

CABINET MEMBER FOR ECONOMIC DEVELOPMENT, PLANNING AND TRANSPORTATION

Venue: Training Room, 3rd Floor, **Date:** Monday, 4th January, 2010
Bailey House,
Rawmarsh Road,
ROTHERHAM. S60 1TD

Time: *10.15 a.m.

* please note the start time for this meeting.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested in accordance with Part 1 of Schedule 12A (as amended March 2006) to the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Accessibility Improvements - Ridgeway. (report attached) (Pages 1 - 4)
Andrew Shearer, Transportation Planner, to report.
 - to inform Cabinet Member of proposed measures to improve accessibility to the cemetery entrance and bus stop on Ridgeway, East Herringthorpe, and to improve crossing points on Ridgeway.
4. Cycle to Work Guarantee Scheme. (report attached) (Pages 5 - 8)
Paul Gibson, Senior Transportation Officer, to report.
 - to seek approval to sign up to the Department for Transport's Cycle to Work Guarantee Scheme.
5. A618 Aughton Road - Safety Improvement Scheme. (report attached) (Pages 9 - 14)
Simon Quarta, Assistant Engineer, to report.
 - to inform Cabinet Member of the outcome of the public consultation carried out about road safety proposals on the A618 Aughton Road.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic Development, Planning and Transportation Matters.
2.	Date:	4 January 2009
3.	Title:	Proposed Accessibility Improvements. Ridgeway, East Herringthorpe.
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of proposed measures to improve accessibility to the cemetery entrance and bus stop on Ridgeway, East Herringthorpe, and to improve crossing points on Ridgeway.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) detailed design is undertaken and that the scheme be implemented in the 2009/10 financial year.**

7. Proposals and Details

It has been identified that the current footway to the west of the cemetery entrance on Ridgeway, East Herringthorpe terminates approximately 27 meters from the entrance and therefore pedestrians are required to walk over the adjacent grass verge or on the road creating access issues, particularly for those with mobility difficulties. Links to the nearby bus stop and dropped kerb crossing points are also limited.

It is therefore proposed to improve pedestrian access in this area.

Drawing number 126/17/TT93 displays details of the proposed scheme and a copy is attached as Appendix A.

A summary of the scheme is outlined below.

A new footway link is proposed from the end of the existing footway near house number 56 to the cemetery entrance.

A small extension of the existing footway to the east of the cemetery entrance is proposed to link into the existing bus stop and enable a dropped kerb crossing point to be provided across Ridgeway to an existing footway link.

It is proposed to widen the existing narrow footway on the north side of Ridgeway, as indicated on the plan.

Dropped kerbs and tactile paving are proposed in the locations indicated on the plan to provide improved crossing points on Ridgeway in the vicinity of the cemetery entrance.

It is proposed to upgrade the nearby bus stop with higher kerbs to improve bus boarding and replace the old brick bus shelter with a modern glass shelter. Bus stop clearway markings will also be painted on the carriageway.

8. Finance

This scheme is estimated to cost £30, 000 and the scheme can be funded from the Local Transport Plan Integrated Transport Capital Programme 2009/10.

9. Risks and Uncertainties

Although funding has been identified this financial year, because the scheme is programmed to be constructed towards the end of this financial year there maybe a risk that full funding is not available due to final accounts being confirmed for other schemes or that there is insufficient time to fully complete the scheme in the 2009/ 2010 financial year. If either of these issues arise all or part of the scheme costs will be treated as a priority for funding in the 2010/ 2011 LTP Integrated Transport Programme.

10. Policy and Performance Agenda Implications

This scheme will improve sustainable access for local residents and visitors to the cemetery and bus stop. There will also be improved crossing opportunities for pedestrians. This is in line with the Accessibility Planning shared priority within the Local Transport Plan.

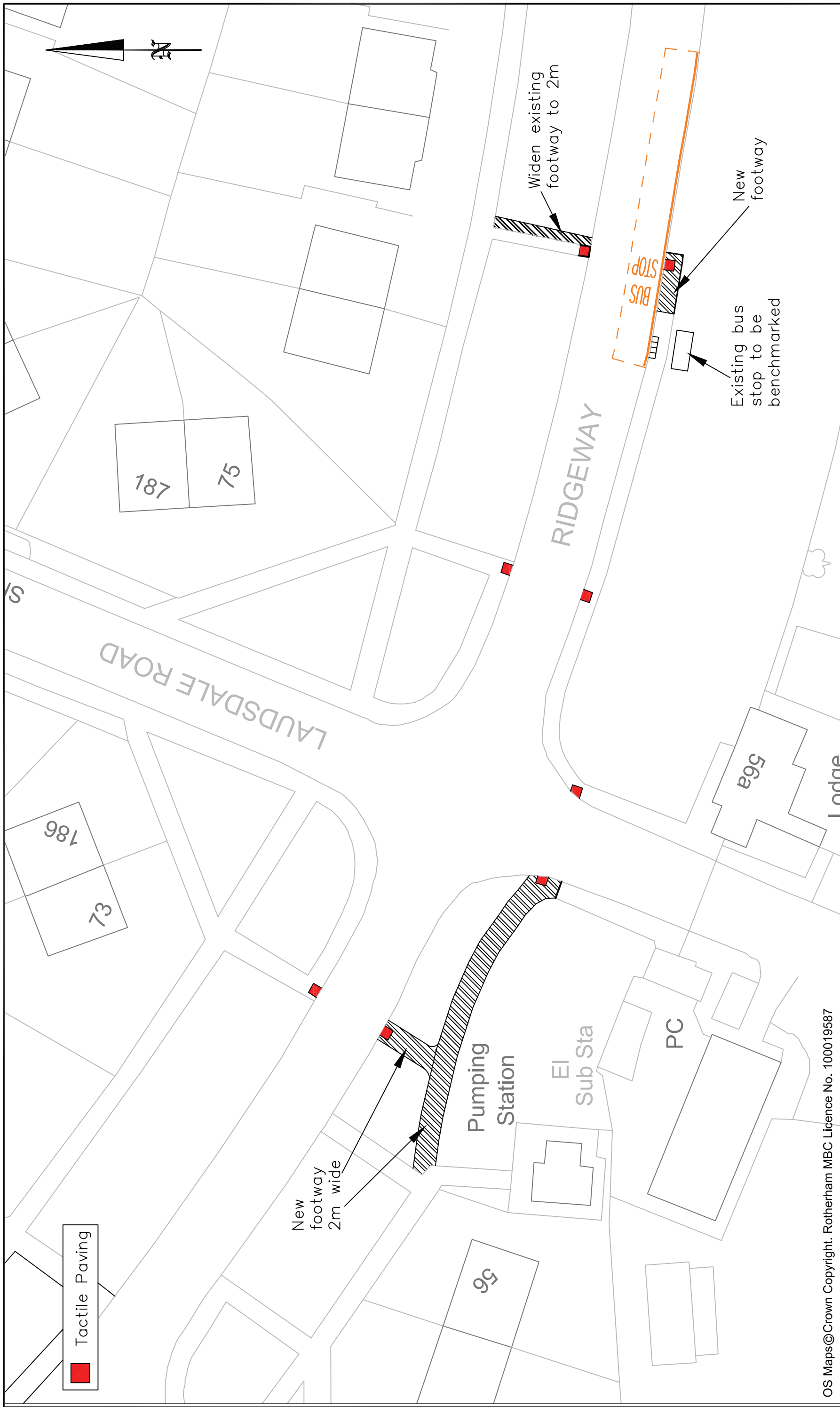
11. Background Papers and Consultation

Consultation has been undertaken with South Yorkshire Police, Ward Councillors, and Dalton Parish Council. Letters were also sent to local residents fronting the scheme and to the cemetery informing them of the scheme proposals.

We received support for the proposals from South Yorkshire Police. Dalton Parish Council provided a late reply also supporting the scheme.

No comments were received from ward councillors, the cemetery or frontages to the scheme.

Contact Name: *Andrew Shearer, Transportation Planner, ext 2380,*
Andrew.shearer@rotherham.gov.uk



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<p>Rotherham Metropolitan Borough Council Environment & Development Services Bailey House, Rawmarsh Road, Rotherham S60 1TD</p>				<p>Appendix A</p>		<p>Title</p>			
						<p>Footway Improvements, Ridgeway, East Herringthorpe.</p>		<p>Dwg. No. 126/17/TT93</p>	
<p>OS Maps©Crown Copyright. Rotherham MBC Licence No. 100019587</p>		<p>Client:</p>		<p>Rev.</p>		<p>Date 09 12 09</p>		<p>Chd. by TF-S</p>	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Development, Planning and Transportation Matters
2.	Date:	4th January 2010
3.	Title:	Cycle to Work Guarantee Scheme
4.	Directorate:	Environment and Development Services

5. Summary

To seek approval to sign up to the Department for Transport's Cycle to Work Guarantee Scheme

6. Recommendations

- (i) The Cycle to Work Guarantee is signed by the Council as an employer**
- (ii) Revenues from future Bicycle Salary Sacrifice schemes are ring fenced to EDS to help fund both the salary sacrifice scheme and any agreed staff suggestions relating the Cycle to Work Guarantee.**
- (iii) The Cycle to Work Guarantee is promoted to other employers across the Borough.**

7. Proposals and Details

As late as 1950, people in the UK collectively cycled more miles than they drove. Then, as car ownership became more affordable, a whole generation lost the habit for their everyday journeys and cycling became a recreational pastime for some rather than a mode of travel for many. Over the past decade or so, the Government and local authorities have been trying to reverse this trend. Initiatives such as health and fitness awareness, cycle friendly routes, publicity and better training have led to a surge in interest in cycling.

Much has been achieved but Central and Local Government capital and revenue investment alone will not re-create a cycling culture where the bicycle is once again seen as a viable travel mode. The Government is suggesting that employers could do more by offering assistance to employees who wish to cycle to and from their workplace.

The Cycle to Work Guarantee has been launched by the DfT to encourage employers to help foster a cycling culture by making it easier for their employees to cycle to and from work. By putting a series of simple, relatively low cost measures into place, employers could help make cycling an attractive, viable option for travelling to work. For example some people may not cycle to work simply because there is nowhere for them to shower and change, or securely lock up their bike. By signing the voluntary guarantee, employers would signal their intention to address basic needs of cyclists. In doing so, employers will become cycle friendly and show that they are committed to addressing issues about sustainability, environment, climate change, health and well being.

The guarantee asks employers to make the following commitments:

- Offer secure, safe, and accessible bike parking.
- Offer good quality changing and lockers.
- Offset the costs of cycling via a Cycle to Work salary sacrifice scheme.
- Offer basic bike repair for cyclists on or near site
- Adopt training, reward and incentive schemes to achieve targets for more cycling.

More details can be found at www.cycletoworkguarantee.org.uk

In some respects, the Council has already fulfilled many of the commitments. For example:

- It offers secure parking in or near many employment sites including at the planned new office development at Guest and Chrimes.
- Some buildings already have changing rooms and showers.
- A salary sacrifice scheme was successfully run in 2007, with another in early planning stages for 2010.
- It has introduced a 20p per mile cycling allowance.
- It offers free adult cycle training to employees.

However, the Council has not achieved any consistent commitment to cyclists across all service areas and the Cycle to Work Guarantee offers a framework under which this could be achieved.

It is unlikely that the guarantee could be met immediately – indeed, it is intended to ‘signal an intention’ to become cycle friendly and is something that should develop over time, for example, by being integrated into the Travel Planning process for new Council buildings or into plans to refurbish existing premises. Nevertheless, taking into account the voluntary nature of the scheme and the progress already made towards achieving many of the commitments, it is recommended that the Council signs the guarantee and staff are invited to suggest where low cost improvements could be made to encourage more cycling.

Typically these might be:

- Integrating pro-cycling measures into refurbished or new buildings and their associated Travel Plans.
- Nominating secure areas within buildings for cycle parking.
- Favouring sites for secure public cycle parking that also serve major employment sites.
- Promoting better and more secure parking at public transport interchanges.
- Allocating space within existing buildings to create changing areas for cyclists, preferably with personal lockers.
- Introducing a Cycle to Work Salary Sacrifice Scheme (Planned for April 2010).
- Ring fencing income from Cycle Salary Sacrifice to help fund the Cycle to Work Guarantees including emergency bike repairs, training, rewards and incentives.
- Offering cycle training (already available through EDS).
- Nominating ‘Cycle Champions’ across workplaces to offer informal assistance and advice to cyclists.

8. Finance

A number of the measures outlined in the Cycle to Work Guarantee are already funded - for example, in schools where cycle improvement grants have been awarded by the DfCSF to reward the introduction of approved School Travel Plans. Other funding allocations are available for training and infrastructure, including funding for parking at or near workplaces, via the Local Transport Plan and occasional grants from Cycling England.

Funding for a bicycle salary sacrifice scheme is also available in 2010 and such schemes can generate additional revenue through savings in National Insurance Contributions and transfer of ownership payments. Based on a scheme involving 100 bicycles, some £7000 could be raised. It is suggested that any revenues from Bicycle Salary Sacrifice are ring fenced to EDS to help fund both the salary sacrifice scheme and any staff suggestions relating to the Cycle to Work Guarantee. It is important to note that the HMRC requires many of the Cycle to Work Guarantees to be in place if an employer wishes to introduce a bicycle salary sacrifice scheme.

9. Risks and Uncertainties

Whilst the voluntary scheme has merit, there is an equally valid counter argument which suggests that those who want to cycle will do so with minimal encouragement but most of those who do not will cite 'alibi' excuses (such as a lack of showers / formal changing areas) to justify their position. As these barriers are overcome by the Guarantee, other 'alibis' can and will emerge.

Only in very extraordinary circumstances, such as the fuel shortages in the autumn of 2000, do we tend to see a measurable modal shift towards the bicycle. Compulsion is far more influential than persuasion in terms of changing modal split. However, it is reasonable to assume that as fuel reserves dwindle and the world economy recovers from the 2008/9 recession, petrol pump prices will rise substantially and more may feel compelled to consider cycling. Over time, therefore, it would be prudent to have good quality low cost alternative transport choices in place.

10. Policy and Performance Agenda Implications

The promotion of bicycles for journeys to and from work helps progress most of the Corporate Themes particularly the cross cutting Corporate Sustainable Development theme. It also helps fulfil our wider corporate objectives in relation to health, well being and the environment. Promotion of cycling is a key theme in the Second Local Transport Plan 2006-11 and is a key element of the Council's Travel Plan and sustainability / carbon reduction aspirations.

The Council also has a lead role in encouraging other employers to adopt sustainable travel modes via Travel Plans and the land use planning and transportation process more generally. It is vitally important that these employers see the Council as an exemplar and leader in sustainable travel, planning and land use policy. As a starting point, the Cycle to Work Guarantee will be incorporated into the Council's Travel Plan for the new accommodation at Guest and Crimes.

11. Background Papers and Consultation

- Department of Transport Cycle to Work Schemes
- The South Yorkshire Local Transport Plan 2006-11 / RMBC Travel Plan

Contact Name : Paul Gibson, Senior Transportation Officer, x2904.
paul.gibson@rotherham.gov.uk.

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Regeneration and Development Services Matters
2.	Date:	4 January 2010
3.	Title:	A618 Aughton Road, safety improvement scheme
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the outcome of the public consultation carried out about road safety proposals on the A618 Aughton Road

6. Recommendations

Cabinet Member is asked to resolve that:

- i) The scheme as shown on the attached drawing no 126/17/TT 98 be implemented and funded from the Local Transport Plan Integrated Transport Capital Programme for 2009/10 and 2010/11.**
- ii) The objections to the relocation of the bus shelter opposite 44 Aughton Road be upheld and the shelter to remain in its existing location but with a minor alteration the bus standing position.**
- iii) The objections to the bus stop alterations and parking lay-by outside 101 to 109 Aughton Road be not acceded to.**

7. Proposals and Details

In November 2009 a leaflet outlining traffic management and road safety proposals was sent to around 240 households in the immediate vicinity of A618 Aughton Road. A copy of the consultation leaflet is attached as Appendix B.

Residents and businesses were invited to make comments and a total of 51 responses were received, giving an overall 21% response rate. The main issues which were raised by the consultation can be summarised as follows.

- **The loss of parking space on the west side of Aughton Road due to the proposed cycle lane and associated no waiting at anytime restriction.**

The greatest concern raised by the consultation response was the recently opened leisure centre, its inadequate car park and consequently the overspill parking which is affecting residents of Aughton Road and some adjacent streets. Notwithstanding the overspill parking from the leisure centre, it is apparent that a number of residents have to park on the west side of Aughton Road overnight because there is insufficient space on the east side of Aughton Road.

It is understood that DC Leisure have come to an agreement with Aston Comprehensive school to provide extra parking space for leisure centre customers outside school hours and weekends which should address some residents' concerns about overspill parking from the leisure centre. This agreement is likely to be implemented at the beginning of 2010.

However, since some residents still need to park on the west side of Aughton Road overnight, it is recommended that the proposed 'no waiting at any time' restriction should be altered to a 'no waiting Monday to Saturday 8am to 6pm' restriction. No waiting at any time restrictions will be retained in the vicinity of Beech Way and the leisure centre entrance to keep the junctions clear and improve visibility

- **Objection to relocation of the bus shelter opposite 44 Aughton Road**

It was originally proposed to relocate the bus shelter because of concerns raised by the South Yorkshire Police about buses masking pedestrians using the proposed pedestrian refuge. In light of the objections the proposal has been reconsidered in liaison with the Police and it has been determined that the bus shelter could remain in its current location but that the bus stopping point should be moved approximately 4m to the south west. This would allow sufficient space for vehicles to pass a stationary bus and comfortably negotiate the pedestrian refuge whilst allowing acceptable forward visibility.

- **Objection to the proposed no waiting Mon – Sat 8am to 6pm restriction and “Keep Clear” marking outside 140 to 142 Aughton Road**

Beginning the sheltered parking build out near 136 Aughton Road instead of 142 Aughton Road will remove the need for a waiting restriction in this area. The proposed “Keep Clear” marking is suggested to be removed as it was considered that it would restrict parking at all times, whilst potentially only serving a limited assistance to School buses turning into the school entrance

- **Objection to the loss of parking space outside 103 to 109 Aughton Road.**

Residents are concerned that the proposed sheltered parking lay-by here will not accommodate all residents' vehicles. The resident of 103 Aughton Road has 2 vehicles and has applied for a resident's disabled parking space. The Occupier of No 107 also owns a vehicle. Due to the presence of British Telecom apparatus the proposed vehicle lay-by can only accommodate 2 vehicles. The costs of relocating this apparatus to accommodate a longer lay-by would be prohibitive.

The lay-by was included in the proposal to provide additional parking space for residents. This was felt necessary because of the need to alter the adjacent bus stop and introduce a bus clearway, which will prohibit parking on the main carriageway. Residents currently park here. It should be noted the addresses affected have no off street parking facilities available.

The need to alter the bus stop is highly desirable to mitigate congestion problems and safety concerns which are occurring here. Unfortunately there are no suitable alternative locations for a bus stop and shelter in the vicinity. Furthermore the removal of the proposed waiting restriction outside 140 to 142 Aughton Road (referred to in the previous paragraph) which is directly opposite, will leave further on street parking available nearby. It is therefore recommended that the proposal should remain unaltered and this particular concern should not be acceded to.

- **Other issues raised by residents**

Six respondents suggested introducing residents only parking on Aughton Road. Generally, resident only parking is successful if costs are recovered and it is operated over a specific area and not just a single length of highway. Also, respondents have already identified there is insufficient space to accommodate all the residents on the east side of Aughton Road. As such a number of residents would be paying for permits they are unable to use and therefore is unlikely to receive support during consultation.

Three respondents suggested removal of the grass verges to increase parking. The costs of this would be prohibitive and a wider road would probably increase the speed of traffic particularly at off peak times.

Two respondents requested road humps. The Council's policy is that vertical traffic calming measures like this are not appropriate on "A" classified roads which are bus routes and part of the principal road network.

