RMBC Traffic Signal Contractor RMBC Traffic Systems Team

Appendix G - Forward Works Data Requirements Plan

Asset Group	Short Term 2015-2016	Medium Term 2016-2020	Long Term 2020 and beyond	Financing	Responsible for Delivery
Highway Network	Annual asset collection Condition Data	Annual asset collection Condition Data	Annual asset collection Condition Data	RMBC and LTP.	RMBC, EDS, Streetpride.
Drainage	Collect inventory	Highway	Targeted gully	Revenue	Streetpride,

	and condition data for highway drainage including gullies and linear drainage and tracking devices for Gully Flushers for gully cleansing operations.	drainage- implement targeted gully cleansing programme and Local Flood Risk Management Strategy Action Plans.	cleansing programme. Ongoing updating of Local Flood Risk Management Strategy - Action Plans.	Maintenance Budget.	Drainage Section
	Replacement of obsolete gullies when undertaking carriageway maintenance schemes.	Replacement of obsolete gullies when undertaking carriageway maintenance schemes.	Replacement of obsolete gullies when undertaking carriageway maintenance schemes.	Revenue Maintenance Budget. LTP Maintenance Block funding. Council Capital Bid Funding	Streetpride, Drainage Section
	Collect inventory and condition data for highway drainage including gullies and linear drainage. Including identification of locations of obsolete gullies.	Record locations and inventory/ condition information on Confirm including GIS mapped locations.	Continue to record and changes to highway drainage assets. Ongoing updating of Local Flood Risk Management Strategy - Action Plans.	Revenue Maintenance Budget. LTP Maintenance Block funding. Council Capital Bid Funding	Streetpride, Drainage Section
	Complete Flood Risk Asset Register and Record. Make information available as required by Flood and Water Management Act 2010.	Link Asset Register to Map Info and GIS mapping available for use internally.	Continue to update Flood Risk Asset Register and Record with any changes or new flood risk asset information.	DEFRA funding and Council revenue grant funding	Streetpride, Drainage Section.
	Complete the identification of corporately	Identify private riparian owners and inform them of	Flood Risk Asset Register and Record and Local	DEFRA funding and Council	Streetpride, Drainage Section

	owned watercourse sections, prepare recommended management strategy to be adopted and communicate corporately to divisional managers. Obtain complete reports for hydraulic model.	their responsibilities and inventory and condition information for their asset. Identify third party (privately owned) flood risk assets to be designated. Utilise hydraulic modelling findings in scheme prioritisation and for informing the planning process.	Flood Risk management Strategy – Action Plans to be continually updated with new assets, changes to existing assets. Utilise hydraulic modelling findings in scheme prioritisation and for informing the planning process.	revenue grant funding DEFRA funding and Council revenue grant funding	Streetpride, Drainage Section
Street Lighting	Condition data Asset collection data as part of mandatory testing and routine works.	Condition data Asset collection data as part of mandatory testing and routine works	Condition data Asset collection data as part of mandatory testing and routine works	Revenue Revenue	RMBC RMBC street lighting delivery team
Structures	Annual General Inspections (Condition data) Annual Principle Inspections (Condition data) Asset inventory data updates	Annual General Inspections (Condition data) Annual Principle Inspections (Condition data) Asset inventory data updates	Annual General Inspections (Condition data) Annual Principle Inspections (Condition data) Asset inventory data updates	RMBC and LTP RMBC and LTP RMBC and LTP	RMBC, EDS, Streetpride.
Traffic Systems	Annual Inspections (Condition data) Asset Inventory data updates	Annual Inspections (Condition data) Asset Inventory data updates	Annual Inspections (Condition data) Asset Inventory data updates	RMBC Revenue RMBC Revenue	RMBC Traffic Signal Contractor RMBC

Appendix H - Forward Works Aspirations, Innovation and Adopting New Technologies Plan

Asset Group	Short Term 2015-2016	Medium Term 2016-2020	Long Term 2020 and beyond	Financing	Responsible for Delivery
Highway Network	Continuing the use of surface treatments. Identification of	Continuing the use of surface treatments. Identification of new	Continuing the use of surface treatments. Identification of	RMBC and LTP.	RMBC, EDS, Streetpride.

	new mobile devices. Development of "Find & Fix" teams for safety defects. Reduction in spend on reactive maintenance. To see the highway network at or above national average.	mobile devices. Introduction of "Find & Fix" teams for safety defects. Reduction in spend on reactive maintenance. To see the highway network at or above national average.	new mobile devices. Introduction of "Find & Fix" teams for safety defects. Reduction in spend on reactive maintenance. To see the highway network at or above national average.	RMBC. RMBC. RMBC. RMBC and LTP.	
Drainage	Develop systems, Local Guidance and procedures for SuDS specification and approval.	Continue to assess and approve SuDS applications through existing Planning process for Major Developments.	Undertake SuDS systems and procedures.	DEFRA funding, Council revenue funding and Planning Application income.	Streetpride, Drainage Section working with Council Planning service.
Street Lighting	Development of real time electronic fault clearance (handheld mobile) Reduction in reactive maintenance (LED)	Implementation of real time electronic fault clearance (handheld mobile) Reduction in reactive maintenance(LED)	Reduction in reactive maintenance(LED)	LTP Capital funding	RMBC / IT service provider RMBC
Structures		Development of Life-Cycle maintenance plans Electronic data capture Develop designed and costed schemes to enable cost benefit justification for funding bids	Electronic data capture	RMBC and LTP. RMBC. LTP	RMBC, EDS, Streetpride.
Traffic Systems	Business case for fibre communications network	Expand fibre network in the central area	Invest to Save for remaining sites to fit LED signals	RMBC Capital LTP	RMBC

Highway Asset Management Improvement Plan 2015-21

Asset Managers: Highways – S Finley, Drainage – G Kaye, Street Lighting – A Lewis, Highway Structures – P Dixon, Traffic Systems – M Powell.

Outcome	Specific Improvement Action	Accountable Officer	Performance Measure	Completion Date	Commentary Including Corrective Actions	RAG
Highway Services Support the Council's Corporate Priorities	Review HAMP Policy and Strategy to reflects Corporate Priorities	S Finley	Annually reviewed Policy, Strategy and HAMP	Mar 2016 (Annually)		
Highway assets are effective asset data system is in place	i. Implementation of the Forward Works Data Requirements Plan and review/update data ii. Developed a process to ensure new highway assets are included in asset inventory. iii. Inventory for retaining walls collected	All Asset Managers S Finley P Dixon	Asset Registers are reviewed and up to date	Mar 2016 (Annually)		
Highway Services are able meet future changes and demands	Implementation of the Forward Works Aspirations, Innovation and Adopting New Technologies Plan.	All Asset Managers	Plan annually reviewed	Mar 2016 (Annually)		
Long term planning and coordination of highway works	Implementation of the Forward Works Programme	All Asset Managers	3 year rolling programmes develop and assessed for co-ordination of schemes for different asset group	Oct 2016 (Annually)		
Ensure Highway Services maximum Gvt LTP funding allocations	Implement guidance to achieve level 3 of Gvt criteria for DfT LTP funding	S Finley	Review criteria and specific actions to	Nov 2015		

Outcome	Specific Improvement Action	Accountable Officer	Performance Measure	Completion Date	Commentary Including Corrective Actions	RAG
Stakeholders are kept informed of planned and emergency works affecting the highway	Develop a communication strategy for highway maintenance	C Knight	Communication strategy approved by Commissioners/SLT and implemented	Dec 2015		
Highway schemes are carried out at locations that get the most out of the network	Implement weighted prioritisation process for highway network. Using whole life costing for potential schemes over asset lifespans.	S Finley	Prioritisation process reviewed annually	March 2016		
Rotherham's Roads are at or above national average condition	Develop funding proposal to ensure all roads in Rotherham achieve national average or better condition.	S Finley	Report submitted to SLT	Nov 2016		
Competent staff to develop and manage highway asset systems	i. Asset management capability reviewed as part of annually PDR's. ii. Appropriate staff to attend CQC training. iii. Highways structures staff to complete 'Bridge Inspector Training'	All Asset managers All Asset managers P Dixon	Pdrs carried out CQC training carried out Bridge Inspector training completed	June 2016 (Annually) June 2016 June 2016		
Identify potential invest to save schemes to reduce energy consumption	Investigate feasibility of LED lamp and driver replacement only for remaining street lighting stock.	A Lewis	20% reduction in energy consumption	March 2016		

Outcome	Specific Improvement Action	Accountable Officer	Performance Measure	Completion Date	Commentary Including Corrective Actions	RAG
Highway Asset Management principles embedded and effective	Highway Asset Management Improvement Plan actions implemented	S Finley	Annual report submitted to Director of Streetpride	March 2016 (Annually)		

Version 1 July 2015

RAG Rating	
Green	Completed
Amber	On Track
Red	At Risk or Missing
Purple	Not Yet Started

Rotherham Streetpride

Rotherham Metropolitan Borough Council
Where Everyone Matters

Highway Asset Management Policy and Strategy

Improving Places Select Commission

14th October 2015

Colin Knight
Highway Network Group Manager

Rotherham Streetpride

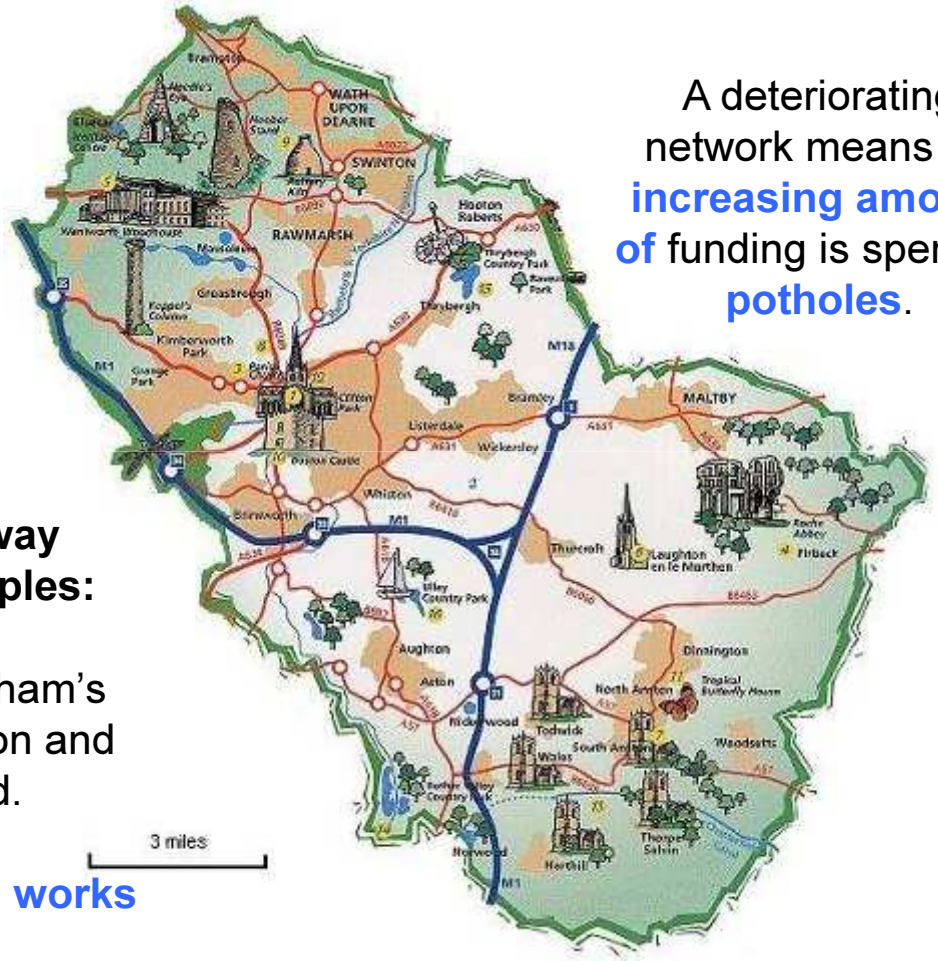
Summary

Rotherham Metropolitan Borough Council
Where Everyone Matters

Rotherham

The Council is responsible for maintaining **700 miles of roads** and 1300 miles of footways/PROW.

The highways network is the **Council's single biggest asset** with a value of around £1.72b (gross replacement value)



A deteriorating network means **an increasing amount of** funding is spent on **potholes**.

The Authority's approach to highway maintenance is based on two principles:

- Primary objective is to **keep** Rotherham's **roads** and footways in a **safe** condition and to nationally recognised standard.
- **Carry out** programmed **maintenance works** as **cost-effectively** as possible

Rotherham Streetpride

Rotherham Streetpride

Asset Information

Rotherham Metropolitan Borough Council
Where Everyone Matters

Asset Type	Quantity	Estimated Gross Replacement Cost (£m)	Depreciated Replacement Cost (DRC) (£m)
Carriageways	712 miles (1,143 km)	£1,257m	£1,202m
Footways	1,052 miles (1,689 km)	£219m	£192m
Drainage	45,500 chambers, gullies etc. and 35 km of drainage pipes/chambers	Included in carriageway costs	Included in carriageway costs
Street Lighting/Furniture	35,216 street lights columns	£73m	£67m
Structures	185 structures - bridges, culverts and underpasses	£164m	£157m
Traffic Systems	107 traffic signalised junctions and pedestrian crossings	£14m	£6m
	Total Cost	**£1.726bn**	**£1.630bn**

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Highway Asset Condition

Rotherham Metropolitan Borough Council
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Road Classification	RMBC (2013/2014)	National Average (2013/2014)
Principal – A Roads	3%	4%
Non-Principal – B & C Roads	7%	8%
Unclassified – U Roads	21%	18%
Footways	25%	Not available

Policy

We believe good asset management is fundamental in enabling RMBC to effectively deliver highway services to achieve our long term corporate priorities

It will enable informed decisions to be made about investment and maintenance funding

Resources can then be targeted at where they are most effective

Enable the identification and management of risk associated with our statutory duty to manage and maintain.

Rotherham Streetpride

Rotherham Metropolitan Borough Council
Where Everyone Matters

Highway Asset Management

Rotherham Streetpride

Rotherham Metropolitan Borough Council
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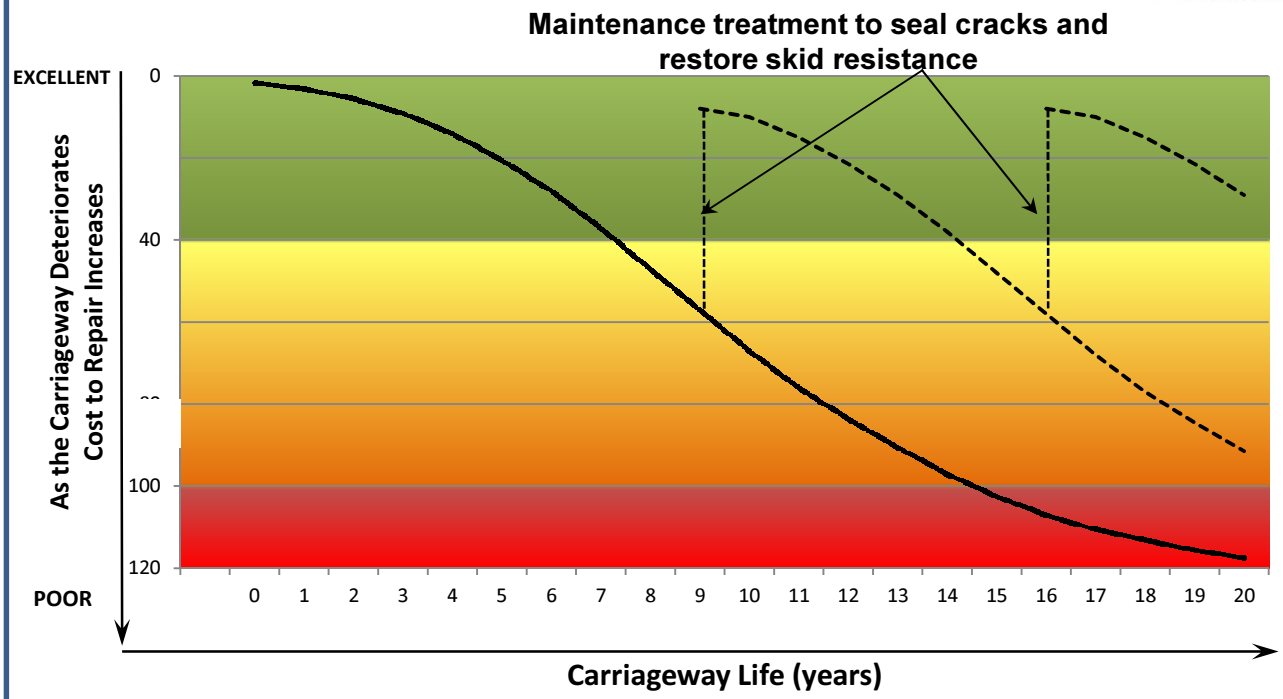
Highway Asset Management

Rotherham's **H**ighway **A**sset **M**anagement **P**lan

- **Good Data Mgt (inventory)**
- **Levels of Service & Performance Mgt**
- **Asset Lifecycle Planning**
- **Risk Mgt**
- **Decision Making Process**
- **Works Programmes**

Highway Lifecycle Planning



Key

The deterioration in the carriageway

The impact of early intervention treatments (such as surface dressing). This treatment can return the carriageway to an almost new condition.

Condition of the carriageway as it ages.
Green = Good condition, Amber = Fair to poor condition, Red = Very poor condition

Rotherham Streetpride

Decision Making Process

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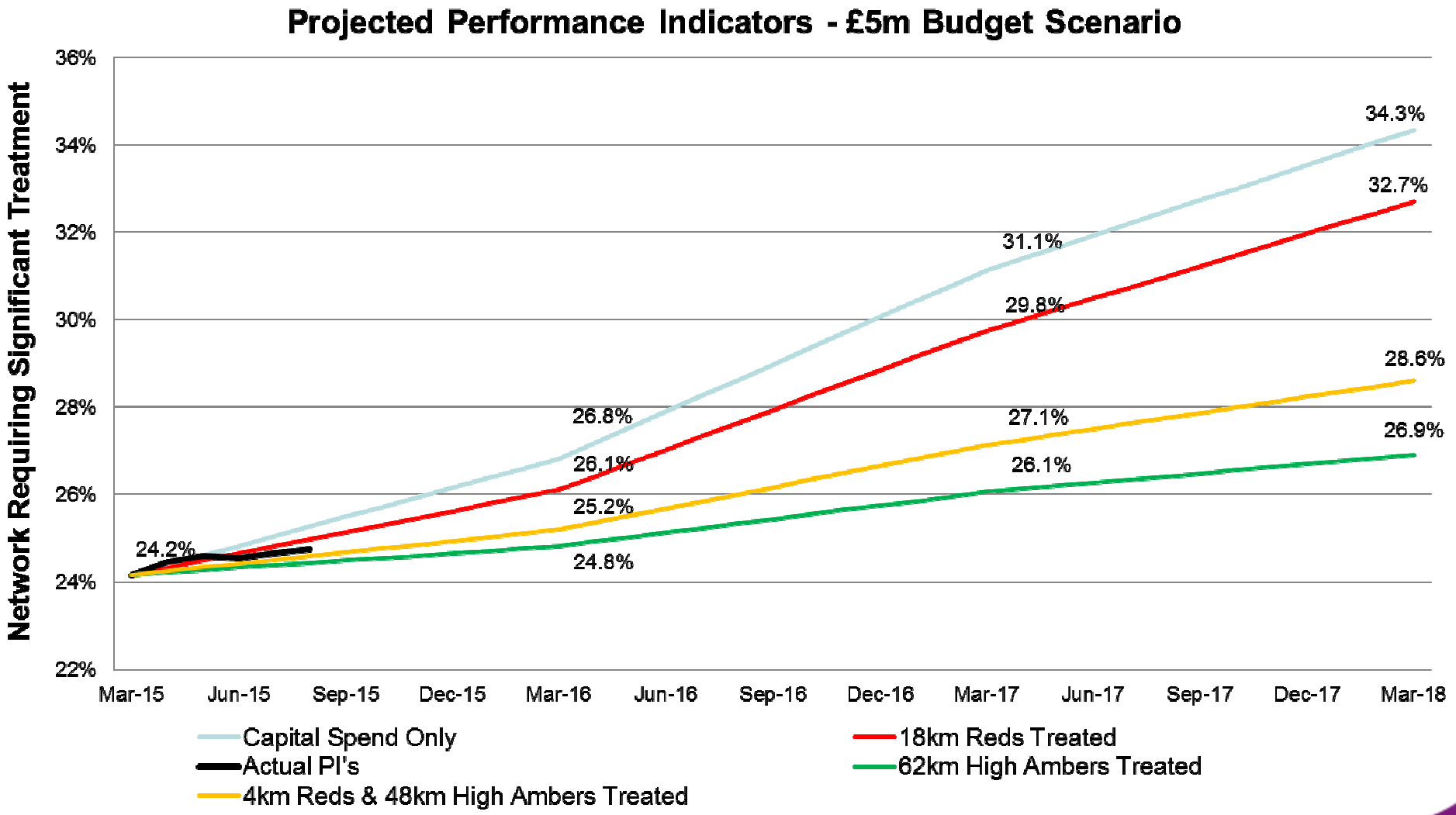

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Long Term Maintenance Investment

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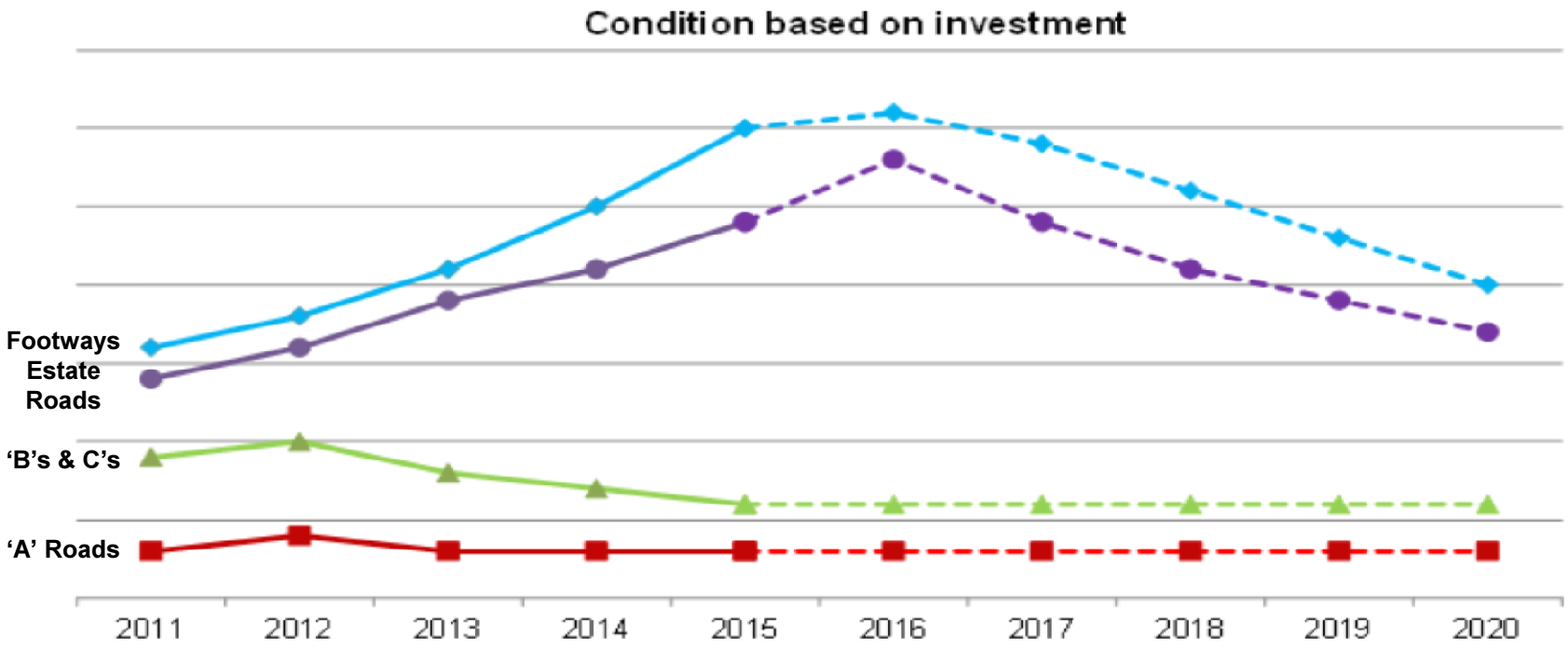
To bring the unclassified network (estate roads) up to national average or better requires a total investment of £15m.



