

**You are hereby summoned to a meeting of the
Transportation Advisory Board
to be held on:-**

**Date:- Wednesday, 11 October 2017 Venue:- Town Hall, Moorgate Street,
ROTHAM. S60 2TH**
Time:- 2.00 p.m.

**TRANSPORTATION ADVISORY BOARD
AGENDA**

1. Apologies for Absence
2. Minutes of the meeting of the RMBC Transport Liaison Group held on 5th July 2017 (Pages 1 - 4)
3. Matters arising from the previous minutes (not covered by the agenda items)
4. Questions on Transport Issues (Pages 5 - 6)
5. South Yorkshire Passenger Transport Executive - Update
6. Bus Operators - Update
 - (1) First Group
 - (2) Stagecoach
 - (3) Rotherham Community Transport
7. Railway Operators - Update
8. Doncaster-Sheffield Airport - Update (Pages 7 - 13)

Minutes of the meeting of the Doncaster Sheffield Airport Consultative Committee held on 13th July, 2017
9. Sheffield City Region - Transport Strategy Refresh
10. Department for Transport - National Productivity Investment Fund (NPIF)



**Sharon Kemp
Chief Executive.**

11. Highways Capital Programme (Pages 14 - 28)
12. Highways Major Schemes - Update (Pages 29 - 32)
13. Any other business
14. Date and time of the next meeting
 - Wednesday 17th or 31st January, 2018 (2.00pm start)
 - Wednesday in April, 2018 (2.00pm start)
 - Wednesday in July, 2018 (2.00 pm start)

Transportation Advisory Board membership:-

Cabinet Member for Jobs and the Local Economy & Combined Authority Transport
Committee Member - Councillor Lelliott (Chair)
Combined Authority Transport Committee Member, Councillor Williams
The Leader and the Deputy Leader

One Council Member from each Ward as follows:-

Ward 1 – Jepson	Ward 8 – D. Cutts	Ward 15 - Cowles
Ward 2 – McNeely	Ward 9 – Beaumont	Ward 16 - Cusworth
Ward 3 – Buckley	Ward 10 – Sheppard	Ward 17 - Reeder
Ward 4 – Mallinder	Ward 11 – Walsh	Ward 18 – Watson
Ward 5 – Andrews	Ward 12 – Fenwick- Green	Ward 19 – Evans
Ward 6 – Pitchley	Ward 13 – Jarvis	Ward 20 – Hoddinott
Ward 7 – Lelliott	Ward 14 – Russell	Ward 21 – Williams



Sharon Kemp
Chief Executive.

TRANSPORT LIAISON GROUP
Wednesday, 5th July, 2017

Present:- Councillor Lelliott (in the Chair); Councillors Beaumont, D. Cutts, Fenwick-Green, Jarvis, Jepson, Reeder, Simpson and Walsh; together with Mr. N. Broadhead (SYPT), Mrs. K. Naylor (Doncaster-Sheffield Airport), Mr. A. Riggall (First South Yorkshire) and Mr. D. Rich (Stagecoach).

Apologies for absence:- Apologies were received from Councillors Cowles, Cusworth, Evans, McNeely, Sheppard, Whysall, Williams along with Parish Councillor R. Swann.

21. MINUTES OF THE PREVIOUS MEETING HELD ON 15TH MARCH, 2017

Consideration was given to the minutes of the previous meeting of the Transport Liaison Group, held on 15th March, 2017.

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

22. MATTERS ARISING FROM THE PREVIOUS MINUTES (NOT COVERED BY THE AGENDA ITEMS)

Further to Minute No. 14(a) as part of the South Yorkshire Passenger Transport Executive Update it was confirmed the re-routing and extra resources for the X78 service would return to normal at the end of August following flood defence works on the A6109 Meadowhall Road and the construction of the IKEA store on the A6178 Sheffield Road.

With regards to Minute No. 17 it was also confirmed the "Robin Hood" element had been removed from the name of Doncaster-Sheffield Airport.

Councillor Jepson was also signposted to the relevant teams over his concerns about temporary signs and overgrown hedging covering signs.

23. QUESTIONS ON TRANSPORT ISSUES

The Transport Liaison Group noted the details of various questions on transport matters and the responses to those questions, submitted by Councillors and members of the public, as listed below:-

- (a) Use of disabled travel passes by South Yorkshire Freedom Riders and the need to refer this back to the South Yorkshire Passenger Executive/Combined Authority for reconsideration.
- (b) Rural subsidised bus service at Hooton Levitt and Maltby.
- (c) Pre-booked community transport.
- (d) Use of diesel/electric hybrid buses.
- (e) No. 45 bus service along Longfellow Drive.

Agreed:- That the details of the questions and responses be noted.

24. SOUTH YORKSHIRE PASSENGER TRANSPORT EXECUTIVE - UPDATE

The Transport Liaison Group discussed the following issues:-

- (a) Tram-Train Construction Works – Bridge Street – works would continue with a project completion date later in 2018.
- (b) Rotherham Passenger Transport Interchange – work would commence on the public areas and the car park during 2018.
- (c) Next service change date – an email would be circulated in due course to all Elected Members, Parish Councils and Members of Parliament regarding proposals for September.
- (d) Cessation of the Bright Bus service – work was taking place with First, Stagecoach and Powells to see where replacement services could be delivered. A breakdown by schools and where a normal bus service was used would be provided.

Agreed:- That the information be noted.

25. BUS OPERATORS - UPDATE

(1) First Group

Ticket prices, which had been reviewed, were implemented on the 7th May, 2017. The price of the all-operator Travelmaster day ticket remained unchanged.

Liaison would continue with the Council and the Passenger Transport Executive during the refurbishment of the transport interchange.

Some minor timetabling had resulted in a few diversions following the works around Meadowhall.

There had been a number of engineering issues affecting seventeen buses, but this had now been resolved.

There was to be a drop in session in Brinsworth regarding service scheduling for September.

Following the cessation of the Bright Buses the First Group had picked up 40% of the bus service provision.

There had been a shortfall in the recruitment of new drivers, but the recruitment drive had gone well. One difficulty had been the waiting list

for PCV licenses.

Feedback from the consultation for the X1 service had been received and the most delays had been around Meadowhall. A further look was to be made at the routing around Maltby and where this split off. A further period of consultation was to take place and further information on this would be available soon.

(2) Stagecoach

Nothing further to report.

Agreed:- That the information be noted.

26. RAILWAY OPERATORS - UPDATE

Nothing to report.

27. ROBIN HOOD DONCASTER-SHEFFIELD AIRPORT - UPDATE

Kelly Naylor from Doncaster-Sheffield Airport provided an update and highlighted:-

- Confirmed record year for passengers, 1.25m passengers in 2016, 40% growth (financial year).
- Regularly fastest growing airport outside of London throughout the year. The latest Civil Aviation Authority (CAA) figures show that airport has seen a 43.1 percent growth with rolling passenger numbers of 1.3m between 1st April, 2016 and 31st March, 2017.
- 113% increase in cargo tonnage, 9,625 tonnes in last year. Recent cargo win - new perishable flight bringing flowers and vegetables to the UK for some of the country's largest retailers.
- Routes added this year were Sofia (Dec 2016) Palma Mallorca, Dubrovnik and Bourgas. Thomson will start a new Chambery route for Winter 17.
- Flybe Summer 18 will go on sale towards the end of July
- Benell investment at Aero Centre Yorkshire.

Agreed:- That the information be noted.

28. RMBC TRANSPORTATION UNIT - VERBAL UPDATES

Nothing further to report.

29. TRANSPORT ADVISORY BOARD - TERMS OF REFERENCE

Consideration was given to a draft report, circulated to all those present, which proposed a change to the current liaison arrangements following changes to strategic transport in Rotherham.

The draft report set out the purpose and scope of the newly titled Transportation Advisory Board, its format, composition and membership, meeting arrangements, meeting schedule and draft agenda items during 2017/18.

This way of information sharing would enable updates on a six monthly basis to be shared on schemes and forward plan for specific agenda items on schemes, reviews and programmes.

The membership of the Board would remain with a member from each ward, politically balanced.