Two respondents suggested replacing the pedestrian refuge at 142 Aughton Road with a zebra crossing. The location would not meet the Council's current criteria for a controlled pedestrian crossing.

Two respondents objected to the proposed refuge at 142 Aughton Road on the grounds that it would obstruct traffic, and residents would have difficulty crossing due the speed of vehicles. It is considered that the presence of the refuge should reduce the speed of traffic by making the carriageway narrower and also allow the carriageway to be crossed in two halves.

Some concern was raised about parking resulting from the "school run". The parking restrictions included in the proposal should rationalise where vehicles can wait. However because this only occurs for short durations, it is difficult to effectively control it. The Transportation Unit's School Travel Plan advisor will continue to work with the school in order to encourage and educate pupils and parents about the benefits of walking, cycling and other more sustainable ways of getting to and from school.

Drawing No 126/17/TT98 showing the recommended amended proposals following the consultation and comments above is attached as Appendix A.

8. Finance

The scheme can be funded from the Local Transport Plan Integrated Transport Capital Programmes for 2009/10 and 2010/11. It is proposed that the scheme be implemented in 2 phases; the Alexandra Road pedestrian refuge and the bus stop alterations o/s 103 to 109 Aughton Road to an estimated value of £90,000, be constructed in the 2009/10 financial year and that remaining sheltered parking and road narrowing to an estimated value of £110,000, be constructed in 2010/11

9. Risks and Uncertainties

There is a risk that not all of the £90,000 earmarked for this financial year will be delivered before the end of March 2010. This may mean that more than £110,000 will need to be allocated to the scheme next year.

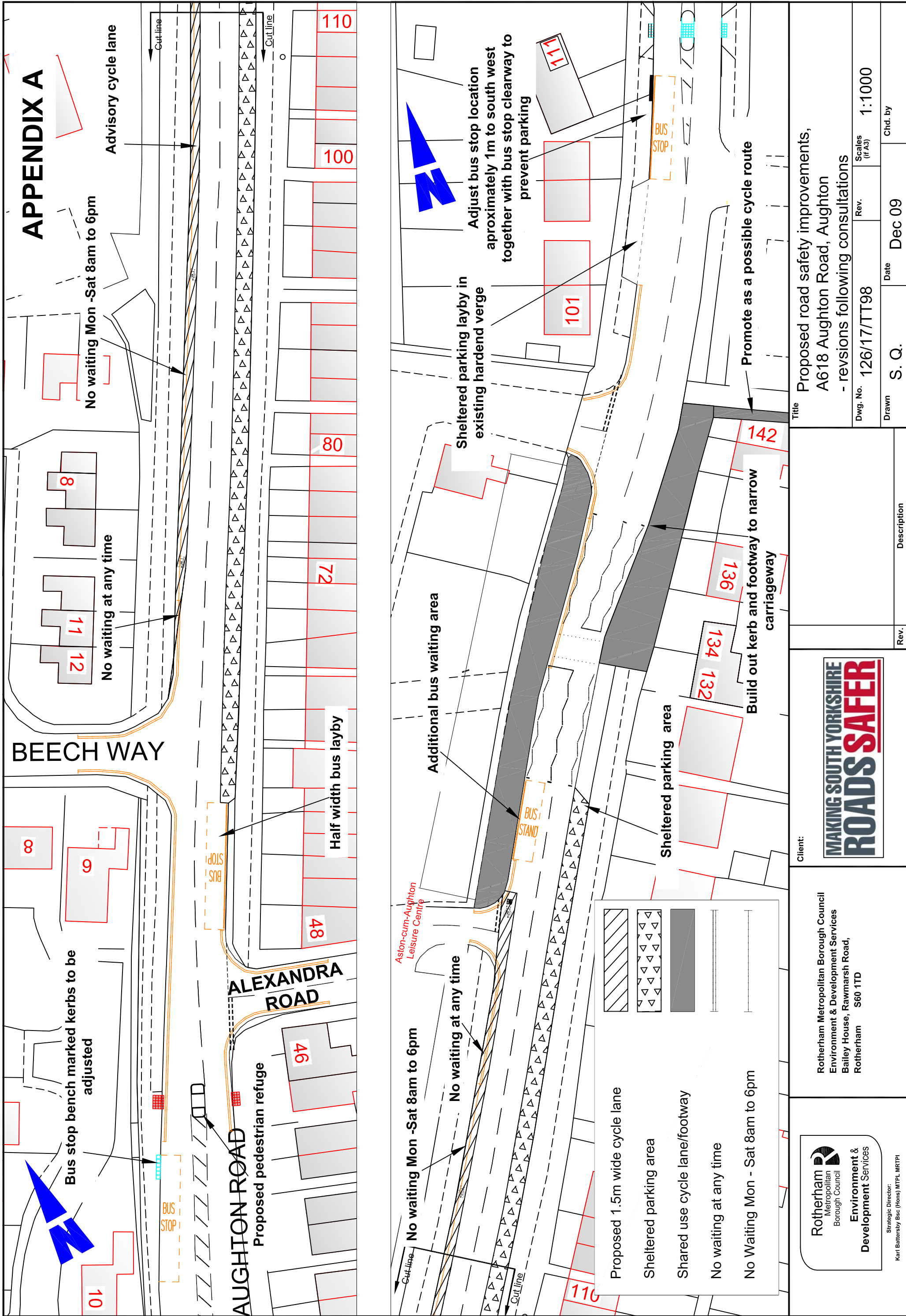
10. Policy and Performance Agenda Implications

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

11. Background Papers and Consultation

Residents, local ward members, Aston-cum-Aughton Parish Council and the South Yorkshire Police have been consulted about the proposals
Drawing No 126/17/TT98 showing the amended proposal following the consultation is attached as Appendix A.
A copy of the consultation leaflet and questionnaire is attached as Appendix B.

Contact Name: *Simon Quarta, Assistant Engineer, 2959
Simon.quarta@rotherham.gov.uk*



Title
Proposed road safety improvements,
A618 Aughton Road, Aughton
- revisions following consultations

Dwg. No. 126/17/TT98

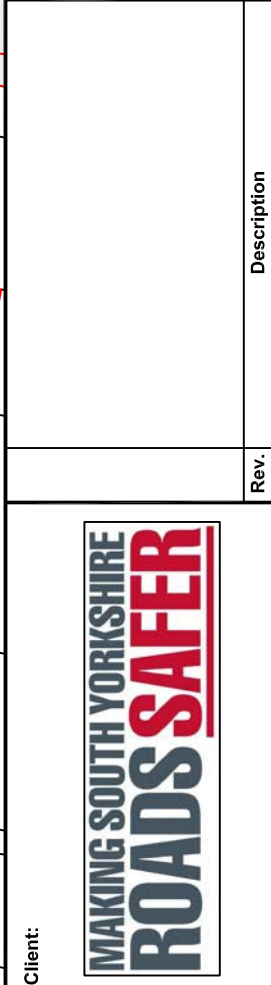
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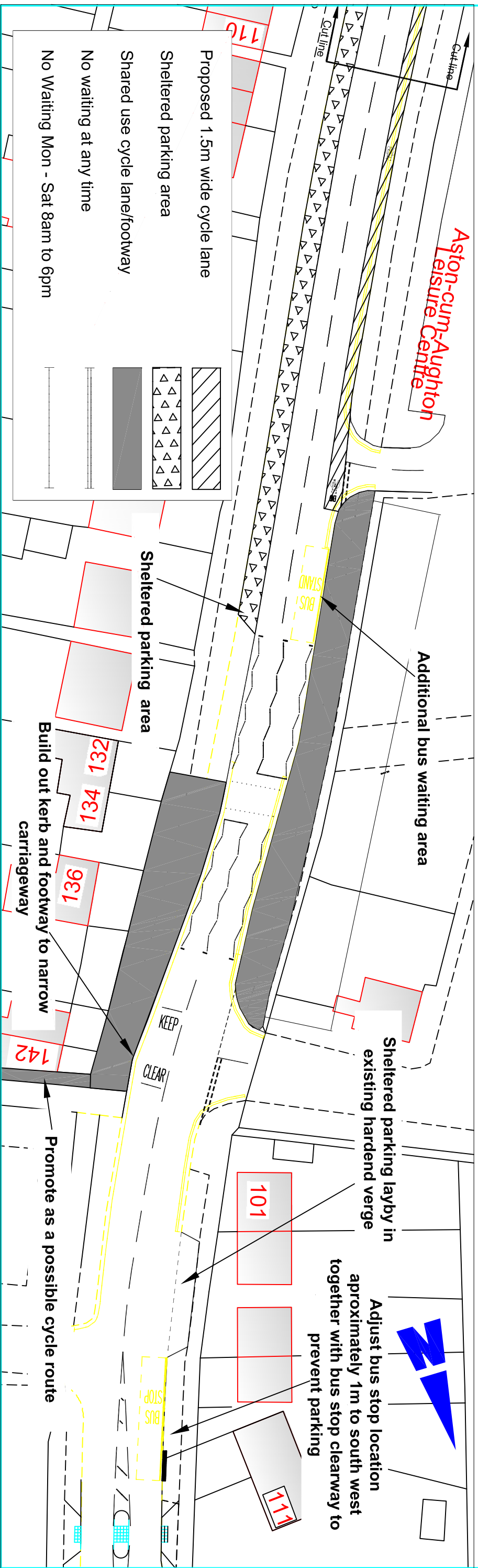