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Risks and Mitigation

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- DfT Local Highways Maintenance Capital Block Funding
- If good asset management principles are not adhered to then the highway condition will continue to deteriorate at an accelerated rate.
- The numbers of potholes would increase as would the spending on reactive maintenance

Spend on Reactive Work (potholes)			
Year	Number	Cost (000's)	Cost/Defect
2008/09	12,000	243	£20
2014/15	34,000	435	£12

Additionally, the number of third party claims would potentially increase.

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Good Asset Mgt
Before

Rotherham
Metropolitan
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Rotherham
Streetpride

After

Rotherham Metropolitan Borough Council
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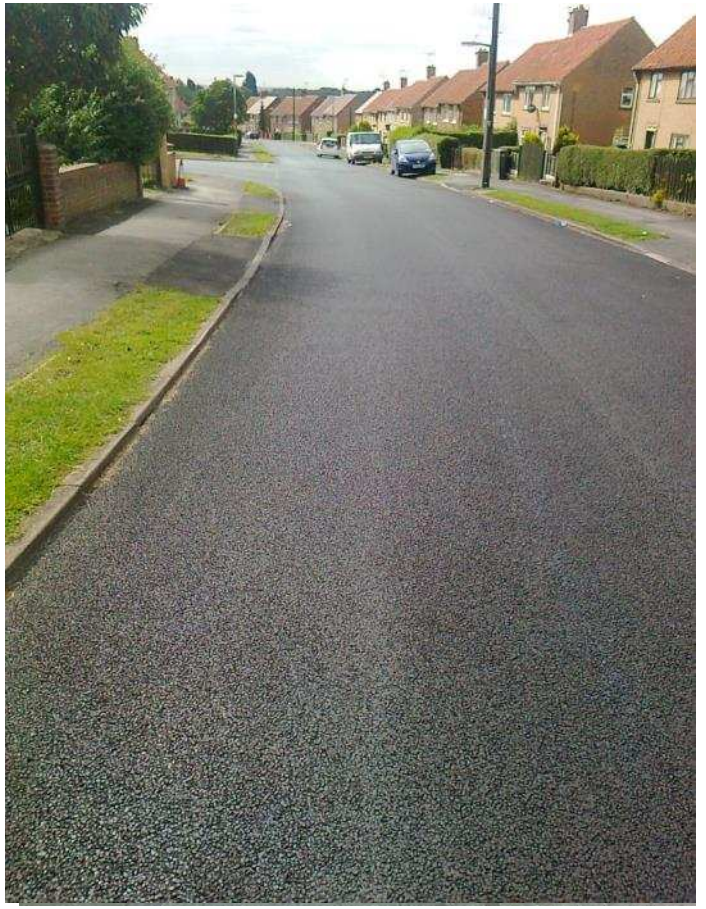

Rotherham
Streetpride

Rotherham
Metropolitan
Borough Council
Where Everyone Matters

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Rotherham Metropolitan Borough Council

Public/Private Report
Council/or Other Formal Meeting

Summary Sheet

Council Report

Title: ROTHERHAM TRANSPORT STRATEGY

Is this a Key Decision and has it been included on the Forward Plan? YES

Strategic Director Approving Submission of the Report:
Karl Battersby, Strategic Director EDS

Report Author(s): Tom Finnegan-Smith, Transportation Highways & Projects Manager
Ext: 22967
Em: Tom.Finnegan-Smith@rotherham.gov.uk

Stephen Brown, Transportation Officer, Streetpride
Ext: 22186
Em: Stephen.brown@rotherham.gov.uk

Ward(s) Affected: ALL

Executive Summary:
The Transportation and Highways Project Group has produced a draft strategy that outlines the proposed strategic approach to the provision and management of transport and transport infrastructure in Rotherham.

Recommendations:
i) Provide comments on the draft Transport Strategy as necessary;
ii) Note the internal consultation that has commenced and the further consultation proposed.

List of Appendices Included: DRAFT Rotherham Transport Strategy (2015-2026)

Background Papers: DRAFT Rotherham Transport Strategy (2015-2026)
The Sheffield City Region Transport Strategy (2011-26)
Rotherham Local Plan Core Strategy

Consideration by any other Council Committee, Scrutiny or Advisory Panel: YES

Council Approval Required: YES

Exempt from the Press and Public: NO

Title: ROTHERHAM TRANSPORT STRATEGY 2015-2026

1. Recommendations

It is recommended that the Improving Places Select Commission:-

i) Provide comments on the draft Transport Strategy as necessary;
ii) Note the internal consultation that has commenced and the further consultation proposed.

2. Background

2.1 The proposed actions in the strategy contribute to all four of the Council's Corporate Plan priorities. Helping local people into work will be achieved by the provision of sustainable transport links and alternative modes of travel to the private car. Vulnerable people will be helped by the provision of infrastructure (such as tactile paving) and the provision of services that meet their needs. Road maintenance and road safety are central themes of the strategy. The promotion of active travel will help to reduce inequalities and improve health.

2.2 The draft Transport Strategy aligns with the themes and ambitions of the Rotherham Growth Plan and the policies and aims of the Local Plan. Transport and accessibility is the glue that binds the Borough together. As the Borough grows it is essential to connect people with jobs, services, friends and families but the demand for travel needs to be balanced with a need to manage traffic congestion and provide attractive, safe, affordable and sustainable travel options to reduce the negative effects of vehicle use and emissions. The draft Transport Strategy is attached at **Appendix 1**.

3. Key Issues

3.1 Whilst the Rotherham Transport Strategy (RTS) for the period 2015-2026 is being introduced during a time of unprecedented change and austerity in which transport budgets have been reduced, it must still address two fundamental challenges:-
i) To support economic recovery in the Borough and;
ii) To adapt to and reduce the transport systems impact on safety, health and climate change to help safeguard its benefits for future generations.

3.2 This Strategy explains how we will build on our strong transport policy direction set out internationally, nationally and locally in the Sheffield City Region (SCR) Transport Strategy (2011-2026). It features our proposals to continue to improve the safety and condition of our road network in Rotherham and to support sustainable and affordable transport modes through continuing to improve public transport and enable people to walk and cycle more.

3.3 Fairness, safety and sustainability will be embedded in the transport projects we deliver. The purpose of investing in transport and the economy is not just about benefiting one group at the expense of another but to create the personal, social and cultural well-being of all.

3.4 It recognises that fuel and other costs are now rising faster than incomes and for some people car travel is simply becoming too expensive. It also addresses concerns about the rising levels of ill-health associated with sedentary lifestyles and obesity, and poor air quality.

3.5 Active transport is proven to help reduce this growing problem. The draft strategy therefore seeks to promote alternatives to car travel that will sit alongside traditional road schemes and local projects to ensure everyone has the potential to benefit from economic recovery and future growth in a healthy, sustainable manner. Work will also continue with local communities to deliver small scale improvements in local streets and areas to improve peoples' safety and well-being.

3.6 The Council will strive to continue to be a leader in local transport delivery and is committed to delivering a transport system that meets our challenges, works for all of our travelling public and businesses, helps to support growth and is environmentally fit for the future.

3.7 The plan (summarised in Appendix 1) lays out a series of challenges with objectives, themes and actions and eventual outcomes that will contribute to the overall vision that by 2026 Rotherham will:-

- Enjoy sustainable growth – new development will be based on compact mixed use centres focussed on high-quality public transport.
- Be a connected place – people and places are connected by an integrated, safe and efficient transport network.
- Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel

3.8 A performance monitoring chapter will be added to the strategy before final publication.

3.9 The draft Rotherham Transport Strategy is also being adopted at a time of significant pan-Northern and Government collaboration on strategic transport and highways infrastructure, developed through Transport for the North. This work is ongoing and will concentrate on key rail and road inter-city (region) connectivity, such as the integration of High Speed Two with Trans-Pennine/HS3, but also consider issues such as core connectivity improvements within city regions. It is not proposed that the draft Transport Strategy should be delayed until this work is complete, as there is still significant work to be undertaken, but that the principles and key schemes contained within the strategy will influence Rotherham's position on the emerging options and recommendations of Transport for the North.

4. Options considered and recommended proposal

4.1 The draft Transport Strategy provides the policy framework against which local decisions will be made, particularly in respect of options for investment in our local highway and transport network. However, whilst transport projects are acknowledged by the Government as providing a key role in supporting economic growth, there is clearly uncertainty in the amount of funding that will available in the future, not just locally but nationally. Deliverability of the proposed schemes and actions that will ultimately deliver the outcomes of the strategy will be at risk if funding is not forthcoming.

5. Consultation

Consultation undertaken to date:-

- Internal consultation with services that are most likely to be influenced or affected by the proposed strategy, including a seminar held with relevant M3 managers.
- Briefings with Commissioner Kenny and Cllr Lelliott with comments and feedback included.

Proposed consultation:-

- Presentation to the Improving Places Select Commission on the 14 October 2015.
- A 4 week public consultation planned to start in the week commencing 19 October 2015 – to be web based and advertised through local media and customer contact points.
- Member seminar proposed at the start of the consultation process to present the draft transport strategy.
- Final version of the transport strategy prepared, incorporating any comments as required.
- Report to SLT/Commissioner Kenny endorsing the final strategy for approval – November 2015.
- Report to Full Council meeting in December 2015 to approve the strategy.

6. Timetable and Accountability for Implementing this Decision

6.1 The Strategy covers the period 2015 – 2026 and it is expected that [subject to consultation] it will be approved by Council in December.

7. Financial and Procurement Implications

7.1 Whilst the delivery of the ambition and outcomes of the transport strategy is multi-faceted and involves many services across the Council it is significantly affected by the level of funding it has available to deliver transportation and highway projects. Government announcements in early 2015 indicated that the core Local Transport Plan funding (capital grants) for both Integrated Transport (IT) and Maintenance that RMBC receives would continue over a period of 6 years. However, it is likely that the impact of the Spending Review in the autumn will mean that the amount of LTP funding available will be at a much reduced level.

7.2 We have already seen a reduction in LTP IT grant is as a direct result of Government cuts in 2011 and at the start of 2014/15 as a result of the Government transferring existing funds into the Local Growth Fund, a competitive fund aligned to the City Deal process and submission of Strategic Economic Plans. Increasingly Government are reducing down the grants available to Highway Authorities and making funding available on a competitive basis. Rotherham has been successful in submitting bids to and receiving funds from many of these opportunities, both on its own and with South Yorkshire partners. Similarly we have also successfully secured European Regional Growth Funding towards schemes. However, the resources available to prepare and develop successful bids are constrained from the revenue pressures the Council continues to face.

7.3. Some of the funding available, such as the Local Growth Fund, has been devolved to the SCR Combined Authority (SCRCA). With a greater push towards funding being devolved to the SCRCA, and for decisions on how it is spent to be made locally, this presents both an opportunity and a risk. Given the continued austerity Government may reallocate funding from existing funds, which will potentially result in a pressure on funding the Council receives to deliver local transport and highways improvements.

8. Legal Implications

8.1 The council's duties as a highway authority and planning authority are incorporated in the strategy. The transportation policies within the Local Plan Core Strategy, which are included within the draft Transport Strategy, were

examined and endorsed in summer 2014. The proposed actions in the strategy contribute to all four of the council's priorities. Helping local people into work will be achieved by the provision of sustainable transport links and alternative modes of travel to the private car. Vulnerable people will be helped by the provision of infrastructure (such as tactile paving) and the provision of services that meet their needs. Road maintenance and road safety are central themes of the strategy. The promotion of active travel will help to reduce inequalities and improve health.

9. Human Resources Implications

9.1 The proposed strategy has no direct HR implications.

10. Implications for Children and Young People and Vulnerable Adults

10.1 The strategy recognises that children, young people and vulnerable adults are often dependent on public transport, cycling and walking. Work will continue with schools to maintain pedestrian and cycle training. In addition we will work with public transport operators and South Yorkshire Passenger Transport Executive to provide low cost tickets for use on buses in the area, particularly through the Rotherham Voluntary Bus Partnership.

11 Equalities and Human Rights Implications

11.1 The strategy recognises that Rotherham has inequalities in access to mobility which limits opportunities for some. In order to partly redress this balance, the strategy promotes a network of sustainable travel choices that are low cost and help to facilitate journeys to work, education and leisure. In developing schemes and initiatives to implement the strategy officers will consider opportunities to provide facilities to enhance the accessibility of Rotherham's transport and highway networks for users with specific needs or disabilities.

12. Implications for Partners and Other Directorates

12.1 Adoption of this strategy will align action in Rotherham with the Sheffield City Region Transport Strategy without impacting any budgets held by other directorates in the Council. There are considerable synergies with the Council's Air Quality Action Plan as well as close links with Planning and Regeneration. Close partnership working exists between South Yorkshire Local Authorities and South Yorkshire Passenger Transport Executive.

13. Risks and Mitigation

13.1 There is some uncertainty regarding the amount of Government funding that will available in the future, not just locally but nationally; transport projects are acknowledged by the Government to support Economic Growth and therefore stand a reasonable chance of being supported. Deliverability of the proposed schemes and actions is at risk if funding is not forthcoming. This is largely mitigated by the scalability of the proposed actions.

14. Accountable Officer(s)

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Stephen Brown, Transportation Officer, Streetpride
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Approvals Obtained from:-

Strategic Director of Finance and Corporate Services:- RORY BATTY (1 JULY 2015)

Director of Legal Services:- STUART FLETCHER (1 JULY 2015)

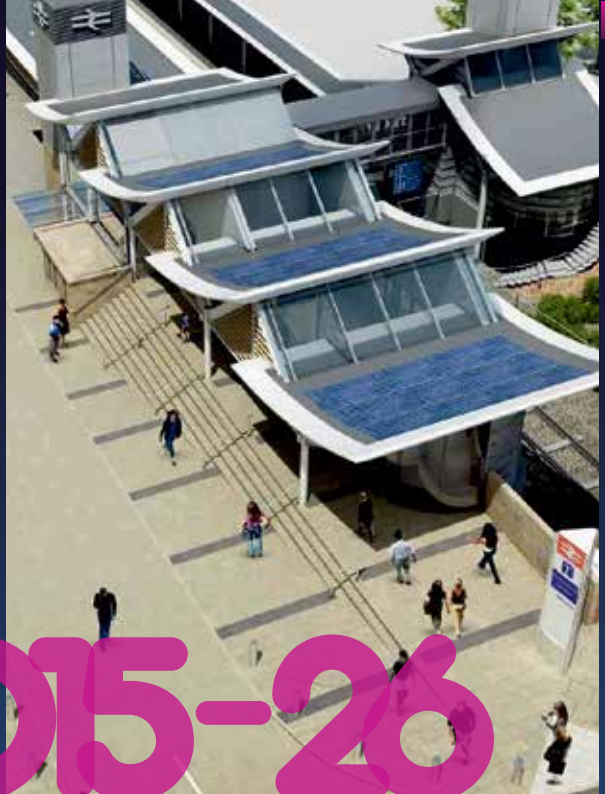
Head of Procurement (if appropriate):- N/A

This report is published on the Council's website or can be found at:-

Welcome to our interactive pdf version of the Rotherham Transport Strategy

Please use the buttons on the right to navigate the document chapters and the page numbers on the left for content of chosen chapter.

Underlined text signifies a link to further information within this pdf or an external link to a recomended website.



2015-26

Rotherham Metropolitan Borough Council

CONTENTS

Rotherham Metropolitan Borough Council

FOREWORD

I am pleased to publish the Rotherham Transport Strategy for the period 2015-2026.Although it is being introduced during a time of unprecedented change and austerity in which transport budgets have been reduced, **we must still address two fundamental challenges:**

- To support economic recovery in the Borough and;
- To adapt to and reduce the transport systems impact on safety, health and climate change to help safeguard its benefits for future generations.

This Strategy explains how we will build on our strong transport policy direction set out internationally, nationally and locally in the Sheffield City Region Transport Strategy (2011-2026) and the South Yorkshire Local Transport Plan (2011-2016). It features our proposals to continue to improve our road network in Rotherham and to support sustainable and affordable transport modes through continuing to improve public transport and promoting more walking and cycling.

> ***"Growing our economy and linking people to jobs and training will be a priority"***

Fairness, safety and sustainability will be embedded in the transport projects we deliver. The purpose of investing in transport and the economy is not just about benefiting one group at the expense of another but to create the personal, social and cultural well-being of all.

We recognise that fuel and other costs are now rising faster than incomes and for some people car travel is simply becoming too expensive. We are also concerned about the rising levels of ill-health associated with sedentary lifestyles and obesity. Active transport is proven to help reduce this growing problem. We therefore want to promote alternatives to car travel that will sit alongside traditional road schemes and local projects to ensure everyone has the potential to benefit from economic recovery and future growth in a healthy, sustainable manner. We will also continue to work with local communities to deliver small scale improvements in local streets and areas to transform and drastically improve peoples´ life chances, safety and well-being.

The Council will strive to continue to be a leader in local transport delivery and is committed to delivering a transport system that meets our challenges, works for all of our travelling public and businesses, helps to support growth and is environmentally fit for the future.

Christine Lelliott
Advisory Cabinet Member

Rotherham Metropolitan Borough Council

EXECUTIVE SUMMARY

The Purpose of this strategy is to provide an overview of how the challenges faced in planning transport to meet Rotherham's objectives will be overcome. By addressing these challenges in terms of a number of themes, the desired outcomes can be achieved. Project proposals must be in line with the strategic objectives if the desired outcomes are to be realised.

Individual projects need to be measured against the strategy to confirm that they comply with the various tiers of national, regional, and local plans and strategies that have been adopted. This strategy draws together in one place all of the relevant information and provides the background to support decision making regarding transport projects.

The interactive nature of the strategy allows reference to particular sections or themes and for pages to be referenced in other documents.

The realisation of this vision will be achieved by means of a variety of projects linked to the themes set out in Part C. A comprehensive list of projects can be found in Part D, Section 12.

Vision

By 2026 Rotherham will:

- Enjoy sustainable growth – new development will be based on compact mixed use centres focussed on high-quality public transport.
- Be a connected place – people and places are connected by an integrated, safe and efficient transport network.
- Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel

The strategy proposes a vision for transportation in Rotherham

Rotherham Metropolitan Borough Council

EXECUTIVE SUMMARY

The objectives are as follows:

Integrated transport and land use

To support well designed new development that reduces the need to travel and is accessible to everyone by frequent public transport, walking and cycling.

Public transport (bus, tram & train)

To improve the public transport network so it provides an alternative to the private car.

Active transport network

To make the transport network safe and attractive for walking and cycling.

Travel behaviour change

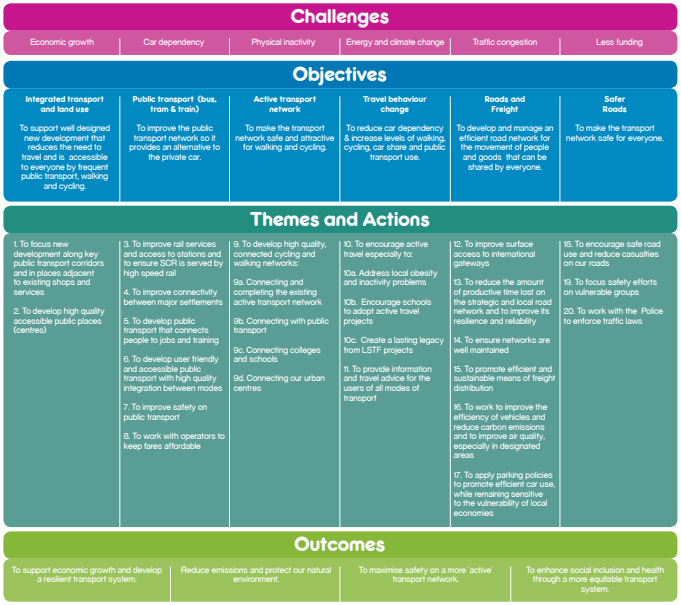
To reduce car dependency & increase levels of walking, cycling, car share and public transport use.

Roads and Freight

To develop and manage an efficient road network for the movement of people and goods that can be shared by everyone.

Safer Roads

To make the transport network safe for everyone.



Our overall transport strategy

Rotherham Metropolitan Borough Council

PART A

Setting the scene

1. Introduction

About the Borough

The metropolitan borough of Rotherham occupies an area of 28,653 hectares, one of four metropolitan areas within South Yorkshire, bounded by Sheffield to the west, Barnsley to the north, Doncaster to the east and North East Derbyshire and Bassetlaw (Nottinghamshire) in the south.

Rotherham developed from a small market town into a major industrial centre based on coal and steel. The population of the present Borough grew from 17,000 in 1801 to 120,000 in 1901 and is now in excess of a quarter of a million. Most of the traditional industries of the 19th and 20th centuries no longer exist and many old industrial areas have seen large scale regeneration such as at Manvers in the Dearne Valley, although there is still a steelworks at Aldwarke.

The M1 motorway runs along much of the borough's western edge and the M18 bisects the borough to the southeast of Rotherham town centre. There are five airports within a 50 mile radius, including "Robin Hood" airport near Doncaster. Local rail connections to the national rail network at Sheffield and Doncaster are good, however direct services to other major rail destinations are lacking. The Borough also benefits from canal connections to the Humber Ports via the Sheffield and South Yorkshire navigation.

Transport and accessibility are the glue that binds the Borough together. As the Borough grows it is essential to connect people with jobs, services, friends and families but the demand for travel needs to be balanced with a need to manage traffic congestion and to reduce the negative effects of vehicle use and emissions.

Purpose of this strategy

The purpose of this strategy is to establish our transport policy and to provide a blueprint for the Borough's transport network over the next 12 years, with a particular focus on our immediate priorities to stimulate the local economy to create jobs and to tackle transport affordability.

Rotherham Metropolitan Borough Council

Planning context

In the last decade there have been major changes to the Borough and surrounding region both physically and administratively. This change spurred on the need to re-examine transport and to develop a plan that meets the way people and goods will move about the Borough.

Some of the key changes include:

- The introduction of a Growth Plan and the Local Plan Core Strategy which proposes an additional 14,000 new homes in the Borough by 2028 along with 10,000 new jobs over 10 years meaning more land is needed for employment uses.
- The progression of major housing and industrial development areas at Waverley and Bassingthorpe Farm.
- The Rotherham Community Strategy which focuses on economic growth, health, protecting vulnerable people and local issues.
- The introduction of the Sheffield City Region (SCR) Transport Strategy (2011-26) and the formation of the SCR Combined Authority to oversee economic development, regeneration and Transport.
- The Department of Transport's announcement of a 10 year allocation of major scheme funding for the Sheffield City Region and the subsequent forming of the SCR Local Transport Body to determine where and by whom the allocation is spent within the City Region.
- The announcement of the Sheffield to Rotherham Tram Train trial and the development of Bus Rapid Transit schemes.
- Other issues linked to transport and travel such as high fuel prices, increasing obesity levels, sedentary lifestyles and social exclusion which have a direct impact on the mobility and quality of life of our local population.

How the Rotherham Transport Strategy fits into the planning framework is shown in Fig. 1.

How transportation has fed into the development of the growth plan for City Region and Rotherhams growth plan

Fig 1: Where the Transport Strategy fits into the Planning Framework

Local Plan Core Strategy

The Core Strategy identifies the towns and settlements where land for new houses, industry/business, retail, leisure and community facilities is needed and how this can be done sustainably up to 2028. It sets out local policies to make this happen including local transport policies **(See: Fig 2)**.

In effect, the Core Strategy sets out what development is needed, how much is required, where it should go and when it should happen. It concentrates new development along public transport corridors and proposes walking and cycling links to connect developments together. Some new roads are included but only where they are needed to open up land for development.

Locations for new housing and industrial developments are spread across the Borough with most being modest extensions to urban areas that already have similar land uses. However, there are two large urban extensions proposed at Waverley (with 3900 homes/38ha of employment land) and at Bassingthorpe Farm (with 2400 homes and 11 Ha of employment land)

Policy CS14
Accessible Places and Managing Demand for Travel

The Council will work with partners and stakeholders to focus transport investment on making places more accessible and on changing travel behaviour. Accessibility will be promoted through the proximity of people to employment, leisure, retail, health and public services by:

A. Locating new development in highly accessible locations such as town and district centres or on key bus corridors which are well served by a variety of modes of travel (but principally by public transport) and through supporting high density development near to public transport interchanges or near to relevant frequent public transport links.

B. Enabling walking and cycling to be used for shorter trips and for links to public transport interchanges.

C. Reducing car parking provision in town centre and other accessible sites if public transport and other sustainable modes can accommodate travel but not to an extent where the town centre is unattractive when compared to out of town shopping centres.

D. Set thresholds where existing and future employers and institutions will need to adopt Travel Plans or Area Travel Plans as part of a programme of sustainable transport promotion.

E. The use of maximum parking standards for non-residential developments aimed at reducing the number of car trips to and from them.

F. Adopting car parking policies for vehicles and bicycles in accordance to national guidelines that support and complement public transport and the introduction of sustainable travel modes.

G. The use of Transport Assessments for appropriate sized developments, taking into account current national guidance on the thresholds for the type of development(s) proposed.

H. The safeguarding of suitable land for the provision of transport infrastructure.

I. Prohibiting development where this is prejudicial to projects outlined in the Local Transport Plan or for any other transport proposals. Land to be safeguarded will be contained in specific transport proposals, the Sites and Policies document or other Local Development Plan Documents as appropriate.

J. Implementing the Public Rights of Way Improvement Plan and maximising the use of the Public Rights Of Way network and other routes such as canal towpaths and disused railway lines for local transport connections on foot and by bicycle.

K. Not allowing new development in Air Quality Management Areas unless traffic and air quality impacts are appropriately mitigated.

L. Promoting Park and Ride where other sustainable travel choices cannot deliver similar benefits.

M. Maintaining and improving School Travel Plans to manage demand for travel to and from schools and colleges.

Policy CS15
Key Routes and the Strategic Road Network

The Key Route and Motorway network will provide efficient access between the main Rotherham Urban Area, Principal Settlements and the regional and national road network. This will be achieved by:

A. Concentrating through traffic on Motorways and 'A' Roads with best use being made of the existing road capacity to enable this.
B. Improving specific Key Routes to manage congestion including traffic management measures, bus priority and facilities for cyclists and pedestrians.
C. Integrating Park and Ride projects into bus priority schemes where they create a demonstrable reduction in vehicle mileage and are proven to be self-financing.
D. Concentrating road based freight onto those key routes where it would not have an unacceptable impact on local communities.

Investment in key routes will be complemented by improved links for public transport, walking and cycling into the communities they serve. Where a key route passes through a community or acts as the main transport link between communities, it will be modified to reflect the needs of local people with priority given to accommodating vulnerable road users.

Policy CS16 New Roads

There will be no significant increase in the physical capacity of the highway network. Proposed new roads likely to be delivered within the plan period are:

1. A57 Todwick to M1
2. Sheffield/Rotherham Bus Rapid Transit (Northern Route)
3. Waverley Link Road
4. J33 M1 Improvement
5. M1 J32 – 35 Managed Motorways.

Policy CS17 Passenger Rail Connections

The Council will support development of the rail network, including High Speed 2, and will safeguard land for local rail projects including:

A. Rotherham mainline rail capacity improvements – principally the doubling of Holmes Chord on the Sheffield Main Line near Tinsley.
B. Increases in train frequency and rolling stock capacity.
C. Examination of new stations and park and ride facilities where appropriate.
D. Improvements to existing stations and park and ride facilities
E. The Sheffield – Rotherham Tram Train trial route.
F. Land within and adjacent to existing and historical rail alignments for rail, cycleway and/or walking route development.
G. The route of the High Speed 2 rail line.

Policy CS18 Freight

The Council will promote improvements to the freight network accruing from strategic road and rail improvements especially for links to the Humber Ports and the north via the M1/M62 Managed Motorways proposals.

The transfer of freight from road to canal will be encouraged and the potential of the Sheffield and South Yorkshire Navigation and rail network will be maximised by safeguarding sites with potential canal wharfage and rail sidings. The impact of the movement of road based freight will be minimised through the concentration of freight onto key routes.

Figure 2 Core strategy policies from the Rotherham Local Plan.

Rotherham Metropolitan Borough Council

Our transport infrastructure proposals take the impact of all these large and small developments into account.

The policies contained in the Local Plan were subject to consultation and scrutiny at a hearing in public during October and November 2013. That hearing considered the policies to be fit for purpose and they form the backbone of our objectives in this strategy.

Rotherham Community Strategy and the Health and Wellbeing Strategy.

The Community Strategy is an overarching document for the Borough reflecting the shared interests, aspirations of all major local agencies working to improve Rotherham. It sits alongside other high level strategies including the Health and Wellbeing Strategy. It has 3 main priorities to:

- Help local people and businesses benefit from a growing economy.
- Ensure the best start in life for children and families.
- Support those that are vulnerable in our communities.

The Community Strategy also adopts these principles (amongst others) and it obliges the Council to:

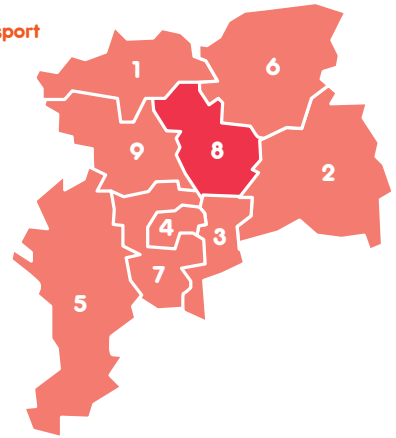
- Deploy our resources where they are most needed to help reduce inequalities.
- Only focus on areas where we can make a difference to local people and make sure we work with communities to seek solutions.
- Focus on prevention and early intervention.
- Help people to help themselves.

Our Transport Strategy meets these priorities and principles.

The Sheffield City Region Transport Strategy (2011-26)

The SCR Transport Strategy sets out the strategic transport policies for the whole region **(See Fig 3)**.

It is complemented by an implementation plan and The Third South Yorkshire Local Transport Plan which sets out how the strategic transport policies will be delivered.



Barnsley **1**
Bassetlaw **2**
Bolsover **3**
Chesterfield **4**
Derbyshire Dales **5**
Doncaster **6**
North East Derbyshire **7**
Rotherham **8**
Sheffield **9**

Figure 3

Rotherham Metropolitan Borough Council

The City Region Transport Strategy sets out 4 key goals that apply to all our transport activities **(see Fig.4).**

In support of the SCR goals there are 26 strategic transport policies which will inexorably drive our local transport decisions **(See fig 5).**

The nine local authorities that make up the Sheffield City Region (SCR) have a long history of collaboration at a scale that reflects the natural economic geography of the region. Most recently, this collaboration has taken the form of the Sheffield City Region Local Enterprise Partnership (SCR LEP) and SCR Leaders Group.

Following a comprehensive "Governance Review" – SCR Leaders agreed to establishing a SCR Combined Authority (referred to as the SCR Authority). The term "Combined Authority" means the bringing together of two statutory bodies – the Integrated Transport Authority (ITA) and an Economic Prosperity Board (EPB) in order to align political decision making around strategic Economic Development and Transport.

On 23 January 2013, the Department for Transport announced a ten-year allocation of major scheme transport funding for Sheffield City Region. This funding is to be spent on major infrastructure projects and will form part of the Sheffield City Region Investment Fund (SCRIF). SCRIF is a framework of funding streams to deliver essential strategic infrastructure to increase economic growth and jobs in the Sheffield City Region.

To satisfy the Department for Transport that Sheffield City Region is able to allocate and spend the funding appropriately, Sheffield City Region has established a body to make key decisions regarding this funding and to oversee investments. This body is known as the Sheffield City Region Local Transport Body (SCR LTB). Many of the projects in this strategy are influenced by the SCR LTB.

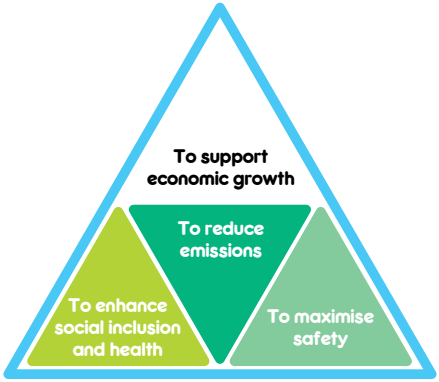


Figure 4: The SCR goals

To support economic growth	
To improve surface access to international gateways.	
To improve the reliability and resilience of the national road network using a range of management measures.	
To promote efficient and sustainable means of freight distribution, while growing SCR's logistics sector.	
To improve rail services and access to stations, focusing on interventions that can be delivered in the short term.	
To ensure SCR is served by high speed rail.	
To improve connectivity between major settlements.	
To deliver interventions required for development and regeneration.	
To develop high-quality public places.	
To focus new development along key public transport corridors and in places adjacent to existing shops and services.	
To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economics.	
To develop public transport that connects people to jobs and training in both urban and rural areas.	
To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability.	
To ensure our networks are well-maintained.	

To enhance social inclusion and health	
To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes.	
To ensure public transport is accessible to all.	
To work with operators to keep fares affordable, especially for travellers in need.	
To provide efficient and sustainable access to our green and recreational spaces, so that they can be enjoyed by all residents and attract tourism.	

To reduce emissions	
To work to improve the efficiency of all vehicles and reduce their cardon emissions.	
To encourage active travel and develop high-quality cycling and walking networks.	
To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.	
To support the generation of energy from renewable sources, and use energy in a responsible way.	
To improve air quality, especially in designated AQMA areas.	

To maximise safety	
To encourage safer road use and reduce casualties on our roads.	
To work with the police to enforce traffic laws.	
To focus safety efforts on vulnerable groups.	
To improve safety and the perception of safety on public transport.	

Squeezing more from our existing assets

Esuring our growth is sustainable

Giving people choice

Ecouraging a cultural change

Figure 5: SCR Transport Policies

2. Transport challenges

Economic growth

In 2013, the Borough's population was estimated at 258,700 – the third largest in the Sheffield City Region.

Our Local Plan Core Strategy includes a housing target of 850 new homes a year (over 950pa to account for previous years' under-provision) resulting in 14,371 new homes to be built over the 15 year plan period from 2013 to 2028. It also identifies around 230 hectares of employment land for new economic development with up to an additional 5 hectares of land to accommodate new office floor space.

As a result of our housing and economic growth plans we estimate that the population will grow to around 271,000 by 2026. The future population and economic growth will create transport growth which needs to be identified and mitigated by planning new or improved transport.

Traffic congestion

At present traffic congestion is a problem in Rotherham for relatively short periods at peak travel times when the roads are busiest. As our economic growth plans take effect, our roads are predicted to become much more congested. Forecasts by our Strategic Transport Model indicate that 73,000 additional trips will be made on our road network (based on a 2007 baseline). General traffic and bus trips will both increase by around 10%. Without interventions, these new trips will lead to more congestion, longer delays and traffic queues. **(See fig. 6)**. There is little scope for large scale expansion of road capacity in urban areas without there being a serious impact on the places we live and work in.

It is inevitable that we will have to adopt a transport system where people who don't need to travel by car are able to use excellent alternatives instead (bus, train, walk, cycle). Road space will need to be managed for people who do need to drive such as freight carriers, public services, trades-people and people with disabilities.

Fig.6: Change in delay due to highway congestion without interventions (2007-2026)

Rotherham Metropolitan Borough Council

Car dependency

Managing car travel has been the main focus of transport policy for the last few decades but there has been limited success because economic factors have driven car use upwards. Consequently, more capacity has been (and will be) squeezed out of the road network to accommodate more traffic but this is a finite process. If growth continues, more people will be sitting in the same traffic queues.

We have reached a point where little more can be done to accommodate much more traffic without seriously disadvantaging one road user over another: for example, taking time away from people wishing to walk across a road in favour of more 'green time' for vehicles travelling along it.

An economic link to travel will remain but it will be a more complex one. Cars will be seen by many as the best choice for travel but for others, this will not be the case. For example, one in four households do not have access to a car for reasons including cost, disability and choice. They have to rely on public transport, walking and cycling or alternatively a lift from friends, family or community organisations. The reliance on such 'networks', which are often limited, can lead to social exclusion.

It is also likely that economic factors may further curtail car use (and increase exclusion) especially for people on lower incomes because of:

- Rising fuel costs **(see fig.7).**
- Affordability for younger people (e.g. high insurance costs).
- Moves towards cleaner and ultimately more expensive vehicles.
- Conscience – people are beginning to look for cleaner and more environmentally friendly modes of travel

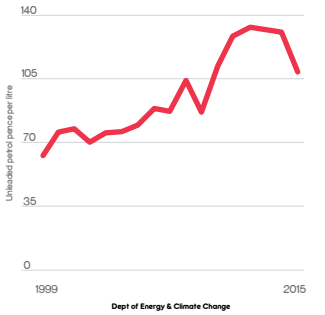


Fig.7: Average UK fuel price per litre of unleaded

Rotherham Metropolitan Borough Council

Travel data from the 2011 census indicates that of the people that do travel to work, cars are the main travel mode. In fact, around 81% use their cars **(see fig: 8).** This is despite the fact that just over 60% of travel to work trips in Rotherham are short (i.e. they start and finish within the Borough) and could easily be made by public transport, cycling or, for very short trips, on foot.

Clearly there are two challenges here. Firstly, to ensure shorter trips to existing and new jobs within the Borough are made efficiently and with the least impact on the transport system (perhaps by bus, train, bicycle or on foot); and secondly, to create an attractive alternative to cars for longer cross boundary travel to work trips and especially those to Sheffield (perhaps by rail, tram or bus)

Transport provision and the location of services can reinforce social exclusion. When done badly, they prevent people from accessing key local services or activities, such as jobs, learning, healthcare, food shopping or leisure. The average distance to work for people on low incomes is three miles compared with eight for the general population. Increasing the mobility of low income workers will allow them to seek employment beyond their current horizons. Cars are not the answer for this group as motoring costs account for 24% of the weekly expenditure of households in the lowest income quintile who have cars. Public transport might not currently provide a total solution either. Not only do buses not always go where people want to be, travel costs are now surprisingly high. Typical examples (as of Sept 2014) are:

- South Yorkshire Annual Travelmaster Direct - £1115.50
- First Monthly - £74.70 / month
- Student bus ticket – around £15.00 week

Lower cost solutions are necessary to remove barriers for low income groups to enable them to access jobs, education and training. Cut price travel passes, bicycle hire or motor scooter hire and community transport are further explored in this strategy.

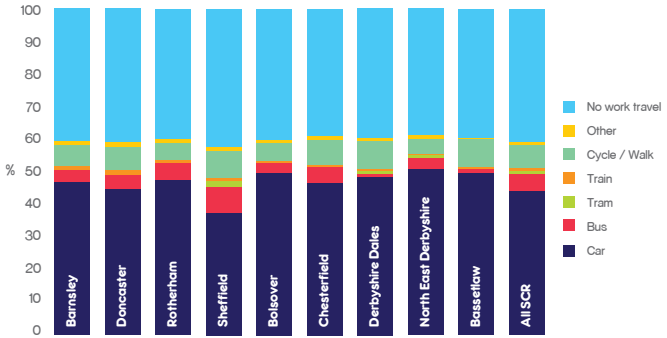


Fig 8: Travel to work by mode across SCR

Rotherham Metropolitan Borough Council

Physical Inactivity and Health

Poor health, obesity, congestion, accessibility and the environment are all significant challenges for national and local government. Almost 28% of Rotherham adults and 22% Rotherham children (based on year 6 children) are classed as obese. Only 10.4% of adults are physically active. Inactivity is a major cause of obesity. A selective set of health indicators are shown in fig. 9.

At a time when public finances are coming under increased pressure, we cannot ignore the potential of low-cost, sustainable transport measures like walking and cycling to contribute to tackling these challenges.

Energy, Pollution & Climate Change

Climate change is potentially the most serious environmental threat we face on a national scale. The Climate Change Act has set a target to reduce UK greenhouse gas emissions by at least 80% by 2050. With 21% of domestic greenhouse gas emissions coming from transport, (of which 58% come from the private car), road transport has a major contribution to make. Any increases in congestion and the 'stop start' traffic that it brings will have a negative effect on greenhouse gas targets.

Road traffic is also the major source of polluting emissions that give rise to poor air quality in parts of Rotherham. These areas have been designated as Air Quality Management Areas and an action plan has been formulated to address the issues which are almost entirely transport related. There is mounting evidence (SCC Low Emission Zone Study 2013) that government policies encouraging the adoption of diesel cars (to reduce the greenhouse gas CO_2) have led to an increase in the emission of nitrogen oxides which cause local pollution.

They are so harmful to health that they have been estimated to be responsible for over 130 premature deaths each year in Rotherham (significantly more than are killed in road accidents. These invisible gases have been linked with respiratory and heart problems by the World Health Organisation.

In the medium to long term a change to alternative road fuels, such as natural and bio-gas, electricity and hydrogen are the answer.

Indicator	Local no/year	Rotherham	England Average	England Worst	England Best
Deprivation	84567	33.4	19.8	83	0
Long Term Unemployment	1332	8.2	5.7	18.8	0.9
Obese Children Y6	637	21.6	19	26.5	9.8
Obese Adults	n/a	27.6	24.2	30.7	13.9
Physically Active Adults	n/a	10.4	11.2	5.7	18.2
People Diagnosed Diabetic	12262	6	5.5	8.1	3.3
Early Death from Heart Disease or Stroke	232	78.1*	67.3	123.2	35.5
Road Injuries and Deaths	83	32.7*	44.3	128.8	14.1

● = Worse than England average ● = Same as England average ● = Better than England average

Percentages except * which donates per 100,000 population

Figure 9: Selected health indicators, Rotherham compared with the averages for England

Rotherham Metropolitan Borough Council

Funding

The Council's ability to deliver the infrastructure required to manage its transport networks efficiently to cater for traffic growth, including that which is projected to arise from development growth associated with the Local Plan, is ultimately dependant on the funding that is available. Transport and Highway improvements are usually delivered using a range of public and private funds, which include:

Core Local Transport Plan (LTP) grant funding

Over the last decade Local Transport and Highway Authorities have received capital grant funding from the Department for Transport to deliver the aims and objectives that are set out in Local Transport Plans. This grant funding is allocated within 4 yearly Local Transport Plan funding periods.

Local Transport Plan 3 Integrated Transport Block

Integrated Transport funding was affected significantly when the Coalition Government commenced the process of deficit reduction and from 2011/12 onwards capital funding was reduced nationally by 50%. Nevertheless, the remaining annual grant is used within Rotherham to implement Road Safety, Traffic Management, Pedestrian and Cyclist accessibility, and public transport improvements to address the aims of the Sheffield City Region Transport Strategy. A further cut of 40% is planned by government from financial year 2015/16. This will be transferred into the pool of funds that comprise the Local Growth Fund.

LTP Maintenance Block

This is an annual grant allocated to local highway authorities through the SYITA and is used to undertake planned maintenance of our highways assets, including carriageways, footways, street lighting and highway structures.

Department for Transport (DfT) Competitive Funds

Government have acknowledged the role that transport plays in growing the economy and in facilitating development and over the last 3-4 years the DfT have created competitive funds which local authorities and regions can competitively bid to for additional funding to deliver key transport and highway improvements. These have included the Local 'Pinch Point' fund, Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant. The DfT criteria for many of these funds require that a promoting authority must provide a 'local contribution' to be successful, and a benchmark contribution of 30% is commonly quoted.

DfT Local Major Transport Schemes

This fund was used by the DfT to promote the implementation of more significant schemes over £5m. This was a competitive fund on a national basis. Schemes seeking funding needed to set out a significant 'business case' for the funding in line with DfT guidance.

DfT Local Sustainable Transport Fund (LSTF)

The LSTF is a competitive fund created by the DfT to deliver a programme of targeted transport projects that are focussed on growing the economy in a sustainable way. Similar to the major scheme process there was a defined bid process based on a detailed business case. In early 2012 South Yorkshire partners submitted our bid to the DfT and in summer 2012 they received confirmation that they had received the full c£30m that had been bid for. This funding comprises of capital funding for infrastructure projects and revenue funding for training and promotion projects. The funding is awarded across the financial years until March 2015 with a further £5 million awarded to South Yorkshire for the period 2015-16.

Developer S106/S278 contributions / CIL

As part of Rotherham's proposed CIL (Community Infrastructure Levy) schedule, highways infrastructure mitigation (identified through the traffic modelling and forecasting exercise) has been included. CIL may be used to fund the implementation of schemes directly subject to the size of the project or it may, more likely, be used as a match fund towards the overall budgets required to deliver schemes which draw on a range of funding sources. As mentioned above, CIL funding will certainly be used as 'Local Contributions' within external funding bids to maximise the value of the fund.

Developer S106 contributions will also continue to be sought towards improvements that are

Rotherham Metropolitan Borough Council

directly attributed to specific development impact as determined through individual Transport Assessments and not included within the CIL Regs 123 schedule (to avoid double funding). Developers will continue to be required to enter into S278 agreements where their development requires alterations to the highway network to facilitate issues such as new junctions for access this is also subject to the works not being included on the Regs 123 schedule).

Future Highways and Transportation Funding Allocations

Recent announcements from Government indicate that Local Transport Plan funding for both Integrated Transport and Maintenance will continue into the next four year spending review period beyond March 2015. At present the flexibility on the use of this funding, including ring fencing of budgets, is not yet determined.

In addition, further changes to the way in which funding will be allocated have also been announced. From March2015 various funds will be allocated through a Local Growth Plan process, which is predominantly Transport based but will also include some Economic Regeneration funding and also skills funding. The Local Growth Plan will cover Local Economic Partnership (LEP) areas, which for Rotherham is the Sheffield City Region (SCR), and it will set out the growth aspirations of an area and how they intend to use the available funds to stimulate economic growth. The transport funds included are: all Local Major scheme funding (the decision to devolve this fund had been announced in Summer 2012); approximately 40% of LTP IT funding will be included, as will a further capital funding grant for LSTF.

Rotherham Metropolitan Borough Council

3. Strategy development

Strategy development and consultation

Our Borough Transport Strategy is inexorably linked to other local and regional transport and planning strategies (See Fig 1) and much of our future transport thinking and decision making and many of our larger 'strategic' projects will be driven by hierarchical administrative bodies. However, Rotherham has always been fully represented at every administrative level (and always will be) so local input is assured.

There has been significant public consultation on transport issues during the development of the SCR Transport Strategy and our Local Plan Core Strategy. Alongside the SCR, LEP and LTB a whole range of bodies in SCR is continuously engaged in transport issues, including the district councils, community representatives, the general public, local services and businesses, rail and bus operators and more.

We are aware of consultation overload and we don't intend asking for opinions about things that have already been agreed or won't change. This document is effectively a distillation of our previous work and rather than offering something new, it makes sense of our hierarchical administration and translates it into a local context. Our main theme is about action and delivery of transport projects in Rotherham.
We have taken information from literally hundreds of documents and thousands of pages of text, condensed and edited it to what is directly relevant to people living and working in Rotherham. As a result, our approach to better transport is based on prioritising people rather than simply looking at cars. Although cars will remain as an important way of travelling, the growth pressures we face mean we need to strike a much better balance and get the right mix of public transport, walking, cycling and car use.

For all forms of transport, we want to set out what will happen, when it will happen, where it will happen and most importantly, why it will happen.

To do this, we have set out:

- A vision for transport in Rotherham
- Our objectives – what sort of transport will achieve the vision.
- Themes and projects – what will actually happen 'on the ground'.
- Outcomes – what we expect our strategy to change for the better.

The strategy also includes some case studies to show what has been done already and what positive effects can be gained from different types of transport project.

Rotherham Metropolitan Borough Council

PART B

Vision and overall strategy

4. Transport vision and strategy

Transport vision

In the previous chapters we have set out why we need a transport system that contributes to economic growth, gives equal access to jobs, education and services for everyone and protects the environment. We have also set out the policies that will shape transport in the future. By summarising what these policies mean, we have created an uncomplicated transport vision for the Borough **(See table 1)**.

Achieving this vision will help towards achieving our own and our City Region partners' broader outcomes.

Vision

By 2026 Rotherham will:

Enjoy sustainable growth – new development will be based on compact mixed use centres focussed on high-quality public transport.

Be a connected place – people and places are connected by an integrated, safe and efficient transport network.

Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel

Table 1

Rotherham Metropolitan Borough Council

Overall strategy

Up to this point, we have looked at transport challenges in Rotherham and examined the over-arching plans and strategies that will help determine our own objectives, themes and outcomes as we plan for transport in Rotherham.

As with much of this strategy, previous work, plans, strategies and consultations have already provided us with a very solid framework. We have further distilled and sieved this evidence base to develop uncomplicated objectives, themes and projects that will help deliver the outcomes above **(Fig 10)**.

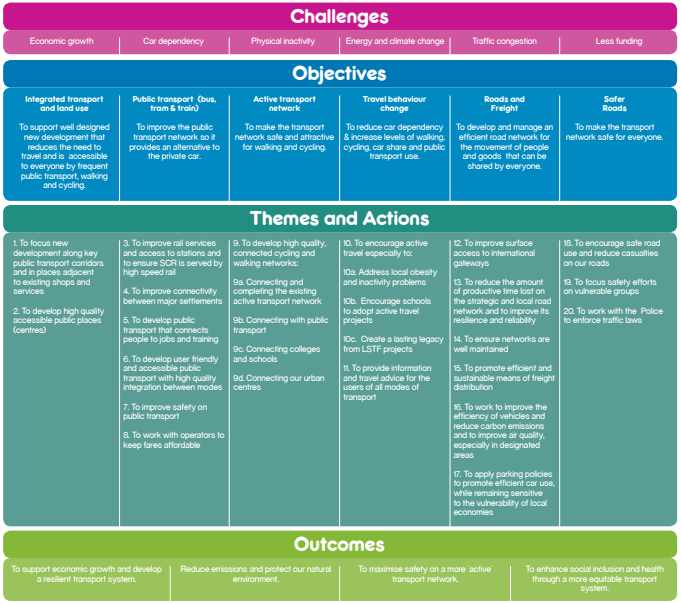


Figure 10, Our overall transport strategy

PART C

Themes and objectives

5. Integrated transport and land use

Objective
To support well designed new development that reduces the need to travel and is accessible to everyone by frequent public transport, walking and cycling.

Introduction

Land use policy influences the demand for transport, while transport policy often determines the location and distribution of different land uses. An integral approach to transport land use planning is therefore essential for achieving our transport vision.

By shaping the pattern of development and influencing its location, scale design and mix, integrated transport and land use planning can help deliver social, economic and environmental sustainability by:

- Enhancing business and retail activity to support the Borough's economy.
- Reducing the need to travel and the length of journeys.
- Supporting efficient, frequent and reliable public transport.
- Making it easier for people to get to work, shops, entertainment and local services on foot, by bicycle or public transport.
- Reducing the negative effects of transport on communities.
- Providing for the efficient distribution of goods and services to businesses and communities.

Our key aim is to move away from transport planning that is focussed on cars, while sustainable modes such as public transport, cycling and walking are seen as 'back-up' modes for people who do not drive. This approach has led to a preference for developments and suburbs based on car access.

Rotherham Metropolitan Borough Council

The Local Plan Core Strategy puts in place policies to reverse this trend so we can move towards compact, accessible and sustainable developments in the future. This Strategy sets out the transport projects that complement the Core Strategy.

Current Situation – a snapshot of local settlements

Dearne settlements

Lie to the north of the main Rotherham Urban Area bordering Barnsley and Doncaster, and covers the former mining towns of Brampton, Wath, Swinton Town, and Kilnhurst. It is characterised by significant out commuting into Barnsley and Doncaster with a limited number also travelling to West Yorkshire.

This area has in the past been heavily reliant on the coal industry (Manvers) but has seen investment in other industries in recent years, particularly in the new business parks along Manvers Way – e.g. call centres, distribution and light engineering, and is now a significant employment area within the borough.

The Waterfront redevelopment is providing significant mixed use regeneration, delivering new homes, sites for new economic development, local services and leisure facilities. Lying in a flat valley bottom, the area provides good opportunities to connect people and places via walking and cycling.

Rotherham urban

Includes the Town Centre, Eastwood, Upper Haugh, Greasbrough, Kimberworth Park, Masbrough, East Herringthorpe, Parkgate, North Rawmarsh, Thrybergh Park, Brecks, and Moorgate.

The Templeborough corridor provides an important transport and employment corridor between Rotherham town centre and Sheffield. The urban area is closely associated with the town centre and has a predominantly urban landscape. It is characterised by a smaller percentage of out commuting than other parts of the borough (though it does contribute considerably to the large number of commuters to Sheffield).

At the heart of the borough it provides Rotherham's key public transport interchanges with access to the main road network. As well as established residential and employment areas, there are numerous heritage and environmental assets including the river and canal networks. Rotherham town centre is the borough's principal retail and service centre, although it has suffered in recent years from de-population and the loss of many high street stores to new 'out of town' developments at Meadowhall and Parkgate Shopping Park.

Many of the most densely populated deprived areas of the borough lie within the main Rotherham Urban Area. See Fig 11.

Urban fringe

This includes the settlements of Ravenfield, Bramley, Wickersley, and Whiston just to the south-east of the main Rotherham Urban Area. It is characterised by a less close association with the town centre itself and has a mix of commuting to Sheffield and, to a lesser extent, the Doncaster area. It includes generally more affluent areas and very popular residential areas which have grown in recent years with large parts of the area still rural in character. There are limited areas of employment, however the area does include a significant public transport route along the A631.

Rotherham / Sheffield corridor

This includes the settlements of Wentworth, Kimberworth, Templebrough, Waverley, Aston, Rother Valley, and South Rural along the western edge of the borough (along / close to the M1 and Sheffield boundary). There is a mixture of urban and rural areas; settlements in the north and south of the corridor are more rural in nature but settlements just to the west of the main Rotherham Urban Area are more urban in nature, including industrial areas / large employment sites.

All are characterised by extensive commuting into Sheffield (all areas have over 30% of their working age residents travelling across the 'border') with additional numbers also travelling to Nottinghamshire / Derbyshire from settlements in the south of the corridor and to Barnsley / West Yorkshire from settlements in the north of the corridor. Within this

Rotherham Metropolitan Borough Council

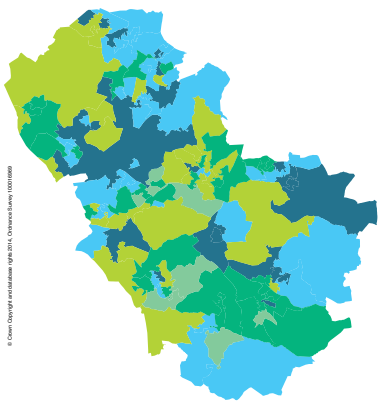
area settlements often have limited association with Rotherham – less than 50% of working age residents in these areas work in the borough. The area does however include major public transport routes, including the "Lincoln" rail line which serves Kiveton Park station. The corridor includes important heritage assets such as Wentworth Woodhouse, Rother Valley Country Park, and the line of the Chesterfield Canal.

Outlying & rural settlements

This includes the settlements of Maltby, Laughton, Thurcroft, Dinnington, and Anston to the south / south-east of the main Rotherham Urban Area. It is predominantly rural in nature but with significant settlements, such as Dinnington, Maltby and Thurcroft. The area is linked to Rotherham centre by quality bus corridors (Maltby and Dinnington / Thurcroft routes). There is a mixture of commuting patterns, but significant numbers commute to Sheffield (given the proximity of M18 and M1 motorways) as well as Nottinghamshire (mainly Bassetlaw) and Derbyshire.

It consists mainly of ex-mining areas with pockets of deprivation remaining in many of these communities. However the area does include several major public transport routes connecting settlements such as Maltby, Thurcroft and Dinnington / Anston with Rotherham town centre and the wider Sheffield city region.

The map shows differences in deprivation levels in this area based on national quintiles (fifths) of the Index of Multiple Deprivation 2010 by Lower Super Output Area. The darkest coloured areas are some of the most deprived areas in England.



This chart shows the percentage of the population in England and this area who live in each of these quintiles.

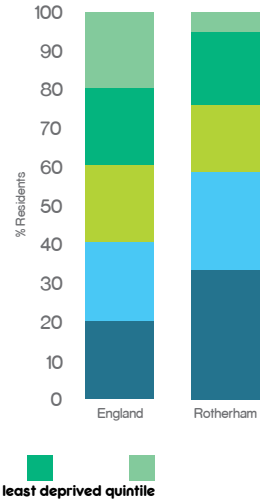


Figure 11, Deprivation: a national view

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Challenges

Rotherham is at the heart of the Sheffield City Region and is highlighted as having the potential to capitalise on its strengths in manufacturing and supply chains and its shared economy with Sheffield. Parts of the borough are clearly more deprived than others and require higher priority for investment to ensure that they share in the benefits of an improving local economy. The quality of life for all residents will need continual improvement and these are the main land use challenges:

- Supporting the regeneration of Rotherham town centre and attracting greater footfall. The town centre is struggling to remain attractive in the face of competition from more out of town employment, education, shopping and leisure centres. Whilst allowing out of town developments is attractive in terms of economic regeneration, it becomes more and more difficult to connect them together with cost effective public transport services. It is also less practical to encourage walking and cycling and car use tends to prevail (for those who have them).
- Reducing deprivation across Rotherham; in particular the need to encourage development, investment and transport connectivity in those areas of greatest deprivation (the highest levels are concentrated in areas close to Rotherham town centre but also in pockets across the borough, such as parts of Maltby, Thurcroft and Dinnington).
- Making sure developments are prioritised in the most accessible and sustainable locations.
- Minimising any increase in traffic associated with new developments and locating them to encourage public transport, walking and cycling use.
- Improving cross border public transport links, particularly between Rotherham and Sheffield to expand opportunities for employment and education.
- Ensuring new development does not contribute to greenhouse gas emissions or other air quality issues.
- Meeting the needs of an ageing population – the number of residents aged over 75 years will increase by around 12,000 people or 61% between 2010 and 2027, reflecting the national trend of an ageing population due to increasing in life expectancy. Those over 85 will increase at an even higher rate, with an additional 5,200 people or an 83% increase. As people get older they become more dependent on all elements of mobility creating a greater reliance on demand responsive transport and access to public transport for social amenities."

Opportunities

Rotherham will accommodate its future population by concentrating new sustainable developments (housing, employment, education, leisure) in existing urban areas. These areas were ranked in terms of their accessibility and location in relation to public transport corridors, cycling and walking routes. This direction provides a significant opportunity to change the travel behaviour of local people from principally relying on cars, to utilising a balanced mix of cars, public and active transport options.

Other opportunities include:

- Using the planning process to require developers to fully promote sustainable travel to and from their developments via Transport Assessments and Travel Plans developed in conjunction with the Council.
- Improving urban design and supporting a dense mix of commercial and residential development along public transport corridors to create fully accessible places where people feel connected to their surroundings.
- Build on the potential for new economic activity created by high frequency transport corridors including road, tram-train, heavy rail and bus.
- Enhancing cycling and walking routes to connect places and people together.
- Encouraging a spread of transport demand across different modes.
- Using the Community Infrastructure Levy to fund highways and transportation projects which enable new developments.

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Themes and Actions

Theme 1: To focus new development along key public transport corridors and in places adjacent to existing shops and services.

The Local Plan Core Strategy states that "By the end of the plan period, the majority of new development will have been located in sustainable urban locations, close to transport interchanges and within transport corridors.

Wherever viable and most sustainable, previously developed land will have been used first. Car dependency and the need to travel will have been reduced by the promotion of higher housing densities and mixed use developments in appropriate locations, better travel planning and public transport improvements".

In Rotherham this means that larger development will be located in pre-determined areas such as Bassingthorpe Farm and Waverley whilst smaller developments will be favoured if they are within existing urban areas and are close to existing public transport corridors.

Theme 2: To develop high quality accessible public places (centres).

Until 2025, around 62% of our future new housing needs and 70% of new employment sites will be provided beyond the main central urban area of Rotherham in principal settlements such as Wath, Waverley, Dinnington, Aston, Aughton, and Maltby.

(See Fig. 12) These places will need to be increasingly accessible as more people want to travel to them and within them.

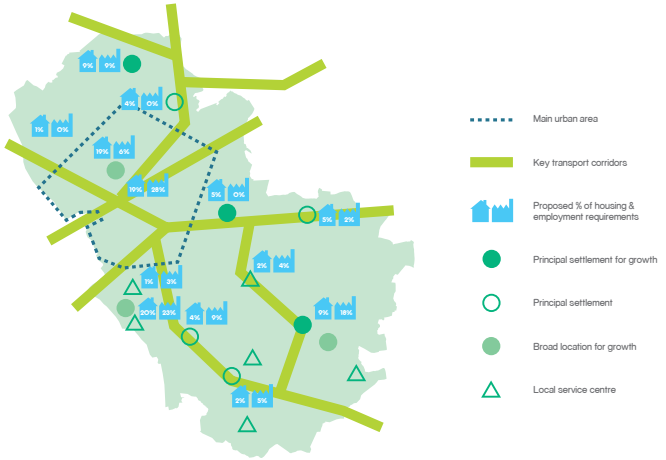

Figure 12 Spatial Development in Rotherham.

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PART C Themes and objectives

With the exception of essential interventions such as local safety schemes at accident black-spots, the amount of housing and employment growth will broadly determine the level of transport investment in principal settlements. This will be determined via 7 principal settlement transport plans which will be used to guide:

- Public transport improvements and new services.
- Active Transport routes for walking and cycling
- Traffic management and safety schemes
- Parking policy for vehicles and bicycles.
- The amount and sources of investment (private/public/grant) needed to fund improvements.

These plans will be developed with the local communities in and around each principal settlement and will keep local people informed about local transport in their area.

Themes 1 and 2 actions

Integrated Transport and Land Use Actions Summary	Lead	When
To apply the principles of sustainable development and transport as per the Local Plan Core Strategy	RMBC	Ongoing
Ensure that large developments are consistent with the Local Plan, the Rotherham Transport Strategy and any relevant Government Guidelines.	RMBC	Ongoing
Develop Principal Settlement Action Plans to co-ordinate public and private investments in roads, public transport, walking, cycling and parking	RMBC SYPTE	By April 2015

Rotherham Metropolitan Borough Council

6. Public transport (bus, tram and train)

Objective

To improve the public transport network so it provides an alternative to the private car.

Introduction

Improving our public transport network is a key part of our transport strategy to manage growth. A more frequent, reliable and affordable public transport network will serve the Borough by ensuring all our residents and visitors can move around safely and quickly with the least impact on our health and local air quality.

Current Situation

Public transport - rail services

The rail network within Rotherham provides links to the broader network across South Yorkshire and beyond. Currently, it includes local rail services with 4 stations (Rotherham Central, Kiveton Park, Kiveton Bridge and Swinton) serving local connections but also connecting directly with East and West Coast mainline services from Sheffield and Doncaster respectively. **Fig 13** shows the local rail network and Fig 14 shows how that fits into the regional network.

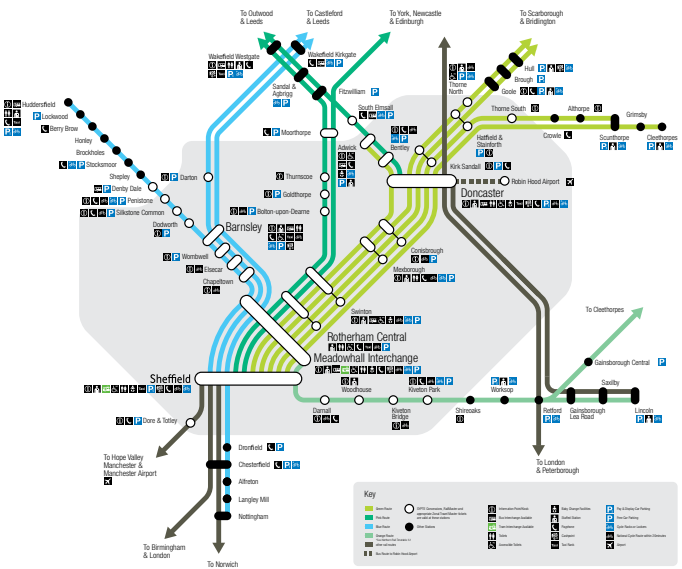

Figure 13 Local Rail network

Rotherham Metropolitan Borough Council

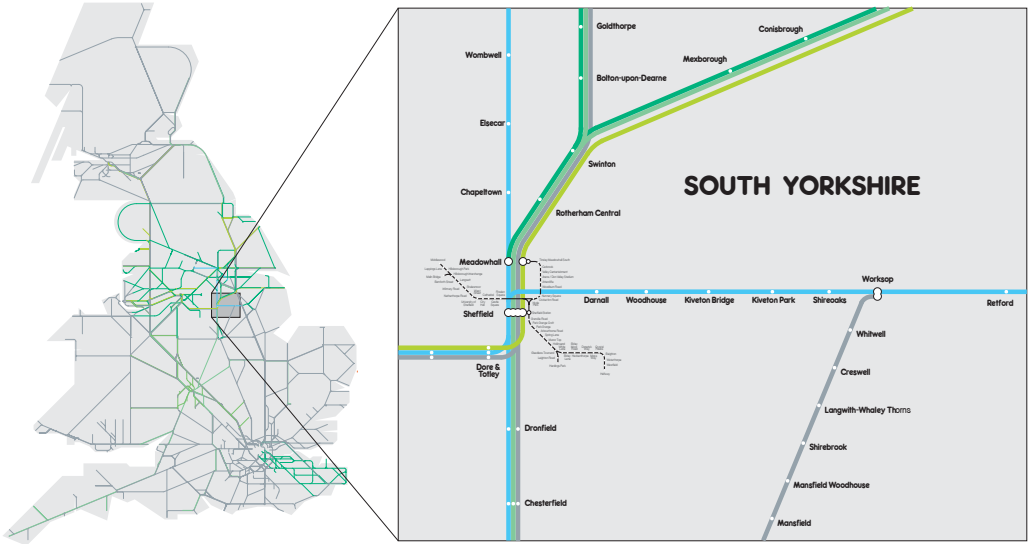

Figure 14 The regional rail network

Compared with other urban areas of a similar size Rotherham does not have a rail network that is conducive to commuting; many of the outlying settlements are not served by rail at all. Dinnington, Maltby and Wath are all sizeable settlements with no rail connection. Benchmarking of Rotherham against other similar sized towns and cities shows that the frequency of trains and number of destinations served put Rotherham firmly in the bottom 3 of the 16 places considered.

Public Transport – Bus Services

In contrast to the rail network, Rotherham is well served by a network of largely radial bus services, linking all the principal settlements with the town centre as well as linking neighbouring major settlements. This network has recently undergone a major overhaul as part of the Rotherham Bus Partnership **(See Figure 15)**

As would be expected the density of bus services is greatest in the urban areas with fewer serving the small, remote rural settlements. In these areas it is not unusual to have to make one or more changes to reach some destinations. There are 3 bus interchanges in Rotherham at Wath, Dinnington and Rotherham town centre.

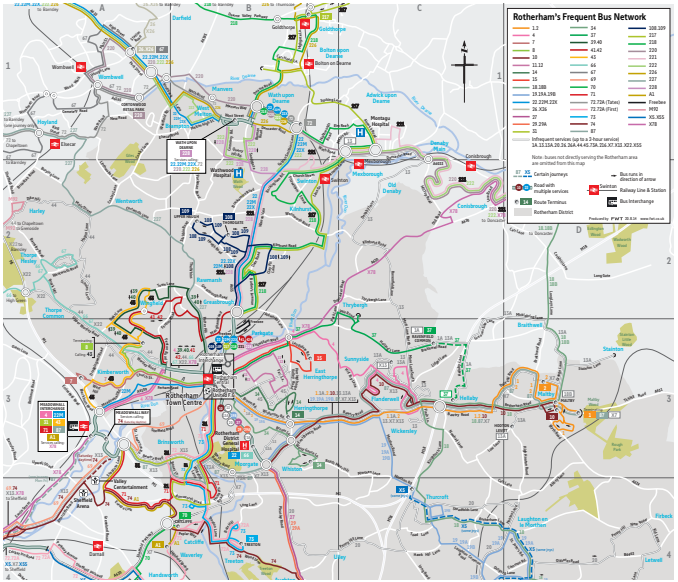

Figure 15: Rotherham's frequent bus network

As a result of the Rotherham Bus Partnership there are now lower cost tickets available for daily weekly and monthly travel allowing passengers to use any operator´s services in the borough. This has made the network more flexible for the user as there is no longer a major price penalty for using different operators´ services as part of a journey.

Park and Ride

In Rotherham, there are 3 existing rail based sites for park and ride trips (primarily serving Sheffield, Rotherham, West Yorkshire, North Notts and for connecting into the National rail network), at Rotherham Central, Swinton and Kiveton Park.

The South Yorkshire Passenger Transport Executive Park and Ride Study short-listed a local bus based park and ride site at the M18/A630 (Hellaby) and a local bus / tram based site at Parkgate. However, the report concluded that wider economic benefits of bus based Park and Ride expressed in terms of highway decongestion and accident savings were ¨very small¨ and the sites were not progressed towards developing full business cases.

The Sheffield City Region Transport Strategy (2011-26) and associated Public Transport Action Plan (2011-16) states that: ¨Park and Ride (P&R) facilities have an important role in a package of public transport improvements. P&R is an effective solution on corridors with high travel demand, especially for those travelling to SCR's larger urban areas from its suburban or rural parts¨.

On this basis, our local transport policy is to encourage strategic park and ride sites where appropriate and in Rotherham, this will be focussed on Tram Train and Bus Rapid Transit projects that are explained in the Strategy. Park and ride schemes associated with these projects will be more viable than local bus based schemes and will help connect the Borough to national and regional rail services at Sheffield City Centre train station.

Community Transport and Wheels to Work

Rotherham Community Transport provides a range of safe, reliable, flexible accessible transport services for people who have mobility difficulties and for Community Groups using a variety of methods appropriate to passengers´ needs, including its own buses, voluntary car drivers and selected local taxis. Funding and procurement for Rotherham´s CT services are managed centrally by Sheffield Community Transport to allow for economies of scale in administration, purchasing new vehicles, maintaining the fleet and allocating drivers.

The Wheels to Work scheme is administered by SCT and provides scooters and training to people unable to access work, training or education by public transport due to lack of appropriate services, remoteness etc.

Taxi and Private Hire

Private Hire Vehicles must be pre-booked through a licensed operator. Private Hire Vehicles cannot ply for trade at taxi ranks or on the street and are usually booked by telephone or at a booking office. Private Hire Vehicles licensed by the council display a yellow plate on the rear and a smaller internal plate in the front windscreen and may carry up to 8 passengers.

There are two different types of hackney carriage vehicles licensed by Rotherham Borough Council. The most easily recognisable is the ¨London Style¨ or similar looking hackney carriage vehicles which are wheelchair accessible, or the saloon type vehicle. All hackney carriages are white, display a white number plate fixed on the rear of a vehicle and display white door signs with the number of the hackney carriage on them.

Unlike private hire vehicles, hackney carriages can be hailed / flagged down in the street, be found at taxi ranks or called by phone.

Hackney carriage vehicles usually carry between one and five passengers but may carry up to 8, dependent on the type of vehicle used. There are approximately 50 Hackney Carriages licensed by Rotherham Council, however due to proposed licensing changes this number and the number assessed as wheelchair compatible may change.