Members asked as number of questions and were advised accordingly on issues relating to:-

- Access Fund – Waverley Cycle Path.
- Forward planning for population growth, all of which was incorporated into the Local Plan.
- Political balance and challenge.
- Strategic overview and accessibility.
- Membership ensuring full representation of wards and attendance by operators.
- Scope for looking at particular areas.

The Transport Liaison Group were in full support of the circulated terms of reference.

The Group welcomed the opportunity to receive information and ask questions on transportation and traffic issues, covering both the local delivery of transportation services and the strategic implementation of high level policy, strategy and major investments.

The intention was still for the Transportation Advisory Board to meet on a quarterly basis, but the dates currently listed on the agenda would very likely change. It was, therefore, requested that those dates be disregarded and the new dates recirculated in due course.

Agreed:- That the draft Terms of Reference be supported

30. ANY OTHER BUSINESS

There were no further items of business.

31. DATE AND TIME OF THE NEXT MEETING

Agreed:- That the date and time of the next meeting be confirmed in due course.

ROTHERHAM METROPOLITAN BOROUGH COUNCIL

TRANSPORTATION ADVISORY BOARD – 11 October 2017

TRANSPORTATION ISSUES – Questions from Councillors

The following questions have been received since the last Transportation meeting in July:-

(1) CABLE CAR in Rotherham/Sheffield area

Issue Raised by a Borough Councillor

Cable car Rotherham. Can we have a feasibility study/think tank meeting for the possibility of cable cars in and around Rotherham. eg Waverley AMP to Sheffield.

RESPONSE

This question was originally raised with the SYPTE and has now been passed to the Sheffield City Region (SCR). This would be a strategic matter which the SCR may wish to discuss with the four principal local authorities in South Yorkshire.

(2) BUS SERVICE – East Dene and Herringthorpe

Issues raised by a Ward Councillor

There doesn't seem to be a set timetable for the number 111 and number 112 at East Dene and Herringthorpe. Residents have complained for months now the buses are coming at random times, sometimes not at all. This in turn has caused major disruption to people's lives, causing many to miss hospital or GP appointments. And this has also caused some residents to be late for work. Can you please look into this issue, to ensure the service runs to time in future?

RESPONSE

Dear Councillor

Thank you for providing feedback. The Bus Partnership has reviewed services 111 and 112 and the data from over 5,000 recent journeys denotes that the services are operating punctually 93% of the time. Through the Rotherham Bus Partnership we continue to strive for improvements in all services but as you will understand, delays to bus services do occur and these delays can be sporadic and difficult, if not impossible, to plan for.

If residents are able to provide specific details of the service problem, including the day, time, stop and service they were trying to use we can provide a more specific response about any problems that may have arisen.

Kind regards (SYPTE)

(3) CORTONWOOD – traffic congestion

Issues raised by a Ward Councillor

Due to the new extension of numerous retail outlets at Cortonwood Retail Park can consideration be given to opening up the old Cortonwood Pit Lane as another entrance to the Retail Park so as to alleviate the traffic congestion that is currently ensuing ?

RESPONSE (overleaf)

The Cortonwood Business/Retail Park was developed with only one point of vehicular access, from the dual carriageway (A6195 Dearne Valley Parkway) which is the responsibility of Barnsley MBC. In an attempt to ease congestion, highway officers at Rotherham MBC promoted construction of an alternative vehicular access to the Business/Retail Park from the former Cortonwood Pit entrance at Knollbeck Lane in 2008. This was to be an adoptable road linking with Cortonwood Drive and was to have been provided as part of a residential development on adjacent land submitted by St Pauls developments (RB2008/1326 granted on 2nd November 2010). Minimal work to the former pit access was undertaken which it is believed keeps the permission "live" but no meaningful work has been undertaken and it is not known when the applicants intend to commence building work.



Consultative Committee

DONCASTER SHEFFIELD AIRPORT CONSULTATIVE COMMITTEE

13 JULY 2017

PRESENT: Alan Tolhurst OBE (Chair)

R Cooke (Doncaster Sheffield Airport), Town Councillor A Cropley (Bawtry Town Council), Councillor M Greenhalgh (Doncaster MBC), Parish Councillor N McCarron (Blaxton Parish Council), J Milne (West Lindsey District Council), County Councillor C Pearson (North Yorkshire County Council), Councillor C Perraton-Williams (Lincolnshire County Council), Councillor A Smith (Bassetlaw District Council), A Bosmans (FODSA), Councillor R Franklin (Barnsley MBC), Councillor D Pidwell (Bassetlaw DC), Councillor I Saunders (Sheffield City Council), Y D Woodcock (Ex-Officio), K Naylor (Doncaster Sheffield Airport) and M McCoole (South Yorkshire Joint Authorities)

Apologies were received from: Councillor J Blackham, Councillor S Cox, Councillor D Lelliott and Councillor B Mordue

1 **WELCOME, INTRODUCTIONS AND APOLOGIES FOR ABSENCE**

A Tolhurst welcomed everyone to the July meeting of the Airport Consultative Committee (ACC).

Apologies for absence were noted as above.

2 **ANNOUNCEMENTS**

A Tolhurst informed Members of the cargo improvement service and the proposal for the railway link at DSA.

3 **MINUTES OF THE MEETING HELD ON 6 APRIL 2017**

RESOLVED – That the minutes of the ACC meeting held on 6 April 2017 be agreed as a correct record.

4 **MATTERS ARISING**

i) **Vision for Transformational Growth**

Members were informed of the progression of the Master Plan and that further information would be available shortly.

5 SIGNAGE - CORRESPONDENCE FROM MPS

A Tolhurst reported that he had written on behalf of the ACC to the three Doncaster MPs (Rt Hon Caroline Flint MP, Rt Hon Dame Rosie Winterton MP and the Rt Hon Edward Miliband MP) to set out the Committee's concerns regarding Highways England signage to DSA.

Members noted the replies received from Rt Hon Caroline Flint MP and Rt Hon Dame Rosie Winterton MP.

A Tolhurst queried whether Members had any further comments on DSA signage.

County Councillor Pearson had observed overgrown signage when travelling from Thorne on the A631 to the airport, and that the long banners at the airport were now mouldy and green, which did not present a good impression to visitors. He queried the change to the DSA logo.

R Cooke stated that DSA would take prominence on the new logo and that reference would also be made to Robin Hood.

A Bosmans stated that there was no DSA signage on the M1 until reaching the M18 at Doncaster. He considered that the signage overall was poor locally and that some major hub route signage was either poor or non-existent.

Members noted that the Noise Monitoring and Environmental Sub-Committee had made representation to MPs that DSA would deal with signage.

A Tolhurst requested Members to inform K Naylor of any signage problems.

ACTION:- All

6 MEMBERSHIP UPDATE

A Tolhurst congratulated those Members that had been re-elected onto the Committee and he welcomed the incoming new Members.

RESOLVED – That Members:-

- i) Noted the following changes of membership on the Airport Consultative Committee:-
 - West Lindsey District Council had appointed Councillor Jessie Milne (in place of Councillor Charles Strange).
 - Doncaster MBC had re-appointed Councillor Bill Mordue (to fill both Cabinet Member and SASIG Member positions).
Appointed Councillor Steve Cox (in place of Councillor Jane Cox).
Appointed Councillor Mick Cooper (in place of Councillor Rachael Blake).
Appointed Councillor Martin Greenhalgh (in place of Councillor Alan Smith).
 - North Yorkshire County Council had re-appointed County Councillor Chris Pearson.

- ii) Noted the following changes of membership on the Noise Monitoring and Environmental Sub-Committee:
 - Doncaster MBC had re-appointed Councillors Tony Corden and Linda Curran. Appointed Councillor Steve Cox (in place of Councillor Jane Cox). Appointed Councillor Mick Cooper (in place of Councillor Rachael Blake). Appointed Councillor Martin Greenhalgh (in place of Councillor Alan Smith).
 - Tickhill Town Council had appointed Town Councillor Nigel Cannings (in place of Town Councillor Gordon Whitehead).

7 AIRPORT ACTIVITIES UPDATE REPORT

R Cooke provided the Committee with an update on Airport Activities. In summary it was reported that:-

- The rolling 12 months passenger figure to the end of May 2017 now stood at over 1.3 million passengers. The 12 month rolling growth rate was 33%.
- New routes for 2017:-
 - Thomson to Dubrovnik and the reinstatement of Bourgas. Thomson would also add a weekly ski departure to Chambery alongside the weekly Turin. Two Dreamliner cruise charters would also take place in the next 12 months, one to Jamaica and one to Barbados. A two week holiday on the islands was also available to book on those dates.
 - Flybe had commenced a new route to Palma de Mallorca for summer 2017.
 - Wizz's new route to Sofia, which began in December 2016, was performing well.
- Freight continued to perform well for the financial year to end of March 2017 being the busiest ever. A new weekly service from Nairobi for the import of perishable goods for major UK supermarket chains had begun. Items on board included beans and fresh flowers, ready packaged in Africa to go on the supermarket shelves. The cargo team had recently completed a series of charters for Sound Moves, a company that specialised in freight for music tours. On 3 and 4 July 2017 three Atlas Air B747-400 freighters flew in from Chicago with the band U2's stage and sound equipment (along with over 40 of Bono's 'spare' guitars).
- NPAS was expecting their first specially adapted fixed wing aircraft in the coming months and would be fully active from 2018. Until then, crews would be trained from DSA from their fixed wing HQ built at Hangar 0.
- ICE, the new foreign exchange provider, was now operating within the terminal building providing currency at high street rates with a click and collect facility.
- The extension to the Meet and Greet Car Park was now open and included a car wash facility.
- A rail study was being commissioned with funding from DSA, regional support and input from Network Rail, to consider the loop off of the east coast mainline to DSA.
- Consultation material was being finalised for the airspace change application, to be submitted on 14 August 2017, and would run for 13 weeks.

Parish Councillor McCarron queried whether improvements had been made to the pans outside of the cargo shed.

R Cooke referred to a project underway with LEP funding, to make improvements to one of the taxi ways and pans outside of the cargo shed. The project was currently going through the tendering stage. It was envisaged that engineers would be on site in early September 2017, and that the project would be completed by December 2017.

A dedicated facility was proposed to be built for the Vulcan, which would be moved outside to enable the works to commence.

Parish Councillor McCarron referred to a previous public enquiry which had indicated that a railway station at DSA would be operational by 2030.

R Cooke stated that it was envisaged that a railway station would be operational at DSA within a timescale of 10 years, at a cost of £160,000,000.

A Tolhurst invited all Members to an extraordinary meeting of the Noise Monitoring and Environmental Sub-Committee on 10 August 2017 at 10.00 am, to provide Members with advanced sighting of the consultation material prior to the consultation launch.

Councillor Pidwell congratulated DSA on the scheduled freight. He queried whether Members could provide assistance in relation to the proposed railway station.

R Cooke commented that he would share the results of the study with Members in due course. He requested Members to convey supportive comments for the railway station at the time of the press releases.

ACTION:- All

The railway station would help to place DSA in a national context and provide assistance to other UK airports which were becoming constrained. Members noted the challenges in relation to Runway 3, which would provide DSA with an opportunity to assist Manchester Airport which had become very congested.

RESOLVED – That the update be noted.

8 DRAFT MINUTES OF THE NOISE MONITORING AND ENVIRONMENTAL SUB-COMMITTEE HELD ON 22 JUNE 2017

The draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 22 June 2017 were presented for Members' information.

A Tolhurst drew Members' attention to the community investment fund applications submitted. Members noted that when DSA had first opened, PEEL had committed to provide funding to support community projects. In 2005, it had been agreed to support those projects in localities closest to DSA in favour of other projects, following which funding had ceased. In 2015/16 PEEL had agreed to re-launch the community investment fund with £5,000 funding to support projects within the Sheffield City Region.

The Noise Monitoring and Environmental Sub-Committee sought guidance from ACC in relation to the community investment fund. A Tolhurst suggested that the ACC's advice to the airport operator should be that the original statement be used to support those projects within the Sheffield City Region; the footprint of the airport was more than just its immediate environment.

Parish Councillor McCarron suggested that the parish councils should have been informed that the funding was now available.

K Naylor stated that the funding had been advertised in the Doncaster Free Press newspaper.

A Tolhurst commented that the ACC's Members had a two way function to bring and convey information to/from local communities.

A Tolhurst suggested that the ACC endorsed that guidance be taken from DSA to look at projects rather than specific locations, with funding provided from PEEL.

RESOLVED – That Members:-

- i) Noted the draft minutes of the Noise Monitoring and Environmental Sub-Committee held on 22 June 2017.
- ii) Endorsed that guidance be taken from DSA to look at projects rather than specific locations, with funding provided from PEEL.

Parish Councillor McCarron voted against the decision.

9 KEY POINTS AND OUTCOMES FROM THE UKACCS ANNUAL MEETING HELD ON 7-8 JUNE 2017

A Tolhurst stated that the DfT had assigned certain airports as designated airports i.e. London, Manchester and Luton airports, which under Section 35 of the Aviation Policy were required to have a consultative committee. Members noted that when PEEL had commenced running DSA for commercial activities, it had been determined prudent that the airport would be ran in the same way, hence the commencement of the ACC, which was a member of the UKACCs Secretariat.

RESOLVED – That Members noted the key points and outcomes from the UKACCs Secretariat Annual Meeting held on 7-8 June 2017.

10 UKACC'S DRAFT RESPONSE ON THE PROPOSED AIRSPACE CHANGE PROCESS

A Tolhurst referred Members to UKACCs Secretariat's draft response on the proposed airspace change process, with a view to changing the way airspace design was consulted upon to make the process more transparent and further involve communities. He added that following consultation on the proposal and draft letter, he had endorsed them on behalf of ACC.

RESOLVED – That Members noted the UKACCs Secretariat's draft response.

11 ANY OTHER BUSINESS

A Tolhurst referred to the recent email correspondence sent to Members in relation to the UKACCs Secretariat's CAA Aviation Noise Impacts Survey. He encouraged Members to complete the online survey. **ACTION:- All**

Members were informed that on 31 March 2006 a dedicated Heritage Memorial, recording the history of RAF Finningley and the change of custodianship of aviation to the commercial industry had been unveiled in front of the Airport's Terminal Building. A Heritage Garden was in front of the Airport's Terminal Building with a stainless steel sculpture titled 'Aviator', with the Heritage Garden bounded by the fencing and gates that had previously formed the front entrance to the RAF station. The fence had plaques reinstated that showed the original markings of the oak leaf (representing Nottinghamshire) and the white rose (representing Yorkshire) which had been drawn from the RAF Station's coat of arms. Members were encouraged to visit the Heritage Memorial.

County Councillor Pearson queried the position in relation to air passenger duty (APD).

R Cooke stated that the UK Airport Industry continued to lobby the Government in relation to APD. Scotland had lobbied to reduce APD over a phased period of time; a final decision would be made in October 2017.

Town Councillor Cropley queried DSA's views on 'Brexit' in relation to aviation.

R Cooke stated that whilst the timetable for 'Brexit' negotiations was fairly short, the timetable for the airline industry following the outcome was also fairly short. He remained optimistic that common sense would prevail for aviation.

Councillor Pidwell queried whether DSA had linkage with the various events and celebrations for the Mayflower 400.

A Tolhurst highlighted that DSA had been involved in the events 2 or 3 years ago. DSA had previously offered to work with travel agents in North America to publicise the airport and its work with the Pilgrim Fathers.

Councillor Pidwell stated that he would re-establish contact with the lead person at Bassetlaw District Council in relation to the matter. **ACTION:- Councillor Pidwell**

Councillor Milne referred to the momentum building up between West Lindsey District Council and Bassetlaw District Council on the matter.

Councillor Greenhalgh stated that Doncaster MBC had granted approval for a new library museum facility on the premises of the former grammar school, which could be of interest to PEEL.

A Tolhurst thanked R Cooke and K Naylor for the updates provided.

12 DATE AND TIME OF NEXT MEETING

RESOLVED – That the next meeting of the Airport Consultative Committee be held on Thursday 19 October 2017 at 10.00 am in the Blenheim Meeting Room, Heyford House, Doncaster Sheffield Airport, Doncaster.

CHAIR

TRANSPORTATION ADVISORY BOARD

1	Date of meeting:	Wednesday 11th October 2017
2	Title:	Highways Capital Programme

1 Background

- 1.1 As the Highway Authority for adopted roads in the borough, the Council sets out its Highways Capital Programme for works that it intends to deliver throughout the forthcoming financial year.
- 1.2 The works include capital funded interventions on the highway network, including but not limited to, maintenance of the fabric of the highway, street lighting, structures and integrated transport.
- 1.3 The funding is predominantly grant funding made available from the Department for Transport (DfT) and administered centrally by the South Yorkshire Local Transport Plan (LTP) team, however the Council will also fund works through capital borrowing.
- 1.4 For Integrated Transport, the five partners; Barnsley MBC, Doncaster MBC, Rotherham MBC, Sheffield CC and South Yorkshire Passenger Transport Executive (PTE) receive a combined grant allocation of £8,428,000 from the DfT. It is proposed that the Council receives an indicative allocation of £1,160,081 for 2017/18 approximately 13.8% of the total allocation. The individual allocations are determined primarily by population, although 25% of the total allocation is identified for the PTE to undertake public transport initiatives on behalf of the partner Highway Authorities.
- 1.5 The Council is also to receive two other grants for projects similar to the Integrated Transport (IT) Fund grant, these being the Sustainable Transport Exemplar Programme (STEP) and the DfT Safer Roads Fund Project (SRFP). The indicative STEP allocation for 2017/18 is £1,525,000 whilst the SRFP has an indicative allocation of £1,000,000. The SRFP funding is to address specific safety issues identified on the A634 between Maltby and the borough boundary at Oldcotes, Nottinghamshire.
- 1.6 The DfT maintenance grant for 2017/18 is £3,628,000 and is subdivided across the four themes as indicated in the table below:

	LTP Maintenance Block Allocation (£000)				
Year	Total	Roads	Structures	Lighting	UTC
2017 / 2018	£3,628	£2,990	£382	£206	£50

(UTC – Urban Traffic Control)

- 1.7 In addition the DfT has identified a national fund for addressing potholes and Rotherham receives £295,000 of this 'pothole fund' for 2017/18.

2 Key Issues

- 2.1 In the last 7 years the levels of grant funding that the Council has received from Central Government has reduced. This places additional pressure on the Council to deliver continued and consistent investment in highway infrastructure and maintenance.

Highways Maintenance planned expenditure:

- 2.2 The primary objective is to keep Rotherham's roads and footways in a safe condition by adhering to nationally recognised standards. Resources will be prioritised and targeted to achieve maximum value for money according to these principles. The works detailed on the Programme attached as Appendix A will be funded through the following capital budgets which total £7,423,000.

- **LTP Maintenance Budget £3,628,000** – this budget is generally used to fund large schemes. Recent typical examples of which are the A57 Worksop Road, Green Arbour Road Phase 3 and the Surface Dressing Contract. This budget is also used to match fund projects promoted by the Transportation Group and deliver improvements to the classified highway network.
- **Council Unclassified Roads Capital Budget £3,000,000** – this is the first year of a three year programme of £10m of capital funding. It is targeted at the unclassified highway network such as housing estate roads, usually identified through Councillor suggestions and scanner data.
- **DfT Pothole Budget** – Central Government has awarded a grant of £295,000 to focus on the repair of potholes. The Council has identified roads where repeat potholes are being identified by the Highway Inspectors and reported by local residents. The additional funding will deliver large area patching schemes to permanently repair the roads and prevent reoccurrences.

- 2.3 The All Service Review (ASR) for the Regeneration & Environment Service resolved that £650,000 should be included in the Capital Strategy for 2017/18 in respect of the capitalisation of highway maintenance works expenditure. As a result, the revenue budget has been reduced by this amount. The projects identified for the former revenue funding are:

- **Surface treatments** – Previous Council revenue funding now capitalised and used to fund footway surface treatments.
- **Ad-hoc repairs to the highway** – Repairs identified through cyclic inspections or reports from the general public.
- **Reactive works** – pothole teams, category 0 (Cat 0 works are unplanned highway repairs). The repairs are not thought urgent and other unplanned works to keep the highway safe for all road users.

- 2.4 Street Lighting is funded through a combination of sources, comprising of £206,000 from the LTP budget, £550,000 of new 'invest to save' prudential borrowing funding, approved at the Cabinet and Commissioners Decision Making Meeting on the 12th December 2016 and £687,000 from prudential borrowing in respect of previously approved projects. The funding will be primarily used to upgrade lighting columns and lanterns on main highway routes and areas that suffer from high levels of night crime. The 'invest to save' element will replace 15,000 fluorescent lighting units with LED lanterns which will save £180,000 per annum. The prudential borrowing portion is part of a long term 10 year programme totalling £6.5m, which will replace 10,000 concrete lighting columns identified as at risk of failure with steel units providing a serviceable life in excess of 30 years.
- 2.5 The Highway Structures Maintenance Fund will be spent predominantly on 'legacy' projects initially identified in the 2016/17 programme. This includes the A630 Centenary Way Rail/Canal Bridge, Packman Road, Brampton Bierlow Culvert, County Dyke Culvert at Wales, and Parkway Bridge on the A630 in conjunction with continued principal inspections and asset management.
- 2.6 Urban Traffic Control (UTC) has funding of just £50,000 identified from the maintenance allocation for refurbishment of specific sites that utilise traffic signals, including signalised pedestrian crossings. As the number of sites continues to grow, both in terms of the total number of assets and the number requiring refurbishment, a separate bid is expected in 2017/18 to significantly increase this fund from other Council sources.

Integrated Transport Fund planned expenditure:

- 2.7 As in previous years, the IT grant funding of £1,160,081 is spread across 5 themes; Bus Priority, Accessibility, Local Safety, Traffic Management and Walking/Active Travel. These are detailed in Appendix B.
- 2.8 **Bus Priority-** projects are predominantly funded by the SYPTTE however the Council have in previous years jointly funded some projects due to the wider traffic management benefits derived. For the forthcoming year there is some uncertainty about the level of funding to be assigned to the Maltby and Dearne corridors as this depends on the scale of the interventions. The Council has secured funding from the SYPTTE to address agreed congestion hot spots on the network and to design an access road into Parkgate Retail Park from Aldwarke Lane. If implemented the access road would be of significant benefit in easing congestion on the A633 through Parkgate and provide a connection to the Tram Train Park and Ride.
- 2.9 **Accessibility-** these projects are split into delivery periods; to be delivered in 2017/18 and to be developed for future year implementation. The indicative allocation for this theme is £355,000. A notable project for delivery this year is a 'zebra' crossing on Whitehill Lane outside Brinsworth Howarth School. Residents have a longstanding aspiration for an 'at grade' crossing and surveys have indicated that the location meets our criteria. At the detailed design stage it was established that traffic calming in the form of road cushions would also be required to ensure vehicle speeds are at or around 30mph.

- 2.10 **Local Safety Schemes**- has an available budget of £275,000 in 2017/18 to address identified accident hotspots. The projects identified in Appendix A are predominantly the locations where there have been the most recorded personal injury accidents on the highway network in Rotherham. The funding permits the identification of potential common causes for injury accidents and the development of interventions to reduce the likelihood of the causes continuing to lead to injury accidents. The programme also aspires to deliver advisory 20mph speed limits outside of certain schools in the Borough as well as introducing a maximum speed limit of 20mph in Dinnington district centre.
- 2.11 **Traffic Management** - measures to maximise capacity on sections of the network that currently suffer severe congestion with an identified budget of £500,000. One such location is the A618 Moorgate Road at its junction with the A631 at Whiston crossroads where it is proposed to increase capacity at the junction to help ease delays. It is also proposed to investigate measures at junctions between Whiston crossroads and Bramley on the A631 to identify measures to ease congestion.
- 2.12 The programme also includes funding allocated to 'optimise traffic signal operation' through the use of computer software that can make them more responsive to the demands placed on them by traffic (vehicular or pedestrian). Bramley crossroads has been identified as a location where the implementation of these measures could be introduced to make them more responsive to 'real time' traffic conditions.
- 2.13 The implementation of a programme of minor traffic works (signing, lining and street furniture) will be funded from the traffic management section of the programme.
- 2.14 **Walking/Active Travel** - has a budget of £30,081 to support initiatives which encourage walking and cycling. This will compliment revenue activity by primarily providing secure cycle shelters at work places and in the town and district centres. This will complement work being undertaken by the Council as part of the STEP fund objectives.