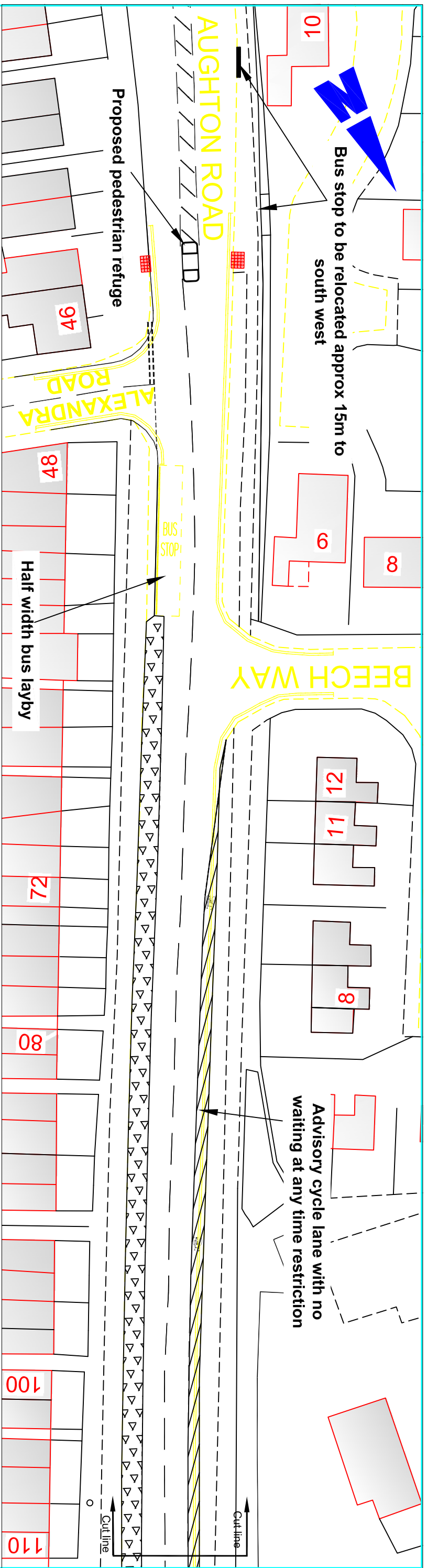
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Rotherham Metropolitan Borough Council
Environment & Development Services
Bailey House, Rawmarsh Road,
Rotherham S60 1TD

Rotherham Metropolitan Borough Council
Environment & Development Services

Strategic Director:
Karl Battersby Bsc (Hons) MTP/L MRTPI



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Rotherham S60 1TD

Client: **MAKING SOUTH YORKSHIRE ROADS SAFER**

Rev.	Description

Drawn: S. Q. Date: Aug 09

Dwg. No. 126/17/TT91

Rev. (if any)

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Chd. by

Title: Proposed road safety improvements - A618 Aughton Road, Aughton