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Private Hire and Hackney Carriages play an important part in the local transport network. They offer flexible travel options where other modes are not suitable and help to bind together different forms of public transport. They are especially useful at public transport interchanges where travellers use them to complete the first or last legs of their trips. Equally, they provide a service to many people who do not own a car but occasionally need the convenience of one, for example, for shopping trips to local supermarkets.

Achievements

A few of the improvements to public transport in Rotherham include:

The new Rotherham Central Train Station

This £8.5 million scheme has greatly improved the ticketing, waiting and surrounding areas as well as enhancing access for disabled passengers. It was short-listed for a national transport award as Rail Station of the year. The striking architecture forms a fitting gateway to the town.

Other Interchanges

High quality bus interchanges have been built at Dinnington and Swinton as well as in central Rotherham. These have real time information displays, comfortable waiting areas and staff to provide cleaning and security.

Rotherham Bus Partnership

Launched in July 2014, this partnership between the Council, SYPTE and local bus operators has addressed many of the problems with the local network as well as interoperability of tickets and journey cost. Information improvements and "legibility" of the network have been a prime focus, with a view to making the overall offer more attractive and arresting the decline in patronage.

Bus Priority and Congestion Relief

Bus priority has been a theme of successive Local Transport plans and has led to some innovative schemes such as the Bus contra-flow on Corporation Street. Introduction of the contra-flow bus lane provided a more direct route through the town centre for a number of bus services. It also allowed the introduction of more convenient outbound bus stops serving the town centre. Reduced journey times were achieved on some services. On others, the reduction in journey time was used to improve reliability.

Junction improvement and traffic flow management schemes have been introduced on some of the more congested routes (A630, A618, A633) to make journey times more reliable.

Free Bee Bus

This is a free bus service linking Parkgate Shopping and Rotherham Town Centre. It is funded by the landowner at Parkgate, British Land. This well-used service links the retail offer of the town with the retail park and to some extent reunites the two which had become distinct and separate despite their proximity.

Challenges

Limited Rail Services

The rail network in Rotherham has long been in adequate insofar as:

- No mainline services stop at any Rotherham station. Deficiencies on the approaches to Rotherham Central place constraints on capacity.
- Train frequencies are lower than most comparably sized towns and cities, as well as being poorly distributed through the hour.
- There is limited platform length at Rotherham Central which dictates the length of trains that can stop there.
- Trains are often over-crowded at peak times.
- Connectivity between public transport and walking and cycling routes is poor.

Declining Bus Patronage

Although the Rotherham Bus Partnership is expected to address this problem, bus patronage has declined markedly over the last few years (see fig 16).

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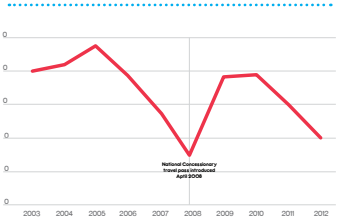

Fig.16: Bus patronage in Rotherham (indexed to 2003)

Inflated fares (compared to Sheffield), lack of flexibility, operator competition not co-operation, and a tendency to prefer to operate commercial services on the most profitable routes has led to the decline. All of these have been addressed by the Rotherham Bus Partnership. There other factors too such as increased home-working (leading to a reduced demand for travel), rising car ownership (although this is still below the national average) and more recently, the economic recession.

Inadequate Public Transport Network

Declining public transport patronage is indicative of a system that is not meeting the needs of travellers. Although there are some good bus priority measures in Rotherham, there are many places where buses sit in the same traffic queues as general traffic, for example, on the A633. Not only does this give the bus a distinct journey time disadvantage compared to most other modes, it also affects reliability and timetabling.

Opportunities

As our population grows, greater use of public transport is promoted within the LSTF Core Strategy to ensure trips are made sustainably and the impact of growth is minimised. The public transport network will need more capacity and it will need to respond quickly to changes in the places where people live and work.

Essentially it needs to become:

- More simple to use;
- More frequent between our major settlements;
- Better connected with major settlements within the Borough boundary and with places beyond it;
- Safe and attractive;
- Integrated with other modes

Themes and Actions

Theme 3: To improve rail services and access to stations and to ensure SCR is served by high speed rail

Expansion of the heavy rail network is unlikely to occur, other than the HS2 which is currently expected to have a station at Meadowhall.

Recent studies indicate that greater connectivity is unlikely to be achieved from Rotherham Central due to the high cost of track improvements and the limited benefits they would confer. A better solution is likely to be an additional new station on the mainline to take advantage of the services that currently travel on the rail network through Rotherham without stopping. A potential new station is likely to provide good value for money and a considerable uplift to the Borough's economy increasing GDP by providing high quality direct links to 6 of the UK's top 10 cities that are attractive to businesses and inward investors. Rotherham Central would still provide an important role in supporting the growing market for local travel and retaining capacity for tram-train services, which are proposed to start operating in early 2017.
The benefits of electrification of the Midland Mainline and connections to the East Coast Mainline would be significant, both in terms of capacity enhancement and the speed of connections. Electrification would also be a driver for the provision of new rolling stock.

Theme 4: To improve connectivity between major settlements

Around 33,000 people travel between Rotherham and Sheffield each working day making this by far our largest travel to work movement. Therefore, our priority will be to improve public transport links between Rotherham and Sheffield. The heavy rail passenger network is unlikely to change significantly so instead, we will promote Tram Trains and Bus Rapid Transit projects.

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The success of trams running on heavy rail track on the continent has inspired the government to initiate a trial in the UK. The trial will be a link between the Sheffield Supertram Network at Meadowhall South and Parkgate in Rotherham (via Rotherham Central) using the existing heavy rail tracks.

Although this is called a trial, it is likely to be made permanent and should form the basis for further routes in the future. It is important from this point of view that existing heavy rail alignments in the

Borough are not built over (as was the case in the Dearne Valley) because these routes can be used to reduce the cost of implementing future schemes. The route of the tram-train is shown in fig 17.

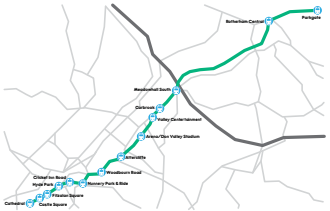

Fig.17: Proposed TramTrain route

The Department for Transport has also funded the implementation of a bus rapid transit (BRT) route linking the centres of Rotherham and Sheffield. The BRT will operate with priority at junctions and utilise the new Tinsley Link Road to cross the railway, canal and avoid the M1 Junction 34S. It will operate with specially designed, high quality vehicles, and is intended to improve journey reliability between Rotherham and Sheffield centres. This further acknowledges the fact that there is a considerable volume of cross-boundary commuter traffic in both directions. The route of BRT is shown in fig 18

Fig.18: BRT North route

Theme 5: To develop public transport that connects people to jobs and training

The Local Plan sets out requirements for both the location of new development and provision of public transport services. Part of the Local Plan process will be the adoption of guidance for developers that will set out how they should consider transport accessibility. This guidance will provide best practice standards for the production of transport assessments/statements and travel plans. These look at a development from the point of view of the traffic that it generates and how people might get to the site.

If the development is large enough the plan might require the developer to fund public transport improvements, whereas smaller developments could be expected to show how they intent to encourage the uptake of sustainable transport more generally. Where public transport infrastructure exists, (e.g. bus shelters), improvements may be required through the planning process. New developments will be expected to provide connectivity to existing bus and active travel networks, for instance by providing convenient pedestrian access to bus stops. Location of developments along major public transport corridors will be preferred to those which are more remote.

Some 30,000 employees now benefit from the existence of a travel plan at their workplace. (See fig 19. overleaf)

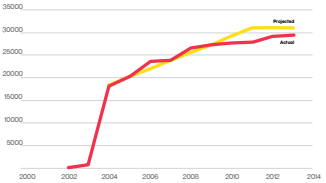

Figure 19. Employees covered by a travel plan in Rotherham

Theme 6: Developing user friendly and accessible public transport with high quality integration between modes (including walking and cycling)

The active travel network provides complementary support for the public transport network. Many bus, tram and train trips start and finish on foot or bicycle and many more could be transferred if facilities beyond the active transport network were improved and better connected. So, more attention will be paid to helping people change from one mode to another. For example by providing secure cycle parking or dedicated bike schemes, changing areas, luggage storage, as well as better routes to stops and stations.

Much of this work is the responsibility of the South Yorkshire Passenger Transport Executive who manage and maintain most public transport interchange points (including bus stops). We will work closely with them to encourage better integration of their services with the active travel network.

Theme 7 and 8: To improve safety on public transport and to work with operators to keep fares affordable

Rotherham's SCR Transport Committee members, officers from Rotherham Borough Council, South Yorkshire Passenger Transport Executive (SYPTE) and representatives of the bus operators, have developed a Bus Partnership for Rotherham. It comprises Rotherham Borough Council (RMBC), First Group, Stagecoach, TM Travel, Powells Bus and South Yorkshire Passenger Transport Executive (SYPTE), who are working together to develop better bus services in Rotherham.

Public Transport Actions Summary	Lead	When
To apply the principles of sustainable development and promote public transport trips as per the Local Plan Core Strategy	RMBC	Ongoing
Ensure large developments are consistent with the Local Plan, the Rotherham Transport Strategy and relevant Government Policy.	RMBC, SYPTE	Ongoing
To integrate public transport into Principal Settlement Action Plans to co-ordinate public and private investments	RMBC, SYPTE	By April 2015
To progress, implement and promote the Tram Train Trial between Rotherham and Sheffield	RMBC, SYPTE Stagecoach	Jan 2016
Safeguard the alignment of heavy rail routes in the Borough pending the outcome of the Tram Train trial.	RMBC, SYPTE NetworkRail	Ongoing
To progress implement and promote the Bus Rapid Transit Project between Rotherham and Sheffield	RMBC, SYPTE Bus operator	April 2015
To create a Bus Partnership between RMBC, SYPTE and local bus operators	RMBC, SYPTE Bus operator	July 2014 Ongoing
To support the active transport actions and improves access to public transport services by sustainable modes.	RMBC, SYPTE	Ongoing
To lobby for the electrification of lines linking with the ECML and Midland Mainline.	RMBC, SYPTE NetworkRail	Ongoing

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The Partnership's goals are for bus travel to become people's preferred choice of transport and maximise the positive effect of the bus on the environment.

To achieve this, the Partnership aims to offer high quality, reliable, convenient and accessible services with value for money fares.
The Partnership developed proposals for a new network of services, which were introduced in July 2014.

Public Transport Projects

Tram Train

This will be a nationally significant trial because whilst Tram-Train technology has been used on the Continent successfully for a number of years, a light rail vehicle has never operated on the heavy rail network within the UK. The trial will therefore be monitored closely by the Department for Transport, as it will by other metropolitan areas such as Manchester that are keen to introduce their own Tram-Train operations. In particular it is the interoperability issues that are key not just the technological, as Stagecoach, the current tram operator, will be operating on the heavy rail network and will have different Network Rail standards and requirements to meet from their current practice. The scheme will see Tram-Train vehicles operate from the Cathedral tram stop in Sheffield calling at all existing stops to the Meadowhall South tram stop where they will then switch onto the existing heavy rail network passing under the M1 Tinsley Viaduct and call at Rotherham Central Station and then onto a spur off of the heavy rail network to a terminus at Parkgate Retail World.

Services will operate between Rotherham and Sheffield (and vice-versa) every 20 minutes. Whilst train journey times to Sheffield will continue to be quicker (under 10minutes at present), these only call at Meadowhall and do not serve other intermediate destinations in the Lower Don Valley.

Furthermore train frequencies are currently restricted through Rotherham Central due to the section of single track known as Holmes Chord. This means that whilst there are 3 trains an hour to Sheffield from Rotherham these are all bunched together in a 25minute period, whereas the Tram-Train will operate on a much more even frequency without affecting the current train service provision.

Implementation of the infrastructure required is due to commence in the second half of 2016 and the first Tram-Train services are planned to operate from January 2017. It should be noted that whilst the DfT do still refer to this project as a trial, this is due to the learning that they expect to gain from this project. Tram-Train is seen as a clear way of driving down the cost of operating rail services and locally partners are confident that this scheme will be in operation beyond the 2 years which the DfT will be monitoring and reviewing the project.

Bus Rapid Transit

This new £30m project to improve bus services between Rotherham and Sheffield will see new Euro VI compliant buses travelling along a fixed route and only stop at a limited number of places. Part of the journey will be run on dedicated bus lanes, with a new road link being built under the M1 motorway at Tinsley. The service is expected to be operating by 2016, with further routes planned.

The first service, known as the Northern Route, will pass the Meadowhall shopping centre and Sheffield's Hallam University. The service will be an important part of the economic regeneration of the area, providing people better access to employment and opening up the employment sites in the Don Valley and also helping people get to those between the two urban centres.

Bus Partnership

Rotherham's SCR Transport Committee members, officers from Rotherham Borough Council, South Yorkshire Passenger Transport Executive (SYPTE) and representatives of the bus operators, have developed a Bus Partnership for Rotherham.

The Partnership comprises Rotherham Borough Council (RMBC), First Group, Stagecoach, TM Travel, Powells Bus and South Yorkshire Passenger Transport Executive (SYPTE), who are working together to develop better bus services in

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Rotherham. The Partnership's goals are for bus travel to become people's preferred choice of transport and maximise the positive effect of the bus on the environment. To achieve this, the Partnership aims to offer high quality, reliable, convenient and accessible services with value for money fares. The Partnership has developed proposals for a new network of services, which were introduced in July 2014. The partnership will lead to a better, more accessible bus service that better serves the needs of the borough.

Settlement Transport Plans

The Local Plan Core Strategy proposes major changes to many local settlements with sizeable expansions of housing, retail, employment areas. Some are in completely new urban extensions such as at Bassingthorpe Farm whilst others are formed from a collection of individual sites spread around an existing settlement. It is important to calculate transport needs for each settlement so that new infrastructure can be agreed, planned, funded and built as and when it is needed. Each major settlement will have its own Transport Plan which will show, in detail, how transport will evolve in that area.

7. Active transport network

Objective

To make the transport network safe for walking and cycling.

Introduction

In most parts, the Borough is an attractive place for cycling and walking. There are flat valley bottoms such as those in the Dearne and Don Valleys and many km of dedicated routes. There are hills, and we fully recognise that.

They can present a barrier to cycling and whilst we can't flatten the hills, we can look at ways of making it easier to get up them.

By encouraging and enabling more people to cycle and walk more often and more safely, we will create a more efficient highway network that works for our economy, reduces carbon emissions and improves the health, well-being and confidence of individuals. Cycling's role in connecting people, especially people who do not have a car to jobs and education is very important and forms an essential part of our transport strategy.

The recent growth in cycling throughout the sub-region is as noticeable as it is welcome. In fact, since 2003/04 the number of cyclists across South Yorkshire has risen by 43%. In Rotherham the number has more than doubled **(see Fig. 20)** and is predicted to grow even faster as the initiatives set out in this document are rolled out.

The National Institute for Healthcare and Excellence (NICE) has issued several key pieces of advice and most notably PH41 in November 2012: Local Measures to Promote Walking or Cycling as forms of travel or recreation. This advice note outlines the benefits of waking and cycling for individuals and for society as whole.

Current Situation

Cycling

In April 2011, the four South Yorkshire Councils and the Passenger Transport Executive adopted the South Yorkshire Cycling Action Plan. This document describes four actions intended to continue the already impressive growth in cycling:

- Increasing cycling to school
- Increasing cycling to work
- Integrating cycling with public transport
- Complementary initiatives (electric and pedal bike hire, improved parking, community led schemes)

As of April 2015 the Action Plan is undergoing review and improvement.

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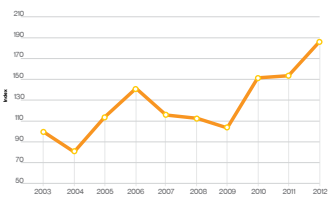

Fig 20. Cycle Traffic Growth

Walking

For most people, nearly all short trips can be made on foot on the public rights of way, footpath and footway network. Even where a different mode is used (car, bus, bike etc.) the walking network provides the essential routes needed at the start and end of almost every journey. It is an immensely important part of the transport network.

Achievements

Over the last 10 years there have been some significant improvements made to the active transport network. A few are listed below:

- Major improvement of the Sheffield to Rotherham Canal Towpath walking and cycling route (See case study).
- The construction of the Dinnington to Thurcroft walking and cycling route.
- Many kilometres of cycle paths, cycle lanes, footways and footpaths
- An extensive secure cycle parking programme (e.g. 25 secure lockers outside Rotherham College).
- Grants to encourage businesses to build secure cycle parking for staff. (e.g. 80 spaces at Capita, Manvers)
- Opening the High Street pedestrian zone to cyclists to create a new, safe and attractive cross town route (autumn 2014).

Challenges

Safety

Our road safety data shows that incidents involving pedestrians and cyclists have followed a downward trend over the last 15 years. However, in the last few years, our cycling incident data suggests that we may be experiencing a reversal of that trend. As more and more people begin to cycle there are proportionately more incidents. See fig 21.

	2008	2009	2010	2011	2012	2013	2014
Pedestrian KSI	30	20	18	24	20	36	20
Pedestrian Slight	98	82	76	89	79	66	61
Cyclist KSI	5	5	0	8	10	10	7
Cyclist Slight	42	34	39	35	26	34	42
Motorbike KSI	13	20	4	13	18	24	26
Motorbike Slight	58	52	42	43	39	54	26
Car KSI	44	38	34	37	35	37	36
Car Slight	786	771	682	721	565	562	562
Other KSI	1	10	3	3	3	6	4
Other Slight	103	107	8	67	57	47	39
Overall KSI	97	93	59	85	86	113	93
Overall Slight	1087	1046	920	955	766	793	730

Fig 21 Casualty breakdown by road user (2008-12)

To encourage people to walk and cycle we must develop safer on and off road routes and more shared spaces where vehicle speeds are reduced and hence the severity of injury should a collision occur. It is worth noting that NICE guidance suggests the health benefits of cycling for an individual far outweigh the small injury risks. Nevertheless, any risk of injury needs to be designed out of the transport system and it is our aim to create the safest possible cycling and walking network.

Connectivity

The development of the active travel network has traditionally been driven by funding opportunities or ad-hoc projects associated with new roads or new land developments rather than a coherent network plan. This means that there are many excellent individual routes but they are not necessarily joined up to form a network. We need to join up routes wherever we can.

Quite often, route connectivity is 'broken' because of a physical obstruction. In Rotherham, there are many river, canal, railway and major road crossings that create pinch points for cyclists and pedestrians (and cars, buses and freight) but improving them usually means widening a bridge or an overpass and this is always very costly. We may not be able to address these straight away but, we will plan to improve the active travel network at pinch points should an opportunity to fund improvements come along in the future.

Lack of facilities

Active travel networks are all too often planned around roads and adjacent cycle routes but there are other parts of the active travel network 'infrastructure' that are often lacking but can relatively easily be improved to encourage active travel. For example:

- More secure bike parking
- Showers, changing rooms and clothing lockers in workplaces and public buildings
- Support – such as quick repair centres, 'get me home' schemes for urgent travel needs

These facilities are a joint responsibility between the Council, employers and retailers.

Diverse cycling needs

There are a wide variety of user groups that we need to cater for, including:

- Recreational bike riders – sport/touring/leisure
- Experienced and confident riders
- Inexperienced and cautious riders
- Beginners

Diverse pedestrian needs

- Regular day to day walkers who walk for most trips
- People who walk at trip starts and trip ends (bus users, car drivers etc.)
- Younger people
- People with disabilities

Funding

Currently, most new walking and cycling routes are created via the planning process in or around new developments such as new housing estates or new employment zones. New walking and cycling projects delivered outside the planning process are quite rare and tend to be funded via grants such as the Local Sustainable Transport Fund or other sources.

To achieve our vision, of a well-connected sustainable travel network, the way we fund cycling and walking routes (and the importance we give them) will be more consistent. We will also ask Central Government to consider making funding such as LSTF and similar grants more permanent so that we can plan and fund a cycling and walking network.

Opportunities

Environmental benefits

Increasing the number of active transport trips in the Borough will result in substantial environmental benefits, such as:

- Reduced air pollution and greenhouse gas emissions – active transport uses no fossil fuels.
- Reduced need for new roads or road widening, which can have a pronounced effect on local communities and, in the context of South Yorkshire and the SCRIF, may not be justifiable or affordable.
- Reduced road noise levels which can improve local amenity.

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Public transport benefits

Walking is an element of most public transport trips. By promoting active transport options, the Council is simultaneously supporting public transport as an alternative to using cars. Improving accessibility for active transport users (footpaths, cycle routes, bike parking and storage) will enable residents to more easily change their travel behaviour. Increased public transport patronage, in turn, will raise standards of public transport over time, with improved coverage, service levels and frequency. It will also help manage growing traffic congestion.

Health benefits

Walking and cycling are practical and inexpensive modes of transport and ideal forms of moderate exercise and, when conditions are right, neither are beyond the capabilities of most people. Using the Rotherham Council Travel Plan as an example, it shows that a large proportion of people live within 5 km of their workplace meaning there is significant potential to increase the number of people cycling to work. See Fig 22.

Nearly 28% of adults in Rotherham are considered to be obese – double the number in the best performing areas in England. When combined with health and transport promotion (see section 9), active travel networks can encourage people to be more physically active and hence reduce obesity.

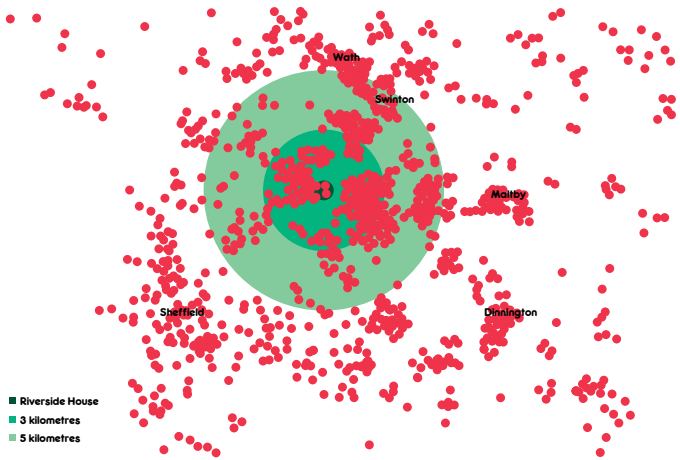

Fig 22 RMBC Riverside House Travel to Work Data

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Almost three-quarters of primary school students and half of all secondary school students live within 3 kilometres of their nearest school. Encouraging active travel will help to tackle rising rates of childhood obesity.

Economic benefits

For many people, car travel is becoming too expensive as fuel and insurance prices increase (see fig 7 - UK petrol pump prices) and public transport costs have risen above well above annual inflation. There is no point building roads to open up development sites if the workforce can't afford to use them. Cost effective alternatives are very important if the local workforce is to remain mobile and available for work.

Active travel saves people money which is redirected back into the local economy; on average people travelling actively spend more money on the high street than those in cars. Both economic theory and empirical evidence indicates that excessive car dependency reduces economic development. Policies that encourage more efficient transportation and land use patterns can provide significant economic benefits. Recent research shows a negative correlation between mobility and productivity, which is in part explained by the fact that transport system changes intended to increase vehicle traffic speeds often reduce overall accessibility thereby reducing the efficiency of other modes and stimulating more dispersed development.

Increased car travel increases the portion of household budgets devoted to cars and fuel, expenditures that generate low regional employment and business activity.

Case Study – Rotherham to Sheffield Canal Cycle Route

The canal towpath for cyclists between Rotherham town centre and Sheffield city centre is very popular but was in poor condition with little or no hard surface and during wet weather the path can became very muddy, often with large areas of standing water, making it impassable to many.

Using £350K from the Local Sustainable Transport Fund the 13 km route now has a 3.0 - 4.0m wide bound, waterproof surface constructed between Rotherham town centre and Tinsley. Links onto the canal towpath from Templeborough, Masbrough and Kimberworth have also been improved along with signing and amenities along its length. The route now provides sustainable access to employment and training in the Lower Don Valley, Sheffield and Rotherham. The route also forms part of the Sustrans National Cycle Network and Trans Pennine Trail. It connects to Barnsley in the north and Rother Valley in the South. Sheffield City Council is also improving sections of the route to create a high quality link into the City Centre.