STEP planned expenditure:

- 2.15 The Council has an indicative allocation of £1,525,000 available for the delivery of projects that improve walking and cycling in specific areas of the borough. This includes connectivity improvements between the Town Centre and the neighbourhoods to the west (Masbrough and Ferham) through a package of measures to improve the environment for pedestrians and cyclists, such as the footbridge from the Train Station to Forge Island. There are also funds to improve the Canal Tow Path and Canklow Roundabout to promote sustainable movement to the Lower Don Valley.
- 2.16 The funding allocation is a final instalment of a grant from the DfT covering a 3 year period. Funds not claimed by the 31st March 2018 will be returned initially to the Combined Authority which will seek to allocate the funds elsewhere across the region before being returned to the DfT.

SRFP planned expenditure:

- 2.17 3.5.1 This is a 2 year project and a joint allocation between the Council and Nottinghamshire County Council. The DfT has made funds available to address identified road traffic injury accidents on the A634 between Maltby in Rotherham and Blyth in Nottinghamshire, at its termination with the A1. The indicative allocation that the Council will receive in 2017/18 is £1,000,000, although the second year allocation for 2018/19 has not yet been determined. Any funding not spent this year can be carried forward in to next year.

Major Schemes:

- 2.18 The A630 Rotherham Gateway/Sheffield Parkway widening will continue to develop its business case. Subject to approval and completion of statutory processes, the scheme is programmed to be completed in 2021/22.
- 2.19 In respect of the Waverley Link Road, whilst notionally working to a similar timetable to the A630, it is expected that a virement of funds will be sought, with funds being vired to similar schemes within the Rotherham area. This will be subject to the formal release of the funds attached to the project by the DfT and being administered by SCR CA.

3 Key actions and relevant timelines

- 3.1 The Capital Programmes identified in Appendix A and B were approved by the Director of Regeneration and Environment for the 2017/18 financial year. The programme of works will be delivered within this financial year or developed for delivery in future years.
- 3.2 The projects identified in both Appendices are at varying stages and through the design cycle elements of the design can change or projects can be deleted. Similarly costs identified in the programmes are indicative but through good project and programme management, costs are continually monitored to ensure they do not exceed the available funding.
- 3.3 Both programmes shown in Appendix A and B are developed from a needs base. The proposals deliver outcomes that align with the aims and objectives of the SCR Transport Strategy 2011-2026 and the Rotherham Transport Strategy 2016-2026. The approval of the Highways Capital Programme will ensure an accessible and high quality transport system which is vital if the Council is to achieve the aims of the Corporate Plan.

4 Name and contact details

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Summary Sheet

Strategic Director Report

Title: Highways Capital Works Programme 2017/2018.

Is this a Key Decision and has it been included on the Forward Plan? NO

Strategic Director Approving Submission of the Report:

Damien Wilson, Strategic Director, Regeneration and Environment.

Report Author(s): Andrew Butler/Senior Engineer

Ext: 22968

Em: andy.butler@rotherham.gov.uk

Ward(s) Affected: All

Executive Summary: This report outlines the proposed 2017/18 Capital Programme for Highway Maintenance and Transportation schemes.

Recommendations:

That the Strategic Director of Regeneration and Environment exercises his delegated powers and:

- a. Notes the specific allocations for Integrated Transport and Highways Maintenance for 2017/18; and,
- b. Agrees the proposed Highways Capital Programme as identified in Appendices A and B as the basis for further delivery and development during 2017/18.

List of Appendices Included:

Appendix A – Proposed Highway Repair Programme

Appendix B – Proposed Integrated Transport Programme

Consideration by any other Council Committee, Scrutiny or Advisory Panel:
NO

Council Approval Required: NO

Exempt from the Press and Public: NO

Title: Highways Capital Works Programme 2017/2018.

1. Recommendations

That the Strategic Director of Regeneration and Environment exercises his delegated powers and:

- a. Notes the specific allocations for Integrated Transport and Highways Maintenance for 2017/18; and,**
- b. Agrees the proposed Highways Capital Programme as identified in Appendices A and B as the basis for further delivery and development during 2017/18.**

2. Background

- 2.1 As the Highway Authority for adopted roads in the borough, the Council sets out its Highways Capital Programme for works that it intends to deliver throughout the forthcoming financial year.
- 2.2 The works include capital funded interventions on the highway network, including but not limited to, maintenance of the fabric of the highway, street lighting, structures and integrated transport.
- 2.3 The funding is predominantly grant funding made available from the Department for Transport (DfT) and administered centrally by the South Yorkshire Local Transport Plan (LTP) team, however the Council will also fund works through capital borrowing.
- 2.4 For Integrated Transport, the five partners; Barnsley MBC, Doncaster MBC, Rotherham MBC, Sheffield CC and South Yorkshire Passenger Transport Executive (PTE) receive a combined grant allocation of £8,428,000 from the DfT. It is proposed that the Council receives an indicative allocation of £1,160,081 for 2017/18 approximately 13.8% of the total allocation. The individual allocations are determined primarily by population, although 25% of the total allocation is identified for the PTE to undertake public transport initiatives on behalf of the partner Highway Authorities.
- 2.5 The Council is also to receive two other grants for projects similar to the Integrated Transport (IT) Fund grant, these being the Sustainable Transport Exemplar Programme (STEP) and the DfT Safer Roads Fund Project (SRFP). The indicative STEP allocation for 2017/18 is £1,525,000 whilst the SRFP has an indicative allocation of £1,000,000. The SRFP funding is to address specific safety issues identified on the A634 between Maltby and the borough boundary at Oldcotes, Nottinghamshire.

- 2.6 The DfT maintenance grant for 2017/18 is £3,628,000 and is subdivided across the four themes as indicated in the table below:

	LTP Maintenance Block Allocation (£000)				
Year	Total	Roads	Structures	Lighting	UTC
2017 / 2018	£3,628	£2,990	£382	£206	£50

(UTC – Urban Traffic Control)

- 2.7 In addition the DfT has identified a national fund for addressing potholes and Rotherham receives £295,000 of this ‘pothole fund’ for 2017/18.

3. Key Issues

- 3.1 In the last 7 years the levels of grant funding that the Council has received from Central Government has reduced. This places additional pressure on the Council to deliver continued and consistent investment in highway infrastructure and maintenance.

3.2 Highways Maintenance planned expenditure:

- 3.2.1 The primary objective is to keep Rotherham’s roads and footways in a safe condition by adhering to nationally recognised standards. Resources will be prioritised and targeted to achieve maximum value for money according to these principles. The works detailed on the Programme attached as Appendix A will be funded through the following capital budgets which total **£7,423,000**.

- **LTP Maintenance Budget £3,628,000** – this budget is generally used to fund large schemes. Recent typical examples of which are the A57 Worksop Road, Green Harbour Road Phase 3 and the Surface Dressing Contract. This budget is also used to match fund projects promoted by the Transportation Group and deliver improvements to the classified highway network.
- **Council Unclassified Roads Capital Budget £3,000,000** – this is the first year of a three year programme of £10m of capital funding. It is targeted at the unclassified highway network such as housing estate roads, usually identified through Councillor suggestions and scanner data.
- **DfT Pothole Budget** – Central Government has awarded a grant of £295,000 to focus on the repair of potholes. The Council has identified roads where repeat potholes are being identified by the Highway Inspectors and reported by local residents. The additional funding will deliver large area patching schemes to permanently repair the roads and prevent reoccurrences.

- 3.2.2 The All Service Review (ASR) for the Regeneration & Environment Service resolved that £650,000 should be included in the Capital Strategy for 2017/18 in respect of the capitalisation of highway

maintenance works expenditure. As a result, the revenue budget has been reduced by this amount. The projects identified for the former revenue funding are:

- **Surface treatments** – Previous Council revenue funding now capitalised and used to fund footway surface treatments.
- **Ad-hoc repairs to the highway** – Repairs identified through cyclic inspections or reports from the general public.
- **Reactive works** – pothole teams, category 0 (Cat 0 works are unplanned highway repairs). The repairs are not thought urgent and other unplanned works to keep the highway safe for all road users.

3.2.3 Street Lighting is funded through a combination of sources, comprising of £206,000 from the LTP budget, £550,000 of new 'invest to save' prudential borrowing funding, approved at the Cabinet and Commissioners Decision Making Meeting on the 12th December 2016 and £687,000 from prudential borrowing in respect of previously approved projects. The funding will be primarily used to upgrade lighting columns and lanterns on main highway routes and areas that suffer from high levels of night crime. The 'invest to save' element will replace 15,000 fluorescent lighting units with LED lanterns which will save £180,000 per annum. The prudential borrowing portion is part of a long term 10 year programme totalling £6.5m, which will replace 10,000 concrete lighting columns identified as at risk of failure with steel units providing a serviceable life in excess of 30 years.

3.2.4 The Highway Structures Maintenance Fund will be spent predominantly on 'legacy' projects initially identified in the 2016/17 programme. This includes the A630 Centenary Way Rail/Canal Bridge, Packman Road, Brampton Bierlow Culvert, County Dyke Culvert at Wales, and Parkway Bridge on the A630 in conjunction with continued principal inspections and asset management.

3.2.5 Urban Traffic Control (UTC) has funding of just £50,000 identified from the maintenance allocation for refurbishment of specific sites that utilise traffic signals, including signalised pedestrian crossings. As the number of sites continues to grow, both in terms of the total number of assets and the number requiring refurbishment, a separate bid is expected in 2017/18 to significantly increase this fund from other Council sources.

3.3 Integrated Transport Fund planned expenditure:

3.3.1 As in previous years, the IT grant funding of £1,160,081 is spread across 5 themes; Bus Priority, Accessibility, Local Safety, Traffic Management and Walking/Active Travel. These are detailed in Appendix B.

- 3.3.2 *Bus Priority*- projects are predominantly funded by the SYPTE however the Council have in previous years jointly funded some projects due to the wider traffic management benefits derived. For the forthcoming year there is some uncertainty about the level of funding to be assigned to the Maltby and Dearne corridors as this depends on the scale of the interventions. The Council has secured funding from the SYPTE to address agreed congestion hot spots on the network and to design an access road into Parkgate Retail Park from Aldwarke Lane. If implemented the access road would be of significant benefit in easing congestion on the A633 through Parkgate and provide a connection to the Tram Train Park and Ride.
- 3.3.3 *Accessibility*- these projects are split into delivery periods; to be delivered in 2017/18 and to be developed for future year implementation. The indicative allocation for this theme is **£355,000**. A notable project for delivery this year is a 'zebra' crossing on Whitehill Lane outside Brinsworth Howarth School. Residents have a longstanding aspiration for an 'at grade' crossing and surveys have indicated that the location meets our criteria. At the detailed design stage it was established that traffic calming in the form of road cushions would also be required to ensure vehicle speeds are at or around 30mph.
- 3.3.4 *Local Safety Schemes*- has an available budget of **£275,000** in 2017/18 to address identified accident hotspots. The projects identified in Appendix A are predominantly the locations where there have been the most recorded personal injury accidents on the highway network in Rotherham. The funding permits the identification of potential common causes for injury accidents and the development of interventions to reduce the likelihood of the causes continuing to lead to injury accidents. The programme also aspires to deliver advisory 20mph speed limits outside of certain schools in the Borough as well as introducing a maximum speed limit of 20mph in Dinnington district centre.
- 3.3.5 *Traffic Management*, measures to maximise capacity on sections of the network that currently suffer severe congestion with an identified budget of **£500,000**. One such location is the A618 Moorgate Road at its junction with the A631 at Whiston crossroads where it is proposed to increase capacity at the junction to help ease delays. It is also proposed to investigate measures at junctions between Whiston crossroads and Bramley on the A631 to identify measures to ease congestion.
- 3.3.6 The programme also includes funding allocated to 'optimise traffic signal operation' through the use of computer software that can make them more responsive to the demands placed on them by traffic (vehicular or pedestrian). Bramley crossroads has been identified as a

location where the implementation of these measures could be introduced to make them more responsive to 'real time' traffic conditions.

3.3.7 The implementation of a programme of minor traffic works (signing, lining and street furniture) will be funded from the traffic management section of the programme.

3.3.8 **£30,081** will be provided from LTP IT to support *Walking/Active Travel* initiatives which will compliment revenue activity by primarily providing secure cycle shelters at work places and in the town and district centres. This will complement work being undertaken by the Council as part of the STEP fund objectives.

3.4 STEP planned expenditure:

3.4.1 The Council has an indicative allocation of **£1,525,000** available for the delivery of projects that improve walking and cycling in specific areas of the borough. This includes connectivity improvements between the Town Centre and the neighbourhoods to the west (Masbrough and Ferham) through a package of measures to improve the environment for pedestrians and cyclists, such as the footbridge from the Train Station to Forge Island. There are also funds to improve the Canal Tow Path and Canklow Roundabout to promote sustainable movement to the Lower Don Valley.

3.4.2 The funding allocation is a final instalment of a grant from the DfT covering a 3 year period. Funds not claimed by the 31st March 2018 will be returned initially to the Combined Authority which will seek to allocate the funds elsewhere across the region before being returned to the DfT.

3.5 SRFP planned expenditure:

3.5.1 This is a 2 year project and a joint allocation between the Council and Nottinghamshire County Council. The DfT has made funds available to address identified road traffic injury accidents on the A634 between Maltby in Rotherham and Blyth in Nottinghamshire, at its termination with the A1. The indicative allocation that the Council will receive in 2017/18 is **£1,000,000**, although the second year allocation for 2018/19 has not yet been determined. Any funding not spent this year can be carried forward in to next year.

3.6 Major Schemes:

3.6.1 The A630 Rotherham Gateway/Sheffield Parkway widening will continue to develop its business case. Subject to approval and completion of statutory processes, the scheme is programmed to be completed in 2021/22.

- 3.6.2 In respect of the Waverley Link Road, whilst notionally working to a similar timetable to the A630, it is expected that a virement of funds will be sought, with funds being vired to similar schemes within the Rotherham area. This will be subject to the formal release of the funds attached to the project by the DfT and being administered by SCR CA.

4. Options considered and recommended proposal

- 4.1 Both programmes shown in Appendix A and B are developed from a needs base. The proposals deliver outcomes that align with the aims and objectives of the SCR Transport Strategy 2011-2026 and the Rotherham Transport Strategy 2016-2026. The approval of the Highways Capital Programme will ensure an accessible and high quality transport system which is vital if the Council is to achieve the aims of the Corporate Plan.

5. Consultation

- 5.1 The programme identified in Appendix B is not consulted upon as a whole but as projects move towards the delivery phase, then formal consultation with key stakeholders, such as Local Ward Members and members of the public is undertaken. Appendix A has been shared with Council Members to gain their views. Members were given the opportunity to suggest estate roads in their Wards to be improved. Appendix A contains works they have promoted.
- 5.2 Given the financial and legal implications of the Highways Capital Programme, consultation with appropriate members of staff has been carried out during its development.

6. Timetable and Accountability for Implementing this Decision

- 6.1 If the recommendation is endorsed then the programme of works will be delivered this year or developed for delivery in future years.

7. Financial and Procurement Implications

- 7.1 The funding identified within Appendices A and B is funding that has been made available to the Council from the sources indicated. The programmes do not exceed the available funding. The table below concisely identifies funding sources and amounts:

Theme	Funding Source	Amount £
Accessibility, Safety, Traffic Management schemes	LTP integrated Transport grant	1,160,081
Accessibility, Safety, Traffic Management schemes	STEP	1,525,000
Accessibility, Safety, Traffic Management schemes	SRFP	1,000,000
Highways Maintenance (Includes carriageway, lighting, structures, and UTC)	LTP maintenance grant	3,628,000

Highways Maintenance (Unclassified Roads)	RMBC	3,000,000
Highways Maintenance (Potholes)	DfT pothole grant	295,000
Capitalisation of Carriageway Works	RMBC	500,000
Street Lighting (Invest to save LEDs)	RMBC	550,000
Replacement/Upgrade Street Light	RMBC	657,000
	TOTAL	12,315,081

- 7.2 The majority of 'hard works' are delivered by the Council's Scheme Delivery Team if any third parties are utilised then they would be procured under the Council's standing orders procedures.

