

## ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	<b>Meeting:</b>	<b>Cabinet Member for Regeneration &amp; Development</b>
2.	<b>Date:</b>	<b>Friday 5 April 2013</b>
3.	<b>Title:</b>	<b>Highways Capital Works Programme 2013/14</b>
4.	<b>Programme Area:</b>	<b>Environment and Development Services</b>

### 5. Summary

This report outlines the proposed Highways Capital works programme for 2013/14.

### 6. Recommendations

That Cabinet Member resolves to: -

- (a) note the specific allocation for Integrated Transport and highways maintenance for 2013/14 including the Local Sustainable Transport Fund (LSTF) and Better Bus Area Fund.
- (b) Agree the principle of the proposed programme as identified in Appendices A, B and C as the basis for detailed design and implementation during 2013/14.

### 7. Proposals and Details

This report seeks to outline the proposed areas of work for the forthcoming financial year; 2013/14, 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 and maintenance as part of the third Local Transport Plan (LTP3). The table below shows the LTP funding made available across South Yorkshire:

	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
Maintenance	15,932	15,723	9,910(14,959)*	9,206(13,896) *

\* Note the figure in brackets is the indicative allocation to South Yorkshire prior to Sheffield Council entering into the Private Finance Initiative agreement

As previous reports have outlined central government funding has been considerably reduced in recent years. In the forthcoming year funding for integrated transport has stayed the same as in 2012/13 whilst funding for maintenance activity is reduced; the unbracketed figure to be shared between Barnsley, Doncaster and Rotherham.

---

The Rotherham allocations are:

**£1,534,000** for integrated transport (IT) and

**£3,010,000** for maintenance (The maintenance funding is further then divided between highway maintenance, highway structures maintenance and street lighting). In the Governments' autumn statement local highway authorities were awarded additional funding for highway maintenance, Rotherham received £546,000 for 2013/14 to be split between highway maintenance, structural maintenance and street lighting.

With the confidence of knowing the next 2 years IT funding Rotherham has chosen to bring forward some funding from our 14/15 IT allocation to fund works on the major scheme at the A57. This in effect means the IT allocations for 13/14 and 14/15 are roughly the same, around £1.9 million. The other funding for the A57 major scheme is made up of £500,000 from LTP maintenance grant in 13/14, £2,000,000 RMBC capital funding and £11,300,000 DfT major scheme grant.

As identified in previous reports to Cabinet Member (Council Minute No.G98 of 20 February 2012 refers) the Council with South Yorkshire partners has been successful in securing additional funding in the form of 'Better Bus Area Fund (BBAF)' and 'Local Sustainable Travel Fund (LSTF)' as with LTP funding these additional grants have to be completed and claimed by March 2015, there is no mechanism to continue works in financial year 2015/16.

Better Bus Area Fund (BBAF), LTP Integrated Transport (IT) and Local Sustainable Travel Fund (LSTF)

Appendix 'A' is a summary of the proposed programme of works for Rotherham in 2013/14.

The BBAF is granted to South Yorkshire Passenger Transport Executive rather than South Yorkshire Integrated Transport Authority. Within Rotherham the funding is identified as contributory funding for improvements at Oldgate Lane and Whinney Hill in Dalton the remaining funding being LTP allocations from the Council and South Yorkshire Passenger Transport Executive (PTE). Works are progressing well and completion is expected in August 2013. Once complete the scheme will provide further bus priority on the A630 Doncaster Road between Thrybergh and Mushroom roundabout.

The LTP IT programme is divided into 5 themed areas, those being: Bus Priority and Access improvements, Connectivity (walking and cycling), Local Safety, Traffic Management and Smarter choices.

The LTP funded bus projects are projects that were due to be delivered in 2012/13 but had to be carried forward to 2013/14. The funding for projects of this nature is from the Local Sustainable Travel Fund and the PTE's IT allocation. The projects to be funded are a contribution towards the BBAF improvements at Oldgate Lane and the improvements to the pedestrian crossing on the A630 Fitzwilliam Road near Cranworth. Once this work is complete this will mean that all crossings on the A630 have been improved to the benefit of both pedestrians and public transport by being more responsive.

The second themed area also has a number of carry forward projects that have been reported to Members before. The new projects seek to improve pedestrian crossing facilities in key town centre locations those being; Mansfield Road at its junction with Moorgate Road and Main Street outside Riverside House. Additionally we will investigate measures to improve pedestrian crossing issues at the junction of Hollowgate and Moorgate Road where there have been longstanding requests for better crossing facilities. All measures are aimed at improving access in and out of town and would compliment other funding sources such as LSTF.