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Themes and actions

Theme 9: Developing high quality cycling and walking networks

Cycling and walking networks must be connected, safe comfortable to use and direct. They should form links between residential areas, schools, workplaces, public transport interchanges, shops and other places where people want to go regularly. This blueprint for a cycling and walking network has been repeated in many documents including:

- South Yorkshire Local Transport Plans (various)
- The Rotherham Cycling Strategy
- The South Yorkshire Cycling Action Plan 2011
- Various local, regional and national advice and guidance publications

The blueprint has been partly achieved but, as highlighted previously, there are some critical gaps in the network that need to be connected together.

We therefore propose four areas to focus on:

Theme 9a Connect and complete

The Local Sustainable Transport Fund bidding process identified two priority corridors for developing our active transport networks. The priority corridors extended to the west from central Rotherham towards Sheffield and to the north towards Wath, Swinton and Manvers. They were given priority based on rates of unemployment, low car ownership, social deprivation and how an active 'sustainable' transport network could help local employers get people into local jobs.

Much work has already been done in these corridors and initial outcomes are very promising but more needs to be done. We will focus on connecting and completing the active travel networks within about

5 km of our main centres within the LSTF corridors to maximise returns on the investment that has already been made.

We will also develop a Borough wide active travel network improvement plan to bring together projects that connect people and places. Although immediate funding is likely to be limited and many identified improvements won't be implemented immediately, the plan will be used to justify projects and bid for funding via any future grants or competitive funds.

Theme 9a: Connecting public transport

Improving connections to and from public transport interchanges and key bus stops within LSTF corridors will be a priority to maximise investment already made in and around them. Other connections to interchanges at Swinton, Dinnington and Kiveton Bridge / Park will also be examined to better connect them with their surroundings.

Connections to individual bus stops will also be improved where we can make a tangible difference that encourages more use of local bus services.

Theme 9c: Connecting colleges and schools

In 2014, Rotherham has around 60 schools engaged in Bikeability cycle training (1300 pupils per annum) and 20 in the Sustrans Bike It Project. Others have built cycle parking or participate in Walk to School or other Council led safety and sustainability initiatives.

In recognition of their achievements, priority will be given to schools that participate in active travel projects and new routes will be developed with them and implemented via the active travel network improvement plan.

Theme 9d: Connecting our centres

The Active Travel Network improvement plan will identify projects to improve links between main centres such as Rotherham Town Centre and places further afield to create a cycle super-highway network. This network will follow main routes and be direct and fast.

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Active Transport Network Actions Summary	Lead	When
Connect and complete the active walking and cycling networks within 3km of centres in LSTF corridors	RMBC	Ongoing
Develop an active travel network improvement plan	RMBC	2015 - 2016
Improve connections to and from public transport interchanges and key bus stops within LSTF corridors	RMBC, SYPTE	2014 - 2016
Examine connections to interchanges at Dinnington and Kiveton Bridge / Park to better connect them with active travel users	RMBC, SYPTE	2014 - 2016
Identify links between main centres to develop a direct and fast strategic active travel network	RMBC	2014 - 2017
Work with schools, Sustrans Bike It and Bikeability to develop and implement active travel routes within their catchment areas	RMBC	2014 - 2026
Introduce more secure cycle parking in or near public transport interchanges	RMBC, SYPTE	2014 - 2018

8. Travel behaviour change

Objective
To reduce car dependency & increase levels of walking, cycling, car share and public transport use.

Introduction

Travel data from the 2011 census indicates that of the people that do travel to work in Rotherham, cars are the main travel mode. In fact, around 81% use their cars.

This is despite the fact that just over 60% of travel to work trips in Rotherham are short (i.e. they start and finish within the Borough) and could easily be made by public transport, cycling or, for very short trips, on foot.

Getting the right mix of modes of transport for local trips matters! Walking or cycling can be a quicker and lower cost alternative to the car or public transport for many short trips, and are often the easiest ways for most of us to get more physically active. More walking or cycling for short journeys has benefits for individuals in terms of their health – they are more likely to achieve a healthy weight and to have better mental well-being.

Active Travel Network Projects

Cross town centre cycle route - Creating a two way cycle route across the heart of the town centre from Clifton to Westgate via a contra-flow cycle route on High Street.

Linking existing shared use routes - Joining the existing shared use route on East Bawtry Road with Canklow Road, including a contra-flow cycle lane along the East Bawtry Road service road. Creating a link between Parkgate and the town centre via Rawmarsh Road

Cycle Route Audit - All cycle routes will be audited and any gaps identified and filled

Quiet road / off road routes - Whiston and the town centre including direction signing for cyclists.

Common Lane / Fairfield Park - Upgrading, resurfacing and lighting this path to link Doncaster Road, Wath to Manvers Way, providing better access to employment sites and bus stops on both roads. This will also encourage more cycling and walking in the area by allowing pedestrians and cyclists to avoid a considerable detour. (This project was completed in early 2015 and is currently being evaluated).

Cycle Hubs - A LSTF demonstration project to address all of the barriers that stop people cycling. Mobile Hubs will be opened in the Dearne and Don valleys in 2015/16 and will provide free bike hire (pedal and pedalec), training, repairs, Dr Bike events, get me home services, employer based Cycle to Work challenges and advice. These services will be based in a central hub but will also be mobile to deliver services anywhere in target areas.

Signposting the Town Centre for walking - As the redevelopment of the town centre progresses, the directional signs for pedestrians have become outdated often pointing to buildings that no longer exist. This project is replacing existing "finger post" signs and posts with updated destinations, leading to a more legible pedestrian environment. This project is supported by a new Town Centre map (done in a 3D style) to enhance pedestrian legibility.

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There are benefits for communities too with safer and more pleasant streets, better air quality and lower carbon emissions, and reduced congestion. Nationally, there is potential to make billions of pounds of savings to the economy through more active travel: other countries like the Netherlands have achieved this and we should do the same.

Perhaps most worryingly, obesity and physical inactivity rates in this country are too high – and with the issues of climate change, congestion and environmental damage in the mix, it is clear that we need make changes now. That is why we need to get more people walking and cycling more often and more safely – so that they can live healthier and happier lives.

Current Situation

Our behaviour change programme is well established and is designed to encourage local people to make active travel part of their daily routine. It offers 'whole life' support from the very young at primary schools through to working age people and onwards towards older people.

Case Study – School Travel

Issues about school travel were raised in the mid-1980s, generated by concerns about accident risk to children and loss of children's independent mobility. A successful project to address these issues in the Danish city of Odense led on to UK work on 'safe routes to schools' projects in the mid-1990s. In 1998, work on school travel became a mainstream part of UK transport policy. The concept of a 'school travel plan' became the focus, incorporating health and modal shift objectives as well as safety goals, and focusing on work within schools as well as infrastructure improvements.

In September 2003, a major new initiative on school travel was launched jointly by the UK Departments for Transport and Education. It was accompanied by new legislation, and aimed for all schools to introduce a travel plan before the end of the decade. The goal was to nurture a cycling and walking culture in young people who will then see these modes as a mainstream option for travelling in later life.

Our behaviour change and safety program in schools includes:

- Walking school buses
- Pedestrian skills training
- Road safety education and training
- Crucial crew personal safety issues
- Public transport safety and behaviour training
- Bikeability skills training sessions
- Bike IT – cycling awareness raising

Currently the program is very successful. 62% of children walk or cycle to primary schools compared to the national average of 48%. In secondary schools, 57% walk or cycle compared to the national average of only 38%.

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The programme is funded via the Local Sustainable Transport fund and the Local Transport Plan and is divided into 4 target areas:

- Schools
- Workplaces (employers and employees)
- Jobseekers
- Community

The programme either encourages people to make voluntary changes to the way they travel or gives a sustainable travel option to people who need low cost transport to find (or stay in) work.

Achievements

Rotherham has been very active in the push for behaviour change. Our programme is presented under the LSTF funded www.inmotion.co.uk brand which is used across South Yorkshire to identify and market our behaviour change projects. Some of the key achievements include:

Workplaces

Many employers in the Borough encourage staff to travel actively and sustainably to and from their workplaces. We support them via:

- Try cycling projects – free bike hire for employees, including pedal and electric bikes and free Dr Bike repairs for people who already own a bike, but may need it maintaining.
- Bus boost – offers a free one month bus pass to car driving commuters only. This project is run by SYPTE.
- Electric vehicle leasing – a Countywide offer of reduced electric vehicle leasing and a free charging point aimed at small and medium sized businesses. The offer is very competitive e.g. to lease a Nissan leaf from a dealer for 3 years (max 5000 miles per year without mileage charges) a business would pay pay £200 per month plus £2000 lump sum. Our scheme costs £149 per month with no lump sum and a 10,000 mile annual allowance.
- Cycle parking grants – businesses who take up one or more of our offers qualify for a grant towards providing or improving on-site cycle parking.
- Car Share South Yorkshire – a website dedicated to linking car sharers together. In 4 easy steps, sharers can register, enter their journey, search for other drivers or passengers to share with and make contact.
- Hydrogen Vehicles Project - a partnership with ITM Power means that we can offer hydrogen vehicle leases and fuel at rates that compete with conventional petrol and diesel vehicles.

Jobseekers

It is vital that people seeking work are given every opportunity to travel. In addition to various national bus based incentives, Rotherham offers:

- Wheels to Work scooter hire - was successfully pioneered in Thurcroft, Rotherham in 2003 and then extended across the County via Sheffield Community Transport. Wheels to Work (W2W) loan motor scooters to people who live in Rotherham (and also South Yorkshire) and have difficulties getting to work, training or college due to a lack of suitable transport. A small charge is made (prices start from £40 a month) but this includes all the training and equipment, insurance and maintenance needed to get on the road. Wheels to work is funded via the LTP and LSTF.
- Free electric or pedal bike hire - for shorter journeys, Rotherham also offers free electric or pedal bike hire for people who need to travel to find work, to start new jobs, to people who want to improve their fitness or simply reduce their overall travel to work costs. Free cycle hire is funded via the LSTF.

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Community

- Cycling try out shows – held at local galas and events, these shows give people an opportunity to try out different bikes and learn more about safe riding, training and what is generally on offer to them.
- Virtual Bike – a static bike race competition held in workplaces and at events designed to get people back into a bike saddle in complete safety and comfort.
- Ride It Stride It at Rotherham Show – our annual event at one of the largest free shows in the north of England. The event incorporates stunt riding shows, bike demonstrations, Dr Bike repairs, our virtual bike, bike clubs, bike shops, information and access to training and bike hire.
- Dr Bikes – up to 80 events per year offering free bike repair sessions held in public places and workplaces.
- Adult and family cycle training – basic, intermediate or advanced cycle skill training is available for everyone.

Schools

Bikeability – The DfT provides 100% grant funding to train up to 1300 school children every year to Bikeability level 2 or 3 standards. Bikeability gives children the skills they need to ride bicycles on moderately busy roads. 93% of junior and primary schools in the Borough have benefited from Bikeability training courses.

Bike It – an initiative funded via the LTP/LSTF and delivered by the cycling charity Sustrans. Bike It provides a Bike It Officer to work directly in local schools to promote cycling. Sustrans have over 90 Bike It Officers placed nationally, including officers in Rotherham, Sheffield and Doncaster who are already obtaining excellent results. Bike It is a proven project which aims to change the travel culture of schools, and has a track record of substantially increasing the uptake of cycling in school children. Currently the maximum allocation of 20 Schools participate in Rotherham Bike It.

Parking Grants for Bikeability / Bike It Schools – any school taking up either Bike It promotion or Bikeability training qualifies for a grant (via the LTP programme and subject to availability) to provide covered, secure cycle parking for pupils and staff.

Challenges

National and local government transport decision makers all work directly to affect outcomes, guided by a variety of strategies and policies. Their decisions are increasingly focussing on roads and how they might stimulate economic growth. Whilst growth is very important to many people, meeting transport demand successfully means it cannot possibly be solely car led because around 42% of people do not travel to work by car.

Many other non-transport national, regional and local government departments and agencies also affect transport outcomes in their decisions relating to health, social inclusion, planning, economic development, education and environmental outcomes. Many of these decisions will relate directly to active travel: for example, our programme of cycle hire, Dr Bikes, cycle training and so on.

Case Study – Sustrans Bike It

In less than 2 years, Sustrans Bike It project has seen the total number of pupils cycling to participating schools rise from 3.4% to 12%.

At the most successful Bike It school, cycling to school rose from 0% to 38% of pupils.

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Decisions about the location of a new employment site and how much a developer is required to contribute to active travel projects to mitigate against car use or whether the design and layout of a town centre regeneration scheme encourages active travel, affect the opportunities or attractiveness for active travel as a by-product of those decisions.

Decisions made in the private and third sectors also affect active travel. Private sector bus operators have a major impact on people's travel choices when reviewing networks, whilst decisions made by all employers affect where, when and how people travel.

Opportunities

Driving Cultural Change

Investment via the Local Sustainable Transport Fund, Local Transport Plan and DfT Bikeability Grants and a general public interest in health and wellbeing has enabled active travel projects to become accepted and expected. This is a major step forwards. Awareness and involvement has increased through our workplace programmes and through school projects. Cycling, walking and public transport are now being seen as the norm rather than the exception by businesses, schools and travellers.

Making good use of limited funding

We intend to drive the accepted and expected message home with our partners and press for continuity funding from our Local Transport sources, from the DfT and any other funding body.

Greater emphasis needs to placed on active travel projects because they will increasingly need to compete for funding against road schemes being driven by the Local Economic Partnership and SCR Local Transport Body. Available funding will be modest although it perhaps presents an opportunity for the Council to promote and excel in lower cost active travel and active transport networks. It will therefore also be important to find ways of delivering current projects for less via community and workplace champions, via different Council services, via obligations written into workplace travel plans or by using our private sector partners.

Themes and Actions

Theme 1O: To encourage active travel

Workplace travel challenges will continue until spring 2015 when LSTF funding ends. Employers will be encouraged to adopt stronger travel plans via the planning process. Employers will be required to introduce workplace travel projects via conditions set out in the Travel Plan. As part of our plan to deliver more active travel for less, the Council will not run schemes if there is no funding available but it will make bikes and resources available to employers via the mobile hub concept.

We will continue to provide the cycle parking grant scheme although the amount of funding available may change.

Theme 1Oa: Address local obesity and inactivity problems

We will work with our local authority health partners to promote active travel in local communities and link this work to promote any new local active travel infrastructure projects. We will embed projects within the Borough's Community Strategy and Health and Wellbeing Board. Community champions will be sought to promote active travel and will be able to loan equipment for self-managed community projects such as bike hire and community rides

Theme 1Ob: Encourage schools to adopt active travel projects

Almost three-quarters of primary school students and half of all secondary school students live within 3 kilometres of their nearest school. Encouraging active travel will help to tackle rising rates of childhood obesity.

We will continue to provide Bikeability via the DfT's grant funding. We will continue to monitor and improve delivery with our Bikeability training partners to ensure the grant is fully utilised and up to 1700 pupils per annum are trained.

Bike It will continue until at least Spring 2016. We will seek alternative funding after 2016.

Theme 10c: Create a lasting legacy from LSTF projects

Employer travel planning projects, community champions and the new infrastructure associated with active transport network projects (See section 8) will help to create a lasting legacy for LSTF projects.

Using LSTF2 funding, we will create a bike loan hub in the north of Rotherham at Wath and in the town centre. The hub will be operated by the private sector but will use resources accrued from LSTF projects. This is likely to be based on a principle of bike retail via local bike shops combined with free hire and/or 'try before you buy'.

Three learning communities (primary schools and their feeder secondary – Winterhill, Clifton and Wingfield) will set up three community based enterprise hubs; Ready Hubs, with inputs from teachers, businesses and community volunteers such as parents and families. The hubs are primarily designed to lead pupils into adulthood by involving them in commerce and innovation. The hubs will be invited to submit and run active travel projects related to LSTF.

Travel Behaviour Change Actions Summary	Lead	When
Workplace Travel projects until 2016 and seek alternative funding thereafter.	RMBC	To 2015 then onwards
Encourage employers to adopt strong travel plans that include workplace travel promotion projects	RMBC	Ongoing
Provide travel promotion resources to employers	RMBC	RMBC
Continue the cycle parking grant scheme according to resources available	RMBC	RMBC
Health partners and Heath and Wellbeing Board to promote active travel projects	RMBC, NHS	Ongoing
Seek community champions and provide resources for community based active travel projects	RMBC	Ongoing
Continue to provide Bikeability Cycle Training and meet the target to train 1700 pupils per annum.	Private Sector, RMBC	Ongoing
Create Bike Loan hubs in the North and centre of the Borough	Private Sector, RMBC	2015 onwards
Develop ready hubs in local schools	RMBC, CYPS	2014 onwards
Continue to support the Car Share South Yorkshire website (hosted by Liftshare)	RMBC, SCC	Ongoing
Continue the Bike It project until 2016 and seek alternative funding thereafter	RMBC	To 2015 then onwards
Update and reprint the Rotherham Cycling Map	RMBC	2016
Regular updates of the mapmovies to keep pace with developments and changes in bus routes etc.	RMBC	Ongoing
Use the Council Website and social media feeds to promote information sources for sustainable transport	RMBC	Ongoing

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Theme 11: To provide information and travel advice for the users of all modes of transport

The car share website South Yorkshire Liftshare will continue, being improved and made mobile-friendly. It will be marketed through the Inmotion website along with existing roadside signs. The marketing will change over time to reflect how projects change.

We will update and re-print the popular Rotherham Cycling Map as and when needed, as well as the innovative map movies that provide local travel information in an engaging format.

Travel Behaviour Change Projects

Bikeability - 8300 school children have received Bikeability training up to March 2015. Subject to the Department for Transport continuing to provide funding we will continue to train at least 1300 children every year.

Bike It – has been very popular with local schools – demand for places has exceeded supply. We will continue Bike It until 2016 and then seek funding from elsewhere to keep the project growing.

School Hubs – we will develop projects with local schools to embed active travel and behaviour change projects within the school curriculum via the ..... (chase up info)

Community hire and mobile information hubs – Our LSTF funded pedal and electric bike hire scheme has been very successful and we intend to develop a legacy for the LSTF funded project. We will use the existing assets (bikes, accessories and so on) to help set up community bike hire schemes in the Borough. The second round of LSTF funding will secure this legacy project and we will also work with the health sector, voluntary sector and our existing private sector partners to bring in their commercial and retail know-how to make the scheme largely self- financing.

Cycle maps – our popular map will be refreshed, updated and reprinted.

Hydrogen Vehicles Project - to offer hydrogen vehicle leases and fuel at rates that compete with conventional petrol and diesel vehicles.

Employer Travel Plans – Where companies are subject to planning conditions or obligations we will require employers to run travel behaviour change projects as part of their Travel Plan with an emphasis on creating an ongoing legacy from existing LSTF projects (Try Cycling, Dr Bikes, bike hire, car share etc.)

All of our projects will be branded and featured on the www.inmotion.co.uk website

Rotherham Metropolitan Borough Council

9. Roads and freight

Objective

To develop and manage a safe and efficient road network for the movement of people and goods that can also be shared safely by everyone.

Introduction

The Borough's roads connect people to places – jobs, education, shopping, recreation and services.

In a successful transport system, the road network needs to be seen as part of the overall transport network. It carries cars and freight but also buses, bicycles and pedestrians. It links people to public transport at bus / tram stops and train / bus stations and we need to maximise its potential to connect people to places in the most sustainable ways.

Current Situation

Rotherham Council is responsible for 1130 km of local road network **(see Figure 23)** and the Department for Transport manages the whole of the 25km length of the M1 and M18 Motorway network.

The Council has a range of powers and duties under which it maintains and improves the road network, and manage s its use and the activities taking place on it. These include the Highways Act 1980 principally covering the structure of the network; the New Roads and Street Works Act 1991 covering utility street works; the Road Traffic Regulation Act 1984 regulating the activities of road users and the Traffic Management Act 2004 which adds a network management duty. This duty requires local traffic authorities to do all that is reasonably practicable to manage the network effectively to keep traffic (including pedestrians and cyclists) moving.

The overall aim is to keep the network working efficiently without unnecessary delay to those travelling on it.

The duty is also qualified in terms of practicability and other responsibilities of the Council. This means that the duty is placed alongside all the other things that the Council has to consider, and it does not take precedence.

So, for example, securing the expeditious movement of vehicles should not be at the expense of an authority's road safety objectives, however, the statutory duty reflects the importance placed on making best use of existing road space for the benefit of all road users.

Category	Hierarchy / General Description	Total Length (km)
2	Strategic Route (principal 'A' roads between primary destinations)	106.6
3a	Main Distributor (major urban network and inter-primary links carrying medium distance traffic)	37.1
3b	Secondary Distributor ('B' & 'C' class roads and unclassified bus routes carrying local traffic with frontage access and frequent junctions)	284.0
4a	Link Road (between the main and secondary distributor network frontage access and frequent junctions)	102.9
4b & 5	Local Access Roads (serving limited numbers of properties carrying only access traffic)	599.5
	TOTAL	1130.1

Fig 23

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Achievements

Over the last 5 years, 3 key town centre road junctions have been signalised and incorporated into Rotherham's growing UTC system.

Funding was secured in 2014 for the Pool Green improvement scheme which will address congestion at the junction of Main Street / Masbrough Street with the A630. Completion is anticipated in summer 2015.

Challenges

Congestion

At present traffic congestion is a problem in Rotherham for relatively short periods at peak travel times when the roads are busiest. As our economic growth plans take effect, our roads are predicted to become much more congested as people use their cars more often and travel further.

Forecasts by our Strategic Transport Model indicate that 73,000 additional trips will be made on our road network (based on a 2007 baseline). General traffic and bus trips will both increase by around 10%. Without interventions, these new trips will lead to more congestion, longer delays and traffic queues but there is little scope for large scale expansion of road link capacity in urban areas without there being a serious impact on the places we live and work in.

Motorways

Our Motorways are some of the busiest in the UK and are essential for carrying traffic through the Borough efficiently and for connecting local people and goods to the national road network. The Motorway also has a negative impact on the Borough. Motorways are noisy, they affect air quality nearby and they create a physical barrier that can only be crossed at bridges and over-passes. Local roads (and communities) also need to be able to cope with high volumes of traffic travelling to and from motorway junctions.

Freight

As the Borough grows, more jobs will be created and more goods will need to move to and from factories and warehouses. In addition, new households will consume more goods and will contribute to the freight task. Freight traffic is being caught up in local road congestion and in Motorway congestion. If it becomes difficult to move goods, our local growth could be affected.

Access to employment sites

Access to new and existing employment sites is essential for economic growth. People need to get to jobs and raw materials and goods need to move around efficiently. Road access for vehicles, buses, bicycles and pedestrians can help achieve this but a new road link is invariably very costly.

There is very strong competition across the City Region for limited funding to build roads so other, more cost effective options, will also need to be considered.

Highway Maintenance

The maintenance of the highway network is important but it is costly. A sample valuation of the highway asset in Rotherham estimated the gross replacement cost to be in excess of £1billion.

The general state of repair has declined in recent years following severe winter weather (snow and ice in 2012/13 and very heavy rain in 2013/14).

The methods by which maintenance and repairs are prioritised are laid out in the Council's Highway Asset Management Plan. These priorities take account of public opinion survey results see Fig. 24.

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Opportunities

Benefits of BRT / Tram Train

The largest single travel to work movement is to Sheffield - our nearest neighbouring City. This generates significant amounts of traffic at key junctions located near to the Sheffield boundary.

Our introduction of a Tram Train and a Bus Rapid Transit system to connect Rotherham and Sheffield will greatly improve how and when people can travel between the two centres. The Tram-Train will expand the direct connections into Sheffield as it will connect with the existing tram network. Its route through the industrial Don Valley will help to enable development and job creation without excessive additional car traffic.

The BRT route includes a link road that will enable traffic (and the BRT busses in particular) to avoid the congested M1 junction 34S. This will give more reliable journey times and promote non-car commuting between the two centres.

Getting more capacity from the existing network

Where public transport improvements cannot meet travel demand entirely or new roads cannot be justified, there is scope to introduce technology to maximise capacity of the of the transport network and minimise delay to all road users.