8. Legal Implications

- 8.1 There are no specific legal implications associated with the individual programmes but some tasks/projects within the programmes will require legal assistance. This includes the need for land acquisition in third party ownership and development of Traffic Regulation Orders.

9. Human Resources Implications

- 9.1 The programmes identified at Appendices A and B are delivered using officers from the Highways and Transportation team of Planning and Regeneration together with officers from the Highways Service of Community Safety and Street Scene.

10. Implications for Children and Young People and Vulnerable Adults

- 10.1 The Integrated Transport programme has within it projects designed to improve pedestrian safety such as pedestrian crossings which will be an obvious benefit to young and vulnerable pedestrians. There are also projects designed to specifically benefit young pedestrians such as 20mph speed limits outside some schools within the borough.

11 Equalities and Human Rights Implications

- 11.1 The Integrated Transport programme has planned works that provide dropped kerbs with tactile paving at road crossing points together with raised footways and tactile paving at bus stops to assist the visually impaired and those with mobility issues in crossing the road and accessing public transport.

12. Implications for Partners and Other Directorates

- 12.1 N/A.

13. Risks and Mitigation

- 13.1 The projects identified in both Appendices are at varying stages and through the design cycle elements of the design can change or projects can be deleted. Similarly costs identified in the programmes are indicative but through good project and programme management costs are continually monitored to ensure they do not exceed the available funding.
- 13.2 Failure to agree the Highways Capital Programme will result in no schemes being delivered and a worsening transport network to support the growth of the borough. This may result in funds being returned and lower allocation for the next financial year.

14. Accountable Officer(s)

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Approvals Obtained from:-

Strategic Director of Finance and Corporate Services: - Jonathan Baggaley

Director of Legal Services:- Stuart Fletcher

Head of Procurement (if appropriate):-

Strategic Director (Regeneration and
Environment)

Date.....

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APPENDIX B - Proposed Integrated Transport Fund Programme

DfT CATEGORIES and Project title		Description	LTP integrated transport	DfT , LTP Countywide & other funding	PTE Contribution	STEP2 Contribution	Council capital
Bus Priority Schemes - all in development stage							
Rotherham - Dearne (South) Key Route A633							
A633 Rotherham Road bus priority scheme		congestion improvement - land issues to resolve			TBD		
Bus Hotspots general		identified by the bus partnership			30,000		
Access road off Aldwarke Lane, Aldwarke		access road to the rear of Parkgate shopping			250,000		
A631 Rotherham Maltby bus corridor		identification of interventions			100,000		
Sub Total			0	0	380,000	-	-
Accessibility - Walking and Cycling							
Delivery:							
Canal tow path improvements Lower Don Valley cycle route		cycle route Rotherham to Sheffield				125,000	
Chantry Bridge and College Road East West cycle route		traffic management scheme to improve footway provision near train station and accessibilty for cycling across town		50,000		1,100,000	
A631 Bawtry Road and Centenary Way Canklow Lower Don Valley cycle route		accessibility improvements	50,000			300,000	
B6067 Whitehill Lane Brinsworth		zebra crossing outside Howarth school	100,000				
Brinsworth district centre (living streets)		walking issues identified by 'living streets'	55,000				
A6178 Sheffield Road Templeborough		improvements to cycle infrastructure	15,000				
small scale interventions borough wide		for improved accessibility	75,000				
A6178 Alma Road Rotherham town centre		accessibility improvements		20,000			
Development:							
A6109 Wilton Gardens		junction improvement	60,000				
A631 East Bawtry Road Brecks including crossing at the roundabout		cycle and pedestrian improvements					
Westgate to Clifton Park cross town route cycle route High Street including cycling in parts of pedestrian zone		Cross town cycle route via High Street and Doncaster Gate					
A629 Wortley Road/Fenton Road		accessibility improvements					
A629 Wortley Road/Great Park Road		accessibility improvements					
Anston crossroads		junction improvement inc accessibility					
B6060 Morthen Road		accessibility improvements					
Fenton Road		accessibility improvements					
Sub Total			355,000	70,000	0	1,525,000	-
Local Safety Schemes: Development and Delivery							
B6090 Kilnhurst Road, Hooton Roberts to Kilnhurst, Hollings Lane, Ravenfield,		route treatment scheme	275,000				
A6023 Manvers Way at junction with Meadows Road,		route treatment scheme					
School Road/Hangman Lane, Laughton Common, route treatment scheme		junction improvement					
Dinnington town centre 20 mph scheme		route treatment scheme					
School advisory part time 20 mph speed limits outside the certain schools		Area wide					
West Bawtry Road near Worrygoose roundabout							
Warren Vale at junction with Wentworth Road		specific location					
Aldwarke Lane (bend near Cap Gemini)		specific location					
Meadowbank Road junction with Psalters Lane		specific location					
Packman Road junction with Mill Lane, Wath		junction improvement					
Herringthorpe Valley Road junction with Far Lane		junction improvement					
Hague Lane, Wentworth		junction improvement					
Mobile VAS		junction improvement					
A631 Bawtry Road, Brinsworth (Canklow roundabout to borough boundary)		Area wide					
Green Arbour Road/Laughton Common Road (national speed limit section)		route treatment scheme					
A634 Maltby to Borough Boundary		route treatment scheme		1,000,000			
Sub Total			275,000	1,000,000	0	-	-
Traffic Management							
Delivery:							
Small Scale interventions borough wide		signs, lines and pedestrian refuges	75,000				
Residents only parking associated with the hospital		demand management	15,000				
Optimisation of traffic signals		Bramley crossroads ducting to link signals	75,000				
A618 Growth Corridor		potential improvements linked to business developments		75,000			
Town centre Urban Traffic Control		completion of town centre traffic management		5,000			
A618 Moorgate Road Whiston		carriageway widening - main route congestion		145,000			
A618 & A631 Whiston crossroads		Toucans Moorgate Road and East Bawtry Road	185,000				
Development:							
A631 Worrygoose roundabout		congestion & ped crossings	150,000				
A631 Wickersley roundabout		congestion & ped crossings					
Dale Road/A633 signalisation		side road congestion					
A630 Doncaster Road Dalton		side road congestion					
Oaks Lane/A629 signalisation		side road congestion					
A57 Anston by-pass		linked to developments in Bassetlaw					
A6109 Meadowbank Road jnc 34 north roundabout		congestion on approach to roundabout					
A630 Fitzwilliam Road linked traffic signals		main route congestion					
Lower Don Valley Growth Area (Brinsworth area)		potential improvements linked to Waverley/AMP					
Bassingtorpe Farm Growth Area		potential improvements linked to residential development		TBD			
Sub Total			500,000	225,000	0	-	0
walking and active travel							
Secure cycle parking - schools and businesses		Cycle lockers/parking	30,081	0	0		0
Miscellaneous					0		0
SY Air Quality Modelling	RMBC lead	county wide activity		20,000			
SY Air Quality Monitoring	RMBC lead	county wide activity		20,000			
SY common database	RMBC lead	county wide activity		166,660			
Sub Total			30,081	206,660	0	-	
PROGRAMME TOTALS			1,160,081	1,501,660	380,000	1,525,000	-
Major Schemes							
Waverley Link Road		scheme development costs & alternative options					500,000
A630 Rotherham Gateway widening		scheme development costs					1,050,000
Sub Total							1,550,000
total capital programme			1,160,081	1,501,660	380,000	1,525,000	1,550,000
cumulative total income					6,116,741		

TRANSPORTATION ADVISORY BOARD

1	Date of meeting:	Wednesday 11th October 2017
2	Title:	Major Schemes Update

1 Background

- 1.1 The Council is in the process of developing the business case to deliver a number of regionally and nationally significant major transportation projects within the borough. These schemes will play an important role in supporting Rotherham's growth agenda, focusing on providing transport infrastructure that will enhance the Rotherham's economy whilst delivering local policy objectives.
- 1.2 Each scheme is at a different stage of development with a certain degree of interdependency. It is important that SLT understand the link between the projects and the common objectives which are being sought through this investment.

2 Key Issues

- 2.1 The schemes detailed below seek to address issues currently experienced on, or associated with the transport network. This includes reducing congestion, improving accessibility and enhancing safety. Improvements of this nature promote investment and provide the right conditions to encourage a highly productive and sustainable business environment whilst harnessing socio-economic and labour market transformation.

A630 Parkway Widening

- 2.2 As part of the Sheffield City Region (SCR) Growth Deal, the Council successfully secured funding to increase the capacity of the A630 between the Catcliffe Interchange and the M1 Junction 33. The scheme will seek to reduce journey time and congestion to support housing and employment growth around the Advanced Manufacturing Park and Waverley New Community. This funding agreement is subject to the development of a full business case which will demonstrate value for money.
- 2.3 The Department for Transport (DfT) will retain 100% funding for the scheme and will assess the business case. If successful, funding will be released to the SCR Combined Authority to administer. The business case is currently being developed and the scheme is predicted to be complete in 2021 or 2022, depending on the final scheme design and completion of statutory procedures.
- 2.4 There are currently two options being proposed. Both schemes seek to provide 3 lanes in each direction on the A630, as shown in Appendix A. Option 1 includes the construction of new structures to geometrically accommodate the revised highway layout. This will include compulsory purchase of land and properties as well as a number of in depth supporting impact assessments. This option is the 'costed' option and is anticipated to cost in the region of £42m.

- 2.5 Option 2 will provide the additional lanes within existing structures, therefore reducing the uncertainty associated with third party land acquisition and construction of new infrastructure. This option will be less expensive, providing an opportunity to seek alterations to other junctions in the area. Officers have engaged with Highways England to identify possible further improvement of the M1 Junction 33 intersection. This option will also reduce the existing national speed limit to 50mph, providing air quality improvements and delivering against the Government's recent Clean Air Zone objectives.
- 2.6 It is anticipated that due to the lower cost and opportunity to secure improvements to the M1 Junction 33, Option 2 will provide higher value for money. This has been agreed by Major Scheme Project Board, confirming that Option 2 is the Council's preferred scheme.

SCR Innovation Corridor

- 2.7 This scheme is being developed through the Local Large Majors fund, established to deliver improvements to transport infrastructure that cannot be funded locally due to the scale of investment required (between £75m - £200m).
- 2.8 Working in partnership, the Council and Sheffield City Council have been awarded £1.4M to progress an Outline Business Case to improve connectivity to and from the AMID (submission April 2018). It must be noted that the Outline Business Case is a DfT gateway, therefore if the DfT do not deem the scheme to deliver a sufficient level of benefit, it would not be progressed.
- 2.9 The SCR Innovation Corridor will investigate a series of highway options to provide congestion relief through and around M1 Junction 33 and 34. In addition, the project will identify interventions to improve environmental conditions and support public transport provision.
- 2.10 The project is in the early stages of business case development, with a number of options being considered. Officers are working through this optioneering process to understand initial constraints and potential opportunities. This will be complemented by detailed transport modelling, allowing the estimation of value for money to be demonstrated within the business case submission. Appendix B shows the area of investigation of the scheme.

Partner Major Schemes

- 2.11 There are a number of major scheme being implemented in Rotherham which are not delivered by the Council. These include;
- Tram Train: Tram-Train is a pilot scheme launched by the DfT to use a combination of light and heavy rail infrastructure to aid local connectivity. The scheme will link Parkgate, Rotherham Central, Meadowhall and Sheffield City Centre by a direct connection. Progress has been delayed due to engineering complications with completion expected in summer 2018. The additional vehicles required for operation were launched on 14th September and will run on the existing supertram network until tram-train is completed.

- Rotherham Transport Interchange Refurbishment: The scheme includes the modernisation of the existing bus station, providing up to date customer facilities and a revised waiting arrangement to suit traveller demands. The car park will also witness improvements with revisions to routing and vehicle paths, whilst also undergoing aesthetical improvements both inside and out. Officers are currently working SYPTE to ensure that temporary bus interchanges are provided in the town centre during these works, with the preferred option being the use of Forge Island.
- Parkway Railway Station: The Council is in discussion with SYPTE, SCR, Network Rail and Rail North regarding the possibility of a new parkway station to be located on the Sheffield to Leeds Line. This will provide the opportunity for enhanced direct rail connectivity from Rotherham to major economic centre such as Leeds and Manchester.

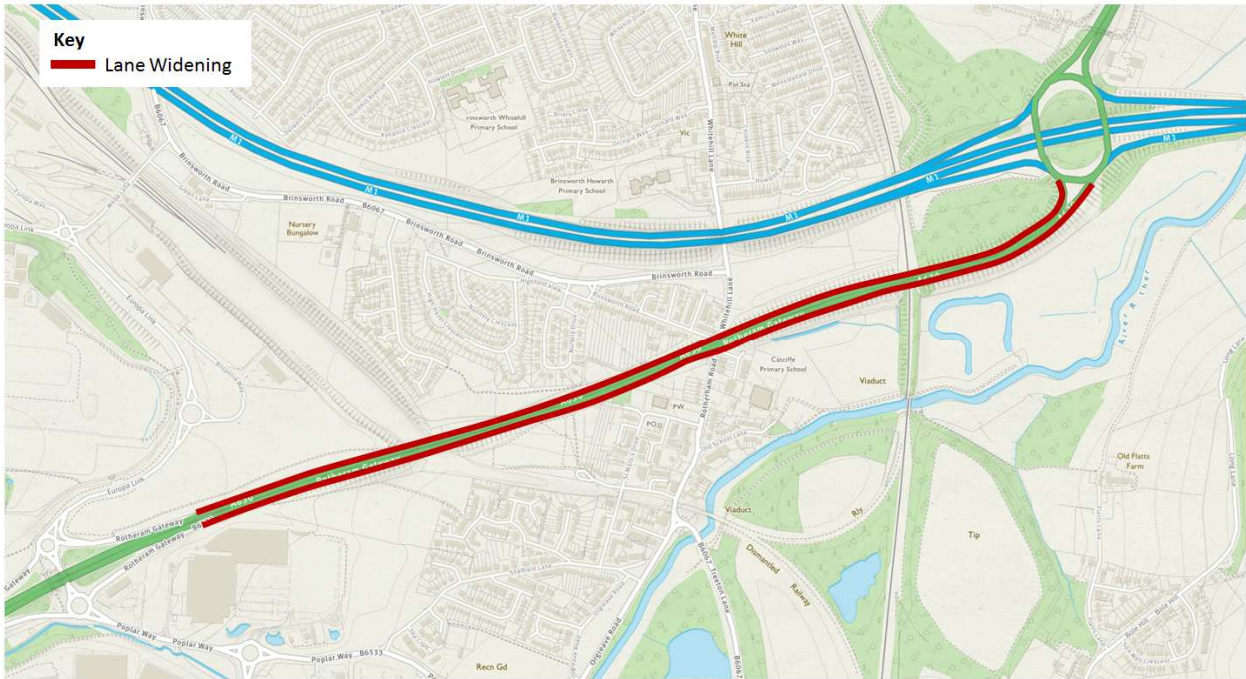
3 Key actions and relevant timelines

- 3.1 The A630 widening scheme will remain a priority for the Council given the strategic need to alleviate current traffic congestion and support growth at the Advanced Manufacturing Park and wider AMID. The Council is working with consultants to develop the evidence to support a preference of the 2 options. This will be confirmed within the submitted business case in spring 2018.
- 3.2 DfT require an outline business case on the AMID project by April 2018. Sheffield City Council as lead authority has appointed consultancy support to assist with the development of this business case. A series of scheme options are expected later in the year supported by high level value for money calculations.

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Appendix A – A630 Widening



Appendix B – SCR Innovation Corridor area of focus