As in previous years there is a significant investment in addressing identified accident hotspots through our local safety scheme programme. The notable projects are development of 20mph zones for East Herringthorpe and outside schools. Both of these projects require extensive public consultation and option assessment to determine the most effective way forward. A further notable project is the proposed signalisation of the junction of Kilnhurst Road and the A630 Doncaster Road at Hooton Roberts this work is to be funded from a County wide LTP IT allocation and was identified through a South Yorkshire group established to consider accidents on a regional basis.

The fourth theme group is traffic management this is predominantly carry forward projects the most notable scheme being the town centre 20mph zone. We are currently evaluating feedback associated with the experimental closure of Broom Avenue and will submit a report to Cabinet in the near future. The new work will compliment that identified earlier in my report by considering traffic management around the Town Hall area and how it can be better managed. Additionally we have identified three demand management schemes those being Masbrough area, Clifton area and the area around Rotherham hospital where controlled parking schemes are proposed, reports should be submitted to Cabinet early in the next financial year with suggested ways forward for Masbrough and Clifton. The area around the hospital is at the very early stages and once the potential scheme boundary has been identified then public consultation will commence.

The final themed area is 'smarter choices' much of the work previously funded from this LTP theme is now developed using LSTF funding however it is proposed to use some of the LTP IT allocation to fund the provision of secure cycle shelters at schools and local businesses.

The 2013/14 Local Sustainable Transport Fund programme includes both capital and revenue schemes aimed at supporting economic growth whilst cutting carbon emissions by improving access to employment and training opportunities in the Dearne and Don Valleys. It is proposed to introduce bus priority measures along the A633, with a focus on the Parkgate area, and introduce cycle infrastructure improvements between Rotherham and Sheffield, in the Dearne Valley and along the A633 between Rotherham town centre and Parkgate. The town centre will act as hub to these projects and measures are to be promoted that improve accessibility to and across town for those riding a bike. A number of innovative revenue funded schemes will promote and encourage walking, cycling and the use of public transport through sustainable travel events, bike leasing, walking audits, Dr Bike sessions and cycle training.

### Maintenance programmes

As part of the long-term maintenance plan, surveys are carried out on all roads and footways in Rotherham. This information enables Streetpride to place roads in

priority order, which ensures that the worst affected and most cost effective repairs are dealt with first. Unfortunately, budgets are limited and it is not possible to carry out programmed maintenance on all roads that have been identified.

The maintenance programme submitted for 2013/14 takes this information into consideration to maximise available budgets, it is attached at Appendix 'B'.

Where works are unable to be undertaken, routine safety inspections will be carried out and if any hazardous defects do occur arrangements will be made for them to be repaired immediately.

The majority of funding available for structural maintenance is to be targeted at asbestos removal from a bridge on the A630 Sheffield Parkway. One notable project is the refurbishment of the deck and joints of the bridge on the A630 Centenary Way adjacent to the Interchange multi storey car park.

With regards street lighting and street furniture it is intended to upgrade or replace lighting and street furniture in areas where vulnerable persons reside such as sheltered housing for the elderly or where there is a history of high crime rates and amenity areas as part of the wider asset replacement programme. Also it is an opportunity to upgrade signs and bollards which are in need of replacement with energy efficient LED replacement units

## **8. Finance**

The ITA has indicated that £1,534,000 is the minimum that Rotherham will receive as a direct award additionally we have requested £400,000 from financial year 14/15 as a contribution towards the A57 improvement making a total integrated transport allocation of £1,934,000. The indicated maintenance allocation from LTP is £3,010,000 plus a further £546,000 for highway maintenance.

## **9. Risks and Uncertainties**

All funds are either sat with the Council or with the Integrated Transport Authority for us to claim once works are complete. Currently spend against LSTF projects is causing some concern with the central team, although Rotherham is on profile with regards its projects for delivery. If delivery continues to be slow across South Yorkshire there is a risk that central Government could reassign the funds, which would affect delivery of projects in Rotherham.

## **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 2011-15

### **Contact Name:**

Andrew Butler, Senior Traffic Engineer, Planning and Transportation, extension 22968, [andy.butler@rotherham.gov.uk](mailto:andy.butler@rotherham.gov.uk)