OVERVIEW AND SCRUTINY MANAGEMENT BOARD
Wednesday 7 October 2026

Present: Councillor Steele (in the Chair); Councillors Bacon, Baggaley, A. Carter, McKiernan, Monk, Thorp and Yasseen.

Apologies for absence: were received from Councillors Ismail, Keenan, Sutton, and Tinsley.

Council Officers in attendance:

- John Edwards, Chief Executive
- Phillip Horsfield, Monitoring Officer and Service Director - Legal Services
- Andrew Bramidge, Executive Director, Regeneration & Environment
- Simon Moss, Service Director, Planning, Regeneration and Transport
- Nicola Curley, Executive Director, Children and Young People's Services
- Emma Hill, Head of Democratic Services
- Barbel Gale, Governance Manager
- Kristianne Thorogood, Governance Advisor

The webcast of the Council Meeting can be viewed at:-
https://rotherham.public-i.tv/core/portal/home

45. MINUTES OF MEETING TUESDAY 8 SEPTEMBER 2026 OF OVERVIEW AND SCRUTINY MANAGEMENT BOARD

Resolved: That the Minutes of the meeting of the Overview and Scrutiny Management Board held on 8 September 2026 be approved as a true record.

46. DECLARATIONS OF INTEREST

No declarations of interest were made.

47. QUESTIONS FROM MEMBERS OF THE PUBLIC AND THE PRESS

No questions were received.

48. EXCLUSION OF THE PRESS AND PUBLIC

There were no reasons to exclude the press or public.

49. PUBLIC ON-STREET LITTER BIN COLLECTIONS AND SERVICE IMPROVEMENT PROGRAMME

At the Chair's invitation a report was presented by Councillor Allen, Cabinet Member for Communities on the management of public litter bins across the borough, including collection arrangements, monitoring processes and planned service improvements. It was noted that there

were 2,558 litter bins across the borough, with 203 additional bins installed since 2020. Collection frequencies varied according to demand, ranging from daily servicing in high-footfall locations to weekly collections in quieter areas.

The service had received 929 reports of overflowing bins during the previous year and was achieving its target of responding to 80% of reports within five days, with the average response time reported as three days. Information was also provided on the use of solar-powered bins, monitoring arrangements, parish council responsibilities and the assessment process for requests for new bins. It was further noted that additional monitoring capacity was being introduced through the recruitment of new officers to strengthen the service's data-led approach.

The Chair invited members of the Overview and Scrutiny Management Board (OSMB) to raise questions and queries.

Councillor A Carter questioned whether a five-day response target for overflowing bins was sufficiently ambitious and suggested the introduction of QR codes on bins to make reporting easier for residents. Officers reported that the average response time was around three days and the Cabinet Member for Communities welcomed the QR code proposal for further consideration.

Councillor Thorp raised concerns about delays in repairing solar-powered bins and queried the availability of replacement units. Neil Archer, Operations Manager North, Street Scene acknowledged that lengthy repair times were unacceptable, advised that temporary replacement bins were used where necessary, and confirmed that repair arrangements would be reviewed.

Councillor Yasseen highlighted apparent differences in bin provision between wards and sought clarification on the criteria used to approve new bins. The Operations Manager North, Street Scene explained that requests were assessed through surveys considering factors such as litter levels, footfall and existing provision. The Executive Director of Regeneration and Environment, Andrew Bramidge welcomed the submission of proposals for additional bins while the Cabinet Member for Communities suggested greater alignment between bin provision and ward priorities.

Councillor Baggaley welcomed the additional information provided in the introduction and asked how persistent hotspots and overflowing bins were managed. The Operations Manager North, Street Scene explained that collection frequencies were adjusted in response to demand data and reports from operatives. Concerns were also raised about how councillors could report urgent issues and how repeat reports were monitored. The Operations Manager North, Street Scene confirmed that direct reporting routes were available and acknowledged the need to improve the speed with which updates were reflected on the public reporting system.

Councillor McKiernan sought clarification on responsibility for bins located on different types of council-owned land. The Operations Manager North, Street Scene advised that bins located on the public highway fell within the service's remit regardless of land ownership.

The Vice-Chair, Councillor Bacon questioned what lessons had been learned following reports of overflowing bins during 2025 and asked how bins were categorised as "red" on the reporting system. The Executive Director of Regeneration and Environment advised that additional monitoring resources had been introduced, explained that a bin entered the red category when reported as overflowing, and undertook to provide further information on the number of bins classified in that way.

Further discussion covered the effectiveness and costs of solar-powered bins, arrangements for providing bins on new developments, and opportunities to work more closely with businesses to reduce littering associated with takeaway food outlets. It was confirmed that engagement with businesses would be incorporated into the work of the newly established High Street Business Advisor team.

The Chair then sought a show of hands from Members in support of the proposed recommendations. Upon being put to the vote, the recommendation was carried unanimously.

Resolved That: The Overview and Scrutiny Management Board (OSMB):

1. Noted the current arrangements for managing and emptying public litter bins across the borough.
2. Noted the processes for reporting overflowing bins and requesting new litter bins.
3. Noted the current partnership arrangements with Parish Councils.
4. Supported the ongoing service improvement programme, including enhanced performance monitoring and data-led review of collection frequencies.
5. Consider any opportunities for further service improvements arising from the briefing.

Further actions that arose from discussions were that:

- Requested that the information sought by Members regarding public litter-bin management be circulated to Commission Members outside of the formal meeting process, including reporting arrangements, collection frequencies, monitoring arrangements and overflow response procedures.
- Requested that Members be provided with details of litter-bin locations under Council management, where available, together with an explanation of the respective responsibilities of the Council and Parish Councils for bin provision, maintenance and emptying.
- That consideration be given to aligning the location and provision of public litter bins with identified ward priorities, with local ward members engaged in the assessment of need to help ensure bin

placement reflects local issues, community concerns, and areas of high demand.

- That information on the number of public litter bins classified as Red across the borough be provided to Members, including a ward-level breakdown where available, to support scrutiny of service demand and maintenance priorities and information regarding repeat red allocations to the same bin.
- That the Board welcomes the introduction of QR codes on litter bins across the borough to support the timely reporting of issues and improve accessibility for residents wishing to notify the Council of bin-related concerns.

50. INFORMATION BRIEFING ON RCV REPLACEMENT

At the Chair's invitation, Councillor Marshall, Cabinet Member for Waste Services, Leisure and Green Spaces, provided a briefing on the Council's refuse collection vehicle (RCV) replacement programme.

Members noted that the Council owned 30 refuse collection vehicles and relied on 17 hired vehicles to maintain services. Many of the existing vehicles were beyond their expected operational life, leading to higher maintenance costs and an increased risk of breakdowns. A £4.2 million contract had been awarded for the purchase of 16 new vehicles, due for delivery in August 2027, representing the first phase of a wider fleet replacement programme.

It was reported that the programme aimed to improve service reliability, reduce reliance on hired vehicles, deliver long-term financial savings and establish a rolling replacement programme to prevent the fleet becoming outdated.

Andrew Bramidge, Executive Director of Regeneration and Environment, explained that figures included in the report for 2028 and beyond represented indicative planning assumptions rather than formal decisions, with any future investment remaining subject to the Council's budget-setting process. It was further highlighted that the service was committed to developing a long-term rolling replacement programme to avoid an ