

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Town Centres, Economic Growth and Prosperity
2.	Date:	2nd April, 2012
3.	Title:	Local Transport Plan Integrated Transport Programme 2012/13
4.	Programme Area:	Environment and Development Services

5. Summary

This report outlines the proposed Local Transport Plan (LTP) Integrated Transport Programme for 2012/13.

6. Recommendations

That Cabinet Member resolves to: -

- (a) note the specific allocation for Integrated Transport for 2012/13 including the potential carry over from 2011/12 and the confirmed funding allocation from the Local Sustainable Transport Fund (LSTF) and potential further funding from LSTF large bid and Better Bus Area Bid .
- (b) Agree the principle of the proposed programme as identified in Appendix A as the basis for detailed design and implementation during 2012/13.

7. Proposals and Details

This report seeks to outline the proposed areas of work for the forthcoming financial year; 2012/13, that are to be delivered from Department for Transport (DfT) grants. The primary grant funding being the capital funding made available from Central Government for Integrated Transport (IT), as part of the third Local Transport Plan (LTP3). The table below shows the LTP IT funding made available across South Yorkshire both actual and indicative:

	Final Allocations		Indicative Allocations	
	2011/12 £000's	2012/13 £000's	2013/14 £000's	2014/15 £000's
Integrated Transport	11,252	12,002	12,002	16,877

As previous reports have outlined central government funding to Integrated Transport Authorities (ITA) for delivery of transport related projects has been considerably reduced in recent years. The allocation to the South Yorkshire Integrated Transport Authority (SYITA) for the forthcoming year is just over £12million, a slight increase on last year but still 50% of the allocation received in 2010/11. The ITA has resolved to continue with the 'whole programme approach' adopted for delivery in 2011/12. Rotherham's allocation is indicated to be £1,463,715 which is a slight increase on the allocation for 2011/12. It is anticipated that we will carry forward approximately £270,000 from 2011/12 this funding is primarily additional funding from central government made available to the ITA this year 2011/12 but due to the tardiness of this allocation it will be carried forward to 2012/13. This would make our total Integrated Transport allocation for 2012/13 **£1,733,715**.

In addition to the Integrated Transport allocation the DfT has given Transport Authorities the opportunity to bid for further funding aimed at specific areas of transportation. The SYITA has been successful in securing funding from the Local Sustainable Travel Fund (LSTF) key component bid a report outlining the programme of work was submitted to Cabinet Member in August 2011 minute no.G31 refers. This funding is made available to the ITA to deliver projects that encourage travel by alternative modes such as walking and cycling. In 2012/13 £210,000 is to be made available for delivery of projects in Rotherham. The key component bid was the first stage of funding made available through the LSTF. The ITA has also made a bid into a much larger fund and should be made aware of the outcome of this bid in June or July of this year. If successful this will bring an additional £3.25million for specific projects in Rotherham between 2012 and 2015.

The South Yorkshire Passenger Transport Executive (SYPTTE) has recently; on behalf of the ITA, made a bid to the DfT for additional funding from a programme entitled the 'Better Bus Area Fund' which as the title suggests aims to provide funding to improve public transport in an area through capital and revenue investment. This fund makes available up to £5million to an authority and the PTE has produced a bid that seeks the full amount. It has support from key bus operators and if successful should see capital investment in Rotherham of approximately £600,000 to be spent in 2012/14. The DfT is keen to see early delivery of this fund.

Appendix 'A' is a summary of the proposed programme of works for Rotherham in 2012/13, it also shows these additional sources of funding and the projects they intend to deliver if the bids are successful.

The programme is divided into 5 themed areas, those being: Bus Priority and Access improvements, Connectivity (walking and cycling), Local Safety, Traffic Management and finally Smarter Choices. There is also an item in the programme for major schemes which currently only shows the A57 and Waverley link road although the latter may be removed once it has been determined by DfT.

The notable projects on the first section; bus priority and access improvements, of the programme are the improvements proposed at Oldgate Lane and Whinney Hill which has been considered by Cabinet Member on the 20 February 2012 Council Minute No.G98 refers. If the Better Bus Fund Bid is successful then the project will deliver a signalised junction at Oldgate Lane and full time bus lane on the A630 approach from Thrybergh. If the bid is not successful then we have the agreement of South Yorkshire Passenger Transport Executive to deliver the signalisation of Oldgate Lane in 2012/13. The PTE are also co-funding the upgrading of pedestrian facilities on the A630 between St. Ann's roundabout and Dalton.

Connectivity section of the programme identifies walking and cycling schemes we have a number of schemes developed in 2011/12 for early delivery in 2012. The programme also identifies funding for a zebra crossing on Green Lane. This part of the programme also has the potential investment from central government for the LSTF big bid which could realise significant investment in improving walking and cycling between the town centre and Rawmarsh including pedestrian crossings at Taylors Lane roundabout and improvements to the Canal Tow Path to improve cycling and walking links between Rotherham centre, Lower Don Valley and Sheffield centre. This investment is over a 3 year period between 2012 and 2015. A decision is expected in June or July of this year. It is also a priority for the forthcoming year to improve accessibility in the town centre by improving pedestrian crossing opportunities and identifying routes across the town for cyclists with the potential for cycling through the current pedestrian zone; this will be the subject of a future report to Cabinet for approval.

The 2012/13 Local Safety Scheme programme consists of a mixture of hotspot and route treatments. The accident hotspots to be treated include the junctions of New Wortley Road and Fenton Road and Herringthorpe Valley Road and Laudsdale Road. The routes where remedial measures are planned include the A618 Pleasley Road through Whiston, and Kingsforth Lane/ Cumwell Lane between Thurcroft and Hellaby.

The fourth section of our programme; traffic management, includes the continued implementation of enforceable school keep clear markings at the remaining schools in the borough where this has not been implemented. It also includes schemes on Howard Street in the town centre together with Broom Road from Clifton Lane roundabout to Rudston school. Both schemes aim to manage traffic whilst improving accessibility. A further notable scheme is the potential signalisation of Rotherway approach to Rotherway roundabout this seeks to address a queuing problem we have in the evening peak for outbound traffic from Rotherham to the motorway at junction 33 which is delayed by traffic turning right from Rotherway towards Whiston crossroads. The scheme would seek to introduce gaps in this traffic which would ease the congestion currently experienced on the A631 Bawtry Road.

The traffic management section also includes demand management in the form of residents parking schemes. The focus of our attention for 2012/13 are the

Masbrough and Clifton areas of the town. These areas suffer parking stress as a consequence of being on the edge of town and also in the case of Masbrough due to the Council offices being relocated to riverside and the potential for football match day parking when the new stadium opens. Clifton suffers commuter parking and visitor parking through the summer for Clifton Park and in the winter for rugby matches. In both instances properties have limited off road parking opportunities.

8. Finance

The ITA has indicated that £1,463,715 is the minimum that Rotherham will receive as a direct award and that this could increase if the financial value of the sub regional projects is reduced. The carry over amounts from 2011/12 are yet to be agreed but it is likely to be circa £270,000. Additionally there is £210,000 available to RMBC from its share of the LSTF key component bid for 2012/13 providing a total spend of £1,943,715.

9. Risks and Uncertainties

The granting of the LSTF big bid and Better Bus Area Funds bid are subject to determination by DfT and consequently there is a risk that South Yorkshire is unsuccessful in its bid. Additionally the actual amount of the carry forward from 2011/12 has yet to be agreed but we have been assured it will be in the region of £270,000.

10. Policy and Performance Agenda Implications

As a means to facilitate various ends, accessibility and high quality transport systems and infrastructure are vital if we are to achieve the aims of the Community Strategies and the Corporate Plan.

11. Background Papers and Consultation

South Yorkshire Local Transport Plan 20011-15

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