1. Meeting: Regeneration Scrutiny Panel

2. Date: 3rd April 2009

3. Title: Capital Schemes Update
   LTP and Non LTP Schemes

4. Programme Area: Environment and Development Services

5. Summary

This report details progress made on highways capital schemes both funded from
the LTP capital programme and from other funding sources.

The tables attached in the Appendix detail all LTP funded schemes and all non-LTP
funded schemes.

6. Recommendations

That Scrutiny Panel resolves to note the progress made on the schemes and
considers whether the full information regarding long-completed schemes is
still required.
7. Proposals and Details

(a) LTP Integrated Transport Schemes

Table A in the Appendix to this report details the progress made on all integrated transport schemes funded by the LTP Capital Programme from April 2003.

The table is split into three sections, schemes completed, schemes issued/in progress and schemes with Cabinet Member approval but not yet issued for construction. The table also gives details of start and finish dates, where known and the estimated costs. Scrutiny Panel is asked to consider whether it still requires all this information going back to 2003 or whether it would be more appropriate to limit the report, say, to schemes completed in the previous financial year.

The capital programmes for 09/10 are currently under preparation and will be reported to Cabinet Member for R&Ds for consideration and approval in due course.

(b) Maintenance Schemes

Table B in the Appendix details progress on all maintenance schemes funded by the LTP Capital Programme from April 2005. The table also gives details of start and finish dates and the estimated costs.

Table C also includes a list of maintenance schemes funded from the Council’s capital programme. Similar comments to those above apply regarding information on completed schemes.

(c) LTP Major Schemes

Table D in the Appendix refers to the 3 major highway schemes that the Council is promoting and further details of each are given below:

(i) A631 West Bawtry Road Improvement

Following a contract award to Birse Civils Ltd on 14 November 2006, the site works began on 5 February 2007 with a programme which planned for those works to be completed by 5 November 2007. Delays have occurred associated with flooding events during June and July 2007, service diversions by certain utility companies and additional work including safety barrier extension and additional retaining wall construction. The works were substantially complete in November 2008.

Throughout this contract, the temporary traffic management which has been in place has generally succeeded in keeping disruptions to road users to a minimum. The major road resurfacing work at Whiston
crossroads was carried out at weekends and whilst Moorgate and Pleasley Roads were temporarily closed at these times, traffic flow was maintained along the A631.

The traffic signals at Whiston Crossroads are operating on fixed cycle times until the controller is re-configured following the installation of a vehicle-actuated detection system [a MOVA system]. The works associated with this are currently on site and the new system will be commissioned shortly. As reported at the 6th March 2009 meeting, there will be a full post-implementation review of this major scheme and a further report will be presented to this Panel in due course.

(ii) A57 M1 Junction 31 to Todwick Crossroads Improvement

Prior to the publication of a Compulsory Purchase Order (CPO) and Side Roads Order (SRO), the Council were advised that renewed ecology and environmental surveys should be conducted and these are now complete. Finalisation of design during this survey period, including some significant value engineering changes, lead to the requirement to re-submit the scheme for Planning approval; this was submitted in February 2009 and is currently being considered.

As objections to the CPO/SRO are expected, it is most likely that there will be a public enquiry called by the Secretary of State when objectors will have the opportunity to present their evidence to an Inspector. Once the statutory processes are complete and the full approval of the Department for Transport (DfT) for funding has been secured, it is planned that work on site will commence in Spring 2011 with completion in Summer 2012.

(iii) Waverley Link Road

The currently approved scheme requires land in the ownership of Yorkshire Water (YW). As a result of forthcoming European Union legislation changes on effluent quality, YW need to expand their sewage works on the site with the result that the required land is unlikely to be available. Consequently, the alignment of the southern most part of the road is being re-examined. Following discussions with the DfT, a revised Major Scheme Business Case (MSBC) is being prepared to retain Programme Entry status for the scheme. The MSBC is expected to be submitted later this month with planning permission being sought in November 2009, subject to the DfT’s consideration of the MSBC. It is possible that a Compulsory Purchase Order and Side Roads Order will be required.
Table E in the Appendix gives details of all non-LTP funded schemes, including details of start and finish dates and the estimated costs. These schemes are funded by a variety of sources, including Housing Market Renewal / Pathfinder funds and developer contributions agreed as part of the planning conditions through either s106 of the Town and Country Planning Act 1990 or s278 of the Highways Act 1980.

8. Finance

The LTP allocations are awarded to South Yorkshire and then divided amongst the LTP Partnership of Barnsley, Doncaster, Sheffield, the Passenger Transport Authority and this Council. The DfT announced in November 2007 the settlement figures for the forthcoming 3 years, 2008/09, 2009/10 and 2010/11.

In a change for 2008/09 and beyond 50% of the Integrated Transport block (approximately £11m) has been allocated to the Passenger Transport Authority [now the SY Integrated Transport Authority, following the introduction of Local Transport Act 2008] for sub-regional / strategic proposals across South Yorkshire. The remaining £11m has been apportioned as previous years which results in Rotherham being allocated £2,207,000 for 2008/09 for its own local priority schemes, as reported to Cabinet Member on 17 March 2008. That report also included detailed programmes for 2008/09 for Integrated Transport, Highway Maintenance, Street Lighting and Bridge Assessment and Strengthening.

We have received additional grant from the DfT in part support for overspend on the A631 West Bawtry Road Major scheme. It is likely that significant sums of Regional Funding Allocation [RFA], originally earmarked for other Major schemes in the Y&H Region which have now slipped, will be re-allocated for spending via the LTP processes in 09/10 and 10/11. This too will be allocated to the SYITA for distribution throughout the sub-region.

9. Risks and Uncertainties

There are risks associated with each scheme and these will vary depending upon the type of scheme being implemented. These risks will include the unforeseen elements associated with any civil engineering construction project, the position and condition of statutory undertakers’ apparatus and the public/statutory consultation that is required for each scheme.

10. Policy and Performance Agenda Implications

The LTP is an approved policy document and all schemes in the programme are assessed to ensure they contribute to the LTP objectives and targets.
The non-LTP schemes like the Housing Market Renewal / Pathfinder projects are promoted by others to meet Council objectives and the development related schemes are promoted to facilitate developments that have gained planning permission.

11. Background Papers and Consultation

The South Yorkshire Local Transport Plan 2001-2006
The South Yorkshire Local Transport Plan 2006-2011
Report to Cabinet Member for Regeneration and Development Services 17 March 2008 (minute no. 220 refers).

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