Rotherham and other South Yorkshire Councils are introducing Intelligent Transport Systems (ITS) to manage and improve traffic flows in urban areas. The term ITS describes the use of the latest technology to maximise the capacity of a transport network and minimise delay to the end user. In a road network this means that data retrieved from various sources can be used to influence traffic signal timings in real-time through automated strategies. ITS has been deployed extensively across the urban centre of Rotherham and further extensions are planned.

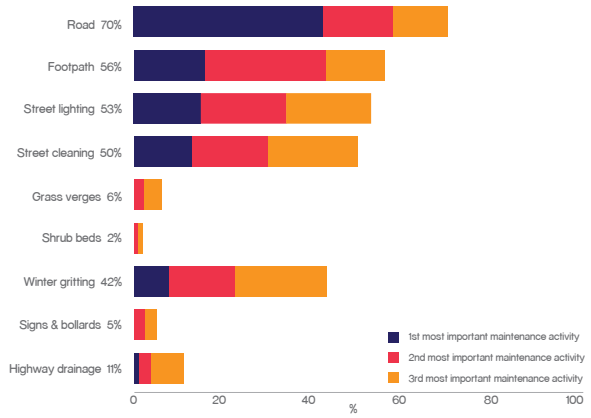

Fig 24, Respondents ranking of the three most important maintenance activities (all respondemts)

Maximising modal shift

Although many people see their trips by car as essential, expanding road capacity is expensive and can create other problems such as urban blight, noise and air pollution and severance of communities. There is often another way to make a trip and this message will become more commonly understood if the active travel and travel behaviour change projects outlined previously in this strategy are implemented alongside road network improvements.

There will be some need to provide new roads and road capacity but greater emphasis will be given to the potential for shifting travel demand from car to bus, train, tram, bike or walking before we determine how much new road capacity is needed.

Themes and Actions

Theme 14: To improve surface access to international gateways

The M1 motorway between junctions 30 and 35 has long been a bottleneck for traffic movements through the Borough. Traffic volumes are predicted to increase and without intervention, this will make the situation unmanageable.

The Highways Agency will introduce a Managed Motorway to create more capacity on the worst affected parts of the M1. The motorway will benefit from 4 traffic lanes and the capacity of those lanes will be maximised. Improvements to Motorway bottlenecks will improve access to Doncaster Robin Hood via the M1/M18 and Manchester Airport and the Humber Ports via the M1/M62.

Theme 15 and 16: To improve the safety, reliability and resilience of the local road network

Intelligent Traffic Systems will be extended – especially in the most congested areas in and around Rotherham town centre. Individual traffic hotspots will be improved with priority given to resolving delays on the public transport (bus) network.

More traffic capacity and new roads will be constructed but only after the benefits from the other themes and actions in this strategy have been maximised.

Theme 17: To ensure networks are well maintained

An annual programme of work is determined by coarse visual inspections (CVI) and various mechanised surveys on carriageways. These produce data that is used within Streetpride's highway management system to identify the most appropriate maintenance treatment, a ranking of priority based on surface condition and an indication of how the available funding can be spent most effectively.

In addition consideration is given to the condition of adjacent footways. Cycle lanes are treated as part of the carriageway and are maintained as such.

Case Study – Intelligent Traffic System - Urban Traffic Management Control (UTC) in Rotherham Town Centre.

Increased traffic flows in Rotherham town centre meant that some junctions in the town became over loaded especially at peak times. In an urban areas, it is difficult (and seldom desirable) to take land to increase the physical capacity of roads and junctions so UTC, a more elegant solution, has been introduced. This includes a suite of measures designed to smooth and improve traffic flow:

Scoot (Split Cycle and Offset Optimisation Technique) allows us to optimise traffic signal timings. This system makes frequent small alterations to traffic signal timings in response to traffic demand.

ANPR (Automatic Number Plate Recognition) to allow us to better understand vehicle movements in the town centre and to improve the network accordingly.

VMS (Variable Message Signing) allows us to notify road users of potential problems in advance so they may plan their journeys differently.

CCTV (Closed Circuit Television) allows us to remotely monitor and manage the road network and to react quickly to incidents.

UTC systems monitoring across Rotherham (and South Yorkshire) via an automated system

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The annual programme of work depends on:

- Identified priorities
- The objectives in the Local Transport Plan
- Co-ordination with other highway improvements and local safety schemes.

Our target is to bring the condition of Rotherham's roads above the national average.

Theme 18: To promote efficient and sustainable means of freight distribution

There are no specific freight transfer facilities in the Borough where freight movements are concentrated. Instead, freight movements spread across the network with main concentrations on Motorways, A roads and in larger employment areas. Main concentrations include large warehousing and logistics sites at Manvers and heavy industry in Templeborough.

Freight issues in Rotherham are planned and managed by the South Yorkshire Freight Action Plan – a document produced by the South Yorkshire Freight Tactical Group. In summary, the Freight Action Plan manages the following:

- Routing
- Facilities (Stop Overs, parking, transfer stations)
- Eco and safe driving
- Information
- Highway standards
- Traffic management
- Canal freight

Theme 19: To work to improve the efficiency of vehicles and reduce carbon emissions and to improve air quality, especially in designated areas.

Intelligent Transport Systems improve traffic flow and therefore reduce emission of pollutants that compromise local air quality and have a significant effect on Health.

The ECO Stars Fleet Recognition Scheme (Efficient and Cleaner Operations) is a free, voluntary scheme designed to provide recognition, guidance and advice to operators of goods vehicles, buses and coaches across South Yorkshire. Each member signing up to the scheme receives tailor-made support to ensure that their fleet is running as efficiently and economically as possible, to help them progress to higher ratings. RMBC has the highest rating of any local authority signed up to the scheme, reflecting the corporate commitment to introduction of efficient low emission vehicles.

Over a number of years the Transportation Unit has worked closely with the council's air quality officer to promote schemes that will reduce emissions from transport sources (these are the major contributor to pollution) particularly in Air Quality Management Areas.

AQMA's are places where people are exposed in their homes or schools to levels of pollutants that are unacceptable and likely to cause ill health (See Figure 25). The council has an Air Quality Management Plan that is regularly revised and sets out the measures that we will pursue to improve levels of pollution.

The adoption of low carbon fuels is a long term project, but the council has been (and will continue to be) at the forefront in adoption of new technologies.

We are actively promoting the installation of an electric charging network with the first Charger istalled at Drummond Street Car Park in December 2014; we are in advanced stages of negotiation for the provision of natural/bio gas refuelling stations and we are embarking on a hydrogen demonstration project to provide a refuelling station (at Waverley AMP) and vehicles to explore the future possibilities of this most sustainable of fuels. The project has attracted significant match funding from our partner ITM Power who are based in Sheffield and bring a global level of expertise.

Roads and Freight Actions Summary	Lead	When
Implement ITS systems to benefit bus priority	RMBC	Ongoing
Use the Freight Action Plan to inform decisions relating to development and the highway network	RMBC	Ongoing
Work with the council's air quality officer to reduce the impact of vehicle emissions, particularly in AQMAs	RMBC	Ongoing
Implement Hydrogen demonstration project	RMBC, SYLTP Private Sector	2014 - 2018
Utilise SCRIF investment and CIL to provide infrastructure required to accommodate development proposed in the Local Plan	RMBC, SYLTP	Ongoing

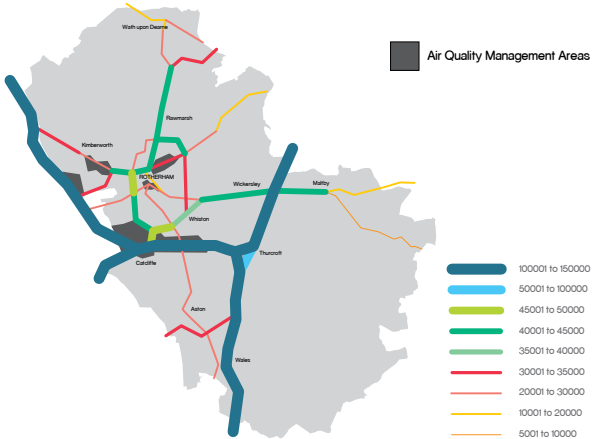

Fig 25, Rotherham air quality management areas with motorway and 'A' classified road Annual Average Daily Traffic (AADT)

Roads and freight projects

The following projects are divided into three categories: planned SCRIF investments, potential SCRIF investments and schemes identified through the Local Plan and expected to be funded through the Community Infrastructure Levy (CIL).

Planned SCRIF investments:
Lower Don Valley – Waverley: Waverley Link Road – New single carriageway access road between the B6200 Retford Road and the B6060 Highfield Spring to provide additional capacity to cater for the trips generated by the Waverley developments and the Lower Don Valley.

A630 Parkway improvement scheme – Widening of the A630 Parkway on the approach to M1 Junction 33, to cater for the anticipated increase in trips resulting from Waverley, Sheffield Business Park and other Lower Don Valley developments. This scheme also improves reliability for trips to M1 from Sheffield City Centre.

Potential SCRIF investments:
Parkgate Link Road – New access road between Retail World and Aldwarke Road. Opening up access to the land to the rear of Parkgate "Retail World" (relates to 14.1ha, mixed industrial / commercial sites). Also provides significant congestion alleviation on A633.

Schemes identified through Local Plan examination and potentially funded by CIL:

- Signalise A629 Wortley Road/ Oaks Lane Junction (Kimberworth).
- Signalise A629 New Wortley Road/A6109/Fenton Road roundabout (Kimberworth).
- Convert A630/Masbrough Street/Main Street, Pool Green roundabout to signalised crossroads (Masbrough).
- Signalise A630 / A6178 / A6021, Ickles roundabout (Masbrough).
- Signalise A631 Bawtry Road/B6060 Morthern Road Masons Roundabout (Wickersley).
- Additional left turn lane from B6090 Wentworth Road / A633 (Warren Vale).
- Signalise Cumwell Lane/A631 Bawtry Road give way junction (Hellaby).
- Signalise A630 West Bawtry Road/A630 Rotherway roundabout
- Capacity improvements at A57/B6060 crossroads (South Anston).
- B6089 Potter Hill/ Cinder Bridge Road junction with Fenton Road/ Church Street and Cinder Bridge Road (Greasbrough).
- A630 Centenary Way / A629 New Wortley Road / A6123 Greasbrough Street, College Road roundabout capacity improvements (Masbrough).
- A633 Warren Vale/Kilnhurst Road junction capacity improvement.
- A631 East Bawtry Road / B6410 Broom Lane/ Worrygoose Lane, Worrygoose roundabout signalisation (Whiston).

Freight projects with a potential for realisation within the time frame of this strategy include a Canal-Road freight transfer station, however at present this has no detailed plan or funding.

10. Safer roads

Objective
To make the transport network safe for everyone

Introduction

Almost everyone within Rotherham uses the borough's road and footway network to go about their daily routines and to access essential services whether as drivers, passengers, riders or pedestrians. It is not risk free - 823 people were injured on our roads in 2014. The estimated cost of these accidents is approximately £61 million which includes the cost to the NHS of dealing with injuries sustained, insurance claims, as well as the wider impacts caused by pain, grief and suffering.

This part of our strategy describes casualty trends and sets out how improving the roads, road user skills, and responsibility and awareness will lead to behaviour changes and will help meet our goals to improve safety for everyone who uses Rotherham's roads.

Current Situation

Targets

The Government's road safety strategy, the 'Strategic Framework for Road Safety' published in 2011 sets out the national approach to improving road safety. It does not contain any national targets for reducing the number of people injured in road traffic collisions but it is good practice to have local targets in place to maintain our focus on casualty reduction and to ensure the road safety initiatives we employ are working. With this in mind, these targets have been set locally:

- The total number of deaths and serious injuries – based on a five year average of outputs from 2009 to 2014, year on year, a 4% reduction on the previous 5 year rolling average;
- The total numbers of deaths and serious injuries to children and young people aged 0 to 17 years old - based on a five year average of outputs from 2009 to 2014, year on year, a 5% reduction on the previous 5 year rolling average;
- The total number of slight injuries - based on a five year average of outputs from 2009 to 2014, year on year, a 1% reduction on the previous 5 year rolling average.

To meet these targets, we will focus on engineering, education and enforcement.

Engineering (Local Safety Schemes)

Local Safety Schemes are the main focus of our engineering activities and are targeted at places with a history of treatable collisions where people have been injured. They are a very cost effective way of addressing accidents at a specific location or along a route.

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Other schemes, such as those that improve pedestrian facilities and improve the flow of traffic, are also used to improve road safety even though their primary purpose is not to reduce collisions.

Education

Road safety education, training and publicity (ETP) projects are used to address road safety issues affecting vulnerable road user groups, such as cyclists, pedestrians, motorcyclists and young drivers, by:

- Improving the behaviour of road users, by bettering their knowledge of the causes and consequences of road crashes,
- Improving their skills as road users.
- Fostering positive attitudes towards behaving in a way that reduces the risk of causing or being involved in a road accident.

Enforcement

South Yorkshire Police enforce road traffic law. Priorities are determined by analysing the levels of offending and the number and severity of injuries by route or by area. Enforcement is carried out via:

- The Roads Policing Group
- Safer Neighbourhood teams
- Safety cameras (see below)
- Automatic Number Plate Recognition (ANPR) technology to identify stolen, untaxed, uninsured or other offending vehicles

Enforcement (and the road safety benefits it brings) is generally publicised in order to gain greater public acceptance.

In addition to enforcement activity, the police also operate campaigns targeting various issues including:

- Vehicle defects
- Drink/drug driving
- Speed
- Seatbelt usage
- Dangerous driving

Safety Cameras are used at sites with a history of speed related fatal or serious injuries. The concerns and anxieties of local people are also taken into account with many sites and routes being identified by local area assemblies, community groups, Parish Councils and the public.

South Yorkshire Safer Roads Partnership

The South Yorkshire Safer Roads Partnership (SRP) is a multi-agency partnership which has been formed to co-ordinate efforts to reduce road accident casualties.

A data lead, evidence based approach has been adopted to focus efforts on specific locations, routes, generic collision factors and specific classes of road users.

The Partnership is made up of representatives from:

- Each of the four South Yorkshire districts including elected Members
- South Yorkshire Police
- South Yorkshire Fire and Rescue
- Yorkshire Ambulance Service
- South Yorkshire Safety Camera Partnership
- Highways Agency
- Health service providers

A South Yorkshire Safer Roads and Casualty Reduction Strategy 2011 – 2026 and a road safety education, training and publicity action plan covering all South Yorkshire has been published by the partnership.

Achievements

Since 1994 the overall number of people injured in collisions on Rotherham's roads has reduced as shown in figure 26 below. A comparison of the figures for 1994 with those for 2013 shows that there has been a 31% reduction in the overall number of people killed and seriously injured (KSI) and 53% in the number of child KSIs. A large part of these reductions are down to the various initiatives listed previously that have been implemented by the Council and its partners during this time, particularly those aimed at children.

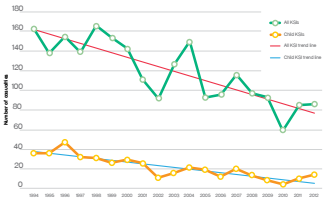

Fig 26 . KSIs in Rotherham

Challenges

Resources

Overall there have been cuts to Council funded road safety initiatives as well as Local Transport Plan funded works, both of which started in 2010.

This reduced our capacity to deliver school based road safety education training and publicity (ETP) activities with just one road safety officer being employed for 2 days a week. This compares with the number recommended by the Local Authorities Association of one road safety officer per 50,000 population, meaning ideally 5 should be employed by the Council. In 2014, most schools received only one visit per year which severely limits the number of safety messages and pedestrian and walking bus training that can be delivered. School visits are prioritised in terms of those that fall within postcodes with the greatest number of casualties.

To make up for this shortfall in staff numbers we now make use of road safety officers employed by the SRP. These concentrate on the county wide road safety education priorities and in terms of schools

Case Study

One of our success stories is the Drive for Life initiative. This is a project that was developed by Rotherham and now delivered across South Yorkshire. It is aimed at drivers in the 17-24 year age group, particularly young men, who are over represented in casualty statistics. The programme is designed to raise awareness of the issues that contribute to collisions, make young people aware of their responsibilities as drivers and change attitudes and behaviour so as to make them safer, more considerate drivers.

Delivered by representatives from the four South Yorkshire Local Authorities, Fire and Rescue and Police, this 2 hour interactive presentation covers issues including drink/drug driving, speed, peer pressure and seat belt usage.

Rotherham project manage the Drive for Life initiative as well as being heavily involved as one of the presenters. The presentation is offered to all colleges and schools with a sixth form in the borough and across South Yorkshire. The presentation is seen by approximately 5000 young drivers throughout South Yorkshire each year. Rotherham have secured funding from the South Yorkshire Road Safety Initiatives Fund and the Local Sustainable Travel Fund to employ a road safety officer for the next 2 years to project manage Drive for Life and present at events.

It is difficult to make a direct link between Drive for Life and changes in the accident rate involving young drivers. However, evaluation shows that among young drivers attending a Drive for Life presentation there is an important effect on risk reduction within the first month of the event. It is intended to carry out further evaluation later this year to see if this effect on risk reduction is maintained over a longer time frame. Feedback collected after events also suggests that Drive for Life is having a positive effect on young driver attitudes to road safety issues.

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there are only a small number in Rotherham that fall within priority postcodes having the greatest number of casualties, where activity will be concentrated. This means that most schools will continue to have at most one visit per year. This may have an effect on meeting collision reduction targets. This arrangement is likely to continue for the foreseeable future.

Cyclists and motorcyclists

Collision data shows that incidents involving cyclists and motorcyclists have followed a downward trend over the last 18 years. However, data from the last two years suggests that we may be experiencing a reversal of the trend.

In terms of cycling, as more and more people begin to take up the activity there are proportionately more incidents. We will continue to work with our SRP partners to implement the recommendations in the South Yorkshire Road Safety Education Plan relating to cyclists and motorcyclists.

Local safety schemes

Due to the nature and location of accident cluster sites Local Safety Schemes are becoming harder to identify. A new approach needs to adopted to scheme identification possibly focusing more on routes and mass action treatments rather than hotspots.

Disadvantaged areas

There is strong evidence that members of poorer communities are more likely to become road accident casualties than their better-off peers.

Previous analysis of accidents in disadvantaged areas in Rotherham showed that there were more road accident casualties per head of population than in the borough as a whole and a higher incidence of accidents involving children. More recent analysis carried out during the production of the South Yorkshire Road Safety Education, Training and Publicity Action Plan confirmed that the postcodes in Rotherham with the most casualties broadly align with disadvantaged areas.

Opportunities

It is recommended that investigations are carried out into the following issues in order to secure further road safety benefits:

- Developing closer links with the Health and Wellbeing Strategy.
- Developing closer links between the safer roads and sustainable travel agendas – reducing private vehicle use will lead to safer roads.
- Integrating the principles of Safer Roads into the Council's Highways Asset Management Plans (HAMP) and better linking maintenance standards with casualties in the South Yorkshire Transport Asset Management Plan.
- Carrying out regular inspections of the highway network to identify defects that are likely to cause particular road safety problems for pedestrians, cyclists and motorcyclists.
- Tackling anti-social driving and riding through close work with South Yorkshire Police Safer Neighbourhood Teams.
- Closer working with the Crime and Disorder Reduction Partnership.
- Embedding Safer Roads in the LSP Community Plan and Children and Young Peoples' Strategy.

Themes and Actions

Theme 18: To encourage safe road use and reduce casualties on our roads

Local Safety Schemes will be used to tackle locations having a history of treatable collisions where somebody has been injured. We will assess the worst accident locations first when developing programmes for action.

In accordance with the Council's recently produced policy on the use of 20mph speed limits investigations will be carried out into the introduction of such speed limits in suitable areas. 20mph schemes are likely to be particularly appropriate in disadvantaged areas given their generally higher incidence of accidents.

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PART C Themes and objectives

Theme 19: To focus safety efforts on vulnerable groups

The South Yorkshire Safer Roads Education, Training and Publicity Action Plan will be used to address road safety issues involving vulnerable road users. This uses a data-led, evidence based approach to focus efforts on specific classes of road users identified as being at risk. These include:

- Young drivers (17–24)
- Those driving for work
- Motorcyclists
- Cyclists
- Young adult and school age pedestrians

In terms of child pedestrian safety, efforts will be focused on schools in postcodes with the highest casualties.

Theme 20: To work with the Police to enforce traffic law

Priorities for enforcement will be determined by analysing the levels of offending and number and severity of injuries by route and area.

Safety cameras will be deployed in accordance with the South Yorkshire Safety Cameras Site Operations Policy.

Safer Roads Actions Summary	Lead	When
Local Safety Schemes will be used to tackle locations having a history of treatable collisions where somebody has been injured.	RMBC	Ongoing
Introduce 20mph speed limits in suitable areas.	RMBC	Ongoing
Ensure the South Yorkshire Road Safety Education Action Plan will be used to address road safety issues involving vulnerable road users.	RMBC, Police	Ongoing
Prioritise enforcement by analysing the levels of offending and number and severity of injuries by route and area	RMBC, Police	Ongoing
Safety cameras will be deployed in accordance with the South Yorkshire Safety Cameras Site Operations Policy.	RMBC, Police	Ongoing
Develop closer links with the Health and Wellbeing strategy, active travel agendas, highways asset management, LSP Community Plan, Children and Young Peoples Strategy and Crime and Reduction Partnership	Various	Ongoing
Carry out regular highway inspections to identify defects that may cause problems for pedestrians, cyclists and motorcyclists.	RMBC	Ongoing
Tackle anti-social driving and riding through work with South Yorkshire Safer Neighbourhood Teams	RMBC, Police	Ongoing

PART C Themes and objectives

Safer roads projects

Case Study Swinton Older People's Project

Working with Living Streets, a national charity that works to improve conditions for pedestrians, a scheme has recently been implemented in Swinton to improve access for older pedestrians from Highfield Court to local facilities in the district centre.

The scheme has involved providing new pedestrian dropped kerbs at a number of locations and upgrading a pelican crossing to a puffing crossing. The improvements were identified by a group of Highfield Court residents who took part in a community street audit in June 2013 to identify barriers to them engaging in more active travel.

The improvements will give them greater independence, improved health and reduced isolation as well improving their safety when they cross the road. Funding was provided by Living Streets as well as the Council's Local Transport Plan allocation.

Local Safety Schemes at some or all of the following locations will be implemented in the near future:

- Cottage of Content crossroads, Brampton Bierlow
- New Wortley Road / Garden Street junction, Masbrough
- Main Street / Church Street junction, Greasbrough
- Sheffield Road / Old Sheffield Road junction
- Long Road / Hawkhill Lane junction, Brampton-en-le-Morthen
- Doncaster Road / Magna Lane junction, Dalton
- Golden Smithies Lane / Chuch Street junction, Swinton
- Blyth Avenue / Dale Road junction, Rawmarsh
- Wilton Gardens / Kimberworth Road junction, Kimberworth

Schemes are subject to investigation, which will determine if there is a viable and cost-effective solution to the perceived problem.

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PART D

Funding and implementation

11. Funding

Transport Infrastructure Funding

Introduction

The Councils ability to deliver projects is ultimately dependant on the funding that is available. Transport and Highway improvements are usually delivered using a range of public and private funds, which include:

Core Local Transport Plan (LTP) grant funding

Local Transport and Highway Authorities receive capital grant funding from the Department for Transport to deliver the aims and objectives of their Local Transport Plans. This grant funding is allocated within 4 yearly Local Transport Plan funding periods. The Local Transport Plan Period ended in March 2015, future funding for local transport has been allocated for the subsequent 3 years and indicative allocations have been made for the following 3 years.

Local Transport Plan 3 Integrated Transport Block

Integrated Transport funding was affected significantly when the Government commenced the process of deficit reduction in 2010 and within the new LTP3 period which commenced from 2011/12 onwards capital funding was reduced nationally by 50%. Nevertheless, the remaining annual grant is used within Rotherham to implement safer roads, traffic management, active travel network, behaviour change and public transport improvements that address the aims of the Sheffield City Region Transport Strategy and our own Rotherham Transport Strategy.

LTP Maintenance Block

This is an annual grant allocated to local highway authorities through the SYITA and is used to undertake planned maintenance of our highways assets, including carriageways, footways, street lighting and highway structures.

Department for Transport (DfT) Competitive Funds

Government have acknowledged the role that transport plays in growing the economy and in facilitating development and as such over the last 3-4 years the DfT have created competitive funds which

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local authorities and regions can competitively bid into for additional funding to deliver key transport and highway improvements.

These have included the Local Pinch Point' Fund, Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant. The DfT criteria for many of these funds require that a promoting authority must provide a 'local contribution' to be successful, and a benchmark contribution of 30% is commonly quoted.

RMBC has recently been very successful in bidding for funding and from the Local Pinch Point fund we have been awarded £3.5m towards a £5m highway junction improvement at Pool Green to create additional highway capacity and maintain reliable journey times on the town centre ring road and £2m towards a £3m critical bridge maintenance project. In both of the pinch point schemes the Council has taken the opportunity to provide a local contribution using a combination of earmarked LTP IT block funds and Council Capital borrowing.

From discussions with the DfT it is anticipated that further competitive funds will be released in the future by the DfT.

DfT Local Major Transport schemes

This fund was used by the DfT to promote the implementation of more significant schemes over £5m. This was a competitive fund on a national basis. Schemes seeking funding needed to set out a significant 'business case' for the funding in line with DfT requirements and had to reach DfT thresholds for value for money. We have successfully received funding to deliver the £12.7m A57 major highway improvement scheme between J31 M1 and Todwick Crossroads.

In addition, Rotherham has now placed a Full Application to the DfT to draw down the funding to implement the DfT supported Bus Rapid Transit (North) scheme (being progressed in partnership with Sheffield City Council and South Yorkshire Passenger Transport Executive (SYTPE). This is one of the major funding sources identified in the Infrastructure Delivery Schedule. The bid to the DfT (£15.9 million) and the European Regional Development Fund (£8.1 million) towards the £28million cost of the Bus Rapid Transit Northern Route (site 2) has already been through the DfT's Major Scheme process and is currently awaiting Full Approval. A final response on this is expected before the end of 2013. The DfT and DCLG have been in extensive, on-going discussions with the Project Team.

DfT Local Sustainable Transport Fund (LSTF)

The LSTF is a competitive fund created by the DfT to deliver a programme of targeted transport projects that are focussed on growing the economy in a sustainable way. Similar to the major scheme process there was a defined bid process based on a detailed business case. In early 2012 South Yorkshire partners submitted our bid to the DfT and in Summer 2012 they received confirmation that they had received the full c£28m that had been bid for. This funding comprises of capital funding for infrastructure projects and revenue funding for training and promotion projects. The funding is awarded across the financial years until March 2015. Specific LSTF schemes include: A633 Dearne Corridor Bus Key Route improvements (£1.1m); Intelligent Traffic Management measures (£160k); Dearne Valley cycle route improvement (£90k); Rotherham Town Centre to Parkgate cycle route improvement (£800k); Lower Don Valley canal towpath cycle improvement (£700k); along with further funding for training and promotional activity to encourage people to cycle, walk and use public transport more often to access jobs and training.

Developer S106/S278 contributions / CIL

The Community Infrastructure Levy is taken from the costs of new developments in the Borough. It is designed to help pay for things required by developments that would otherwise be paid for from the public purse. This includes highways infrastructure mitigation (identified through the traffic modelling and forecasting exercises). A list of projects is presented in section 9 above

Developer S106 contributions will also continue to be sought towards transport improvements that are directly related to specific developments. Developers will also continue to be required to enter into S278 agreements where their development requires alterations to the highway network to facilitate issues

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such as new junctions for access or pedestrian/ cycle facilities.

Future Highways and Transportation funding allocations

Recent announcements from Government indicate that Local Transport Plan funding for both Integrated Transport and Maintenance will continue into the next four year spending review period beyond March 2015. However, whilst broad headline budgets have been outlined there is no detail on the level of allocation that individual authorities may receive. In addition, further changes to the way in which funding will be allocated have also been announced. From March 2015 various funds will be allocated through a Local Growth Plan process, which is predominantly Transport based but will also include some Economic Regeneration funding and also skills funding.

The Local Growth Plan will cover Local Economic Partnership LEP areas, which for Rotherham is the Sheffield City Region (SCR), and it will set out the growth aspirations of an area and how they intend to use the available funds to stimulate economic growth. The transport funds included are: all Local Major scheme funding (the decision to devolve this fund had been announced in Summer 2012); approximately 40% of LTP IT funding will be included, as will a further capital funding grant for LSTF.

Our plan was submitted to Government in January 2014.. Whilst we have received confirmation that Local Major Scheme funding has been devolved to SCR and that we will receive £113m between April 2015 and March 2025 the final level of funding we receive for LTP IT and LSTF will be subject to the outcome of the Local Growth Plan which is competitive in nature. In mid- 2014, the Government announced a further £4.8M of LSTF revenue funding across South Yorkshire for 2015/16 of which Rotherham will directly benefit from around £400,000 and, along with other South Yorkshire Authorities and the PTE, benefit indirectly from the remainder.

Whilst there is clearly uncertainty in the amount of Government funding that will available in the future, not just locally but nationally, transport projects are acknowledged by the Government to support Economic Growth

Other Grant Funding

From time to time funds become available through non-routine sources such as European regional funds or National Lottery funds. Where the funding criteria are suitable we will submit funding bids either alone or with a partner organisation. In some instances an organisation may approach us to be a partner in their bid. Providing there is a good fit with this strategy we will work with any
appropriate organisation.

12. Implementing the strategy – a summary

Vision

Enjoy sustainable growth

New development will be based on compact mixed use centres focussed on high-quality public transport

Make sustainable travel choices

Walking, cycling and public transport are a normal part of daily travel

Be a connected place

People and places are connected by an integrated, safe and efficient transport network

Objectives

Integrated transport and land use

To support well designed new development that reduces the need to travel and is accessible to everyone by frequent public transport, walking and cycling.

Public transport (bus, tram & train)

To improve the public transport network so it provides an alternative to the private car.

Active transport network

To make the transport network safe and attractive for walking and cycling.

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Travel behaviour change
To reduce car dependency & increase levels of walking, cycling, car share and public transport use.

Roads and Freight
To develop and manage an efficient road network for the movement of people and goods that can be shared by everyone.

Safer Roads
To make the transport network safe for everyone.

Actions

To support economic growth and develop a resiliant transport system, reduce emissions and protect our natural environment, to maximise safety on a more 'active' transport network and to enhance social inclusion and health through more equitable transport system.

Integrated Transport and Land Use Actions Summary	Lead	When
To apply the principles of sustainable development and transport as per the Local Plan Core Strategy	RMBC	Ongoing
Ensure that large developments are consistent with the Local Plan, the Rotherham Transport Strategy and any relevant Government Guidelines.	RMBC	Ongoing
Develop Principal Settlement Action Plans to co-ordinate public and private investments in roads, public transport, walking, cycling and parking	RMBC, SYPTE	By April 2015

Public Transport Actions Summary	Lead	When
To apply the principles of sustainable development and promote public transport trips as per the Local Plan Core Strategy	RMBC	Ongoing
Ensure that large developments are consistent with the Local Plan, the Rotherham Transport Strategy and any relevant Government Guidelines.	RMBC, SYPTE	Ongoing
To integrate public transport into Principal Settlement Action Plans to co-ordinate public and private investments	RMBC, SYPTE	By April 2015
To progress, implement and promote the Tram Train Trial between Rotherham and Sheffield	RMBC, SYPTE, Stagecoach	Jan 2016
Safeguard the alignment of heavy rail routes in the Borough pending the outcome of the Tram Train trial.	RMBC, SYPTE, Network Rail	Ongoing
To progress implement and promote the Bus Rapid Transit Project between Rotherham and Sheffield	RMBC, SYPTE, Bus operators	April 2015
To create a Bus Partnership between RMBC, SYPTE and local bus operators	RMBC, SYPTE, Bus operators	April 2014
To support the active transport actions and improves access to public transport services by sustainable modes.	RMBC, SYPTE	Ongoing
To lobby for the electrification of lines linking with the ECML and Midland Mainline	RMBC, SYPTE, Network Rail	Ongoing

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Active Transport Network Actions Summary	Lead	When
Connect and complete the active walking and cycling networks within 3km of centres in LSTF corridors	RMBC	Ongoing
Develop an active travel network improvement plan	RMBC	2015 - 2016
Improve connections to and from public transport interchanges and key bus stops within LSTF corridors	RMBC, SYPTE	2014 - 2016
Examine connections to interchanges at Dinnington and Kiveton Bridge / Park to better connect them with active travel users	RMBC, SYPTE	2015 - 2016
Identify links between main centres to develop a direct and fast strategic active travel network	RMBC	2014 - 2017
Work with schools, Sustrans Bike It and Bikeability to develop and implement active travel routes within their catchment areas	RMBC	2014 - 2026
Introduce more secure cycle parking in or near public transport interchanges	RMBC, SYPTE	2014 - 2018

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Travel Behaviour Change Actions Summary	Lead	When
Workplace Travel projects until 2016 and seek alternative funding thereafter.	RMBC	To 2015 then onwards
Encourage employers to adopt strong travel plans that include workplace travel promotion projects	RMBC	Ongoing
Provide travel promotion resources to employers	RMBC	RMBC
Continue the cycle parking grant scheme according to resources available	RMBC	RMBC
Health partners and Heath and Wellbeing Board to promote active travel projects	RMBC, NHS	Ongoing
Seek community champions and provide resources for community based active travel projects	RMBC	Ongoing
Continue to provide Bikeability Cycle Training and meet the target to train 1700 pupils per annum.	Private Sector, RMBC	Ongoing
Create Bike Loan hubs in the North and centre of the Borough	Private Sector, RMBC	2015 onwards
Develop ready hubs in local schools	RMBC, CYPS	2014 onwards
Continue to support the Car Share South Yorkshire website (hosted by Liftshare)	RMBC, SCC	Ongoing
Continue the Bike It project until 2016 and seek alternative funding thereafter	RMBC	To 2015 then onwards
Update and reprint the Rotherham Cycling Map	RMBC	2016
Regular updates of the mapmovies to keep pace with developments and changes in bus routes etc.	RMBC	Ongoing
Use the Council Website and social media feeds to promote information sources for sustainable transport	RMBC	Ongoing

Roads and Freight Actions Summary	Lead	When
Implement ITS systems to benefit bus priority	RMBC	Ongoing
Use the Freight Action Plan to inform decisions relating to development and the highway network	RMBC	Ongoing
Work with the council's air quality officer to reduce the impact of vehicle emissions, particularly in AQMAs	RMBC	Ongoing
Implement Hydrogen demonstration project	RMBC, SYLTP, Private Sector	2014 - 2018

Safer Roads Actions Summary	Lead	When
Local Safety Schemes will be used to tackle locations having a history of treatable collisions where somebody has been injured.	RMBC	Ongoing
Introduce 20mph speed limits in suitable areas.	RMBC	Ongoing
Ensure the South Yorkshire Road Safety Education Action Plan will be used to address road safety issues involving vulnerable road users.	RMBC, Police	Ongoing
Prioritise enforcement by analysing the levels of offending and number and severity of injuries by route and area	RMBC, Police	Ongoing
Safety cameras will be deployed in accordance with the South Yorkshire Safety Cameras Site Operations Policy.	RMBC, Police	Ongoing
Develop closer links with the Health and Wellbeing strategy, active travel agendas, highways asset management, LSP Community Plan, Children and Young Peoples Strategy and Crime and Reduction Partnership	Various	Ongoing
Carry out regular highway inspections to identify defects that may cause problems for pedestrians, cyclists and motorcyclists.	RMBC	Ongoing
Tackle anti-social driving and riding through work with South Yorkshire Safer Neighbourhood Teams	RMBC, Police	Ongoing

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PART E

Performance and Monitoring

The monitoring of performance for this strategy is proposed to be against targets set by external bodies as well as those set internally. The target for new developments to incorporate sustainable transport measures , whether in the form of travel plans or other measures such as provision of discounted public transport tickets will be 100% of new developments complying with Council policy as laid out in the Good Practice Guidance published alongside the Local Plan Sites & Policies document. In the case of public transport there are a number of targets that are set by SYPTE around punctuality, customer satisfaction and patronage.

In addition to town centre cordon counts, data collected by the PTE and the Rotherham bus partnership will be used to measure performance. The active transport network will be measured against targets which are set by the Transportation Unit. These are output related and measure the number of people trained and the number of schemes implemented amongst other things.

These are measured as outcomes by the Travel Behaviour Change monitoring which looks at mode share. This sets a target for year on year increases in cycling, walking and public transport patronage.

Roads and freight targets fall into several categories. Air Quality targets are set by the EU in the form of limit values for pollutants. These are monitored locally and the progress towards the targets are reported to central government.

The targets for road condition and maintenance are set out in the Highways Asset Management Plan and are monitored internally.

Congestion and Delay monitoring and targets are currently under development. This is due to changes at a national level in how data has been collected and delay measured.

Safer roads data is collected locally in the form of Stats 19 reported by the police for injury accidents. This is collated and forwarded to the DfT by the South Yorkshire Safer Roads Partnership. The targets are set for year on year reductions based on a 5 year rolling average.

This method id used to reduce the effect of random variations that may occur year to year.

A report will be made to cabinet member on an annual basis.

PART E Performance and Monitoring

Integrated Transport and Land Use	Public Transport	Active Transport Network	Travel Behaviour Change	Roads & Freight	Safer Roads
New developments designed to maximise sustainable travel, monitored through the planning system	Monitoring carried out by SYPTE on cordon counts and bus partnership	Monitoring done by Transportation	Monitored by SYLTP Rotherham cordon	Monitored by various teams within RMBC	Rotherham Stats 19
		No. Walking schemes	Walking mode share	Congestion	Number of Killed and Seriously Injured (KSI)
		No. Walking schemes	Cycling mode share	Delay	
Number of developments	Satisfaction	No. Dr Bike events	PT mode share	Road condition*	Children and young people KSIs
		No. Bikes fixed		Maintenance*	
Number of sustainable transport conditions	Punctuality	No. Bike hires	Supplementary monitoring carried out in the Dearne and Waverley	Emissions monitoring`	All slight casualties
		Adult Cycle Training No.		Air Quality Action Plan`	
Number of travel plan conditions	Patronage	Children trained to Bikeability level 1/2			
Targets					
All substantial developments maximise sustainable travel % annual	Set by SYPTE	Walking Schemes 16 Cycling Schemes 16 Dr Bike events 70 Bike Hires 300 Adults Trained 300 Children trained 1400	Increased mode share year on year for: Walking Cycling Public Transport	* Set out in HAMP ` Set out in Low Emissions Strategy	All KSIs -4% Children and young people KSIs -5% All slight casualties - 1%
				Congestion and Delay monitoring and targets under development	Reductions year on year in the 5 year rolling average. (SY target)

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Rotherham Metropolitan Borough Council

IMPROVING PLACES SELECT COMMISSION
2nd September, 2015

Present:- Councillor Beck (in the Chair); Councillors Atkin, Buckley, Cutts, Gosling, McNeely, Pickering, C. Vines, Whelbourn and Whysall, together with co-opted members Mrs. L. Shears, Mr. P. Cahill and Mr. B. Walker.

Apologies for absence were received from Councillors Godfrey, Jepson, Reeder, Smith, Wallis and Wyatt.

10. DECLARATIONS OF INTEREST

There were no Declarations of Interest made at this meeting.

11. QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS

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

12. COMMUNICATIONS

No issues to report.

13. MINUTES OF THE PREVIOUS MEETING HELD ON 1ST JULY, 2015

Resolved:- (1) That the minutes of the previous meeting of the Improving Places Select Commission, held on 1st July, 2015, be approved as a correct record for signature by the Chairman, with the inclusion of co-opted members Mrs. L. Shears, Mr. P. Cahill and Mr B. Walker in the list of persons attending the meeting.

(2) That, with regard to Minute No. 9, it was noted that Councillor McNeely will attend the RUSH House meetings as a Ward Councillor in accordance with the wishes of the RUSH House Board of Directors.

14. ROTHERHAM'S ECONOMIC GROWTH PLAN

Further to Minute No. 45 of the meeting of the Improving Places Select Commission held on 14th January, 2015, consideration was given to a presentation from the Economic Development Manager and the Senior Economic Development Officer, concerning the establishment of the Rotherham Growth Plan.

The presentation and subsequent discussion highlighted the following issues:-

: Rotherham’s overall economic performance compares favourably with other local authority areas within the Sheffield City Region, but there is a gap to national performance which needs to be addressed;

: Rotherham pupils' educational performance at GCSE level is good, but becomes worse at the further and higher levels of education;

: the Growth Plan will help in attracting more businesses with growth potential to the area; in turn, there will be more jobs created, accessible to local residents;

: the increased gross value added;

: it was noted that the Advanced Manufacturing Park, at Waverley, requires high-level skills for specific jobs; jobs across the whole Borough area will be available to suit a wide range of skills, making them accessible to all residents;

: as part of the restructuring of the Local Strategic Partnership, the Local Economy Board will become the Business Growth Board; this process will include an open invitation for people who wish to apply to sit on the Board;

: a total net jobs growth of 9,125 is expected over the lifetime of the project, which is spread over a range of sectors and includes decreases in medium-low technology, manufacturing and public administration;

: the vision of the Advanced Manufacturing Innovation District for research and development-led enhancement of the Lower Don Valley, including major improvement to transport links within both the Rotherham town centre and the Sheffield city centre; this process would include the potential delivery of the Waverley Link Road;

: the Growth Plan's themes - grow existing and develop new businesses; skills for employment and progression; inclusion, well-being and employment; employment land and business premises; housing; the Rotherham town centre and other district centres within the Borough area; transport;

: there will be a focus on education and schools, to ensure a suitably skilled and enterprising future workforce for the Borough area;

: transformational projects for the Borough, identified in the Economic Growth Plan – higher education campus in the Rotherham town centre; development of the HS2 high speed railway and proposed interchange/station at Meadowhall; development of the Rotherham town centre, including the Forge Island site and the markets complex; proposals for a major leisure development at the Pithouse West site near to the Rother Valley Country Park;

: the importance of the higher education campus in improving attainment levels for Rotherham students at NVQ Level 4 and above;

: the development at Waverley will create income for the Council through

increased business rates, plus the New Homes Bonus for any residential development;

: an update on the progress of the development of the Growth Hub was requested; (information will be provided for Members of this Select Commission);

: issues arising from the public consultation process which took place during the early months of 2015 : the Economic Growth Plan must have a vision unique to Rotherham, which will come out of the current consultation roadshows; some concern has been raised about sites for major developments, which had been removed from the Economic Growth Plan, subject to the outcome of the Local Plan consultation and approval; further development and monitoring of the Growth Plan's targets and outputs will be carried out by sub-groups of the new Business Growth Board of the Local Strategic Partnership;

: whether job losses within the Rotherham Borough area (eg: Tata Steel) might result in land becoming available for the development of light industries; (there will be discussions with the Company);

: the Economic Growth Plan is to be submitted to the Council meeting to be held on 16th September, 2015, for final approval;

: the importance of tourism as a means of generating income for the Rotherham Borough area was acknowledged, as was the recent establishment of a Tourism Forum with the Barnsley and Rotherham Chamber of Commerce; it was suggested that the Government-appointed Commissioners to the Council may wish to review the Council's involvement in local tourism issues;

: the comparative development of the Wath-Manvers area, from the late 1980s onwards was praised, although the consequent impact of the additional traffic was also highlighted; the need for improved transport links in this area was also discussed.

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

(2) That progress reports about the Rotherham Growth Plan be submitted annually to meetings of the Improving Places Select Commission.

15. WINTER WEATHER RESPONSE - UPDATE

Further to Minute No. 44 of the meeting of the Improving Places Select Commission held on 14th January, 2015, consideration was given to a report, presented by the Highways Network Manager and the Principal Waste Officer, providing an update on the Council's response to the severe weather during the Christmas and New Year holiday period in late December 2014 and early January 2015 and setting out the actions which have been taken to improve the Council's response to similar weather

conditions in the future.

The Select Commission's debate highlighted the following issues:-

: the accuracy of the daily weather forecasts available to local authorities;

: the telemetry provided on the road-gritting vehicles, recording the routes which have been gritted;

: the hand-salting teams had not been on stand-by duty during the Christmas and New Year holiday period in 2014/15, but will be on duty during the holiday period in 2015/16; Members acknowledged that the salting teams had undertaken their work to a high standard in exceptional circumstances;

: the possibility of pre-salting residential and estate roads, prior to snowfall and/or ice;

: the impact upon waste collection; crews being deployed in areas in which it was deemed safe to travel; some waste collection rounds had been halted because of the severe weather conditions, with some roads being inaccessible because of icy conditions; the use of the recovery plan to clear the backlog of household waste collection; the Bartec system which provides management information about the waste collection vehicles and routes and also provided real-time information for contact centre staff about the backlog of missed collections;

: ensuring effective communication with the public; use of the Council's Internet web site and of social media (eg: Twitter, etc.); the proposed re-fresh of the web site pages and the use of banners to guide web site users to specific information; publication of a bespoke web page for winter maintenance; publication of leaflets for distribution to the general public (eg: at the Rotherham Show);

: better communications with the bus companies, about the impact of severe weather upon bus services and routes;

: the criteria and protocol for the provision of roadside salt bins(there are more than 300 bin locations throughout the Rotherham Borough area); the use of the snow warden scheme, in partnership with Parish Councils (eg: Wickersley) and with volunteer members of the public (25 individuals are already registered); engaging with the community via newsletters and community groups (eg: Rotherfed);

: regular communication with and updates for Elected Members and with snow wardens, during the severe weather;

: communications and a single officer lead; clearer messages on the Council's web site about priorities; use of e mail alerts;

: sharing information about Winter maintenance with Elected Members at workshops, with the Area Assemblies and with the Parish Council network.

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

(2) That the report be forwarded to Commissioner Manzie for further consideration, who shall be recommended to approve the proposed changes affecting Winter maintenance services, the Council's Internet web site and communications, as detailed in section 7.4 of the submitted report.

16. TASK AND FINISH GROUPS - UPDATE

Further to Minute No. 5 of the meeting of the Improving Places Select Commission held on 1st July, 2015, discussion took place on the progress of each of the Task and Finish Groups which had been established to consider the detail of the Council's 'Cleaner – Greener' agenda. The reports of each Group were:-

(a) Group 1 - Waste Management (Chair – Councillor Godfrey)

The two initial areas of enquiry are household waste recycling centres and the arrangements for green waste collection.

(b) Group 2 - Leisure and Community Services (Chair – Councillor Atkin)

This Group's initial area of enquiry includes the problems of litter and fly-tipping; this Group has invited members of the public to attend its meetings and explain local problems caused by these two issues.

(c) Group 3 (part 1) Network Management / Rotherham town centre (Chair – Councillor Rosling)

The first part of this Group's task is to assess the Rotherham town centre's night time economy and the regular problem of littering; this task has links with the Waste Management Task and Finish Group (above); this Group seeks to engage with town centre businesses and resolve the issues of early morning litter caused by the night-time economy; the Group has already begun the drafting of some of its recommendations.

(d) Group 3 (part 2) - Car Parking (Chair – Councillor Rosling)

For the second part of this Group's tasks, there has been a preliminary investigation about car parking charges and fees and parking enforcement, specifically affecting the Rotherham town centre.

Resolved:- (1) That the progress of the 'Cleaner-Greener' agenda Task and Finish Groups, as described above, be noted.

(2) That the work of the Task and Finish Groups shall be progressed in sequential order during the 2015/16 Municipal Year, enabling the tasks of one individual Group to be completed before the next Group's tasks begin.

17. DATE AND TIME OF NEXT MEETING

Resolved:- That the next meeting of the Improving Places Select Commission shall take place on Wednesday, 14th October, 2015, at the Town Hall, Rotherham, commencing at 1.30 p.m. (instead of 28th October, 2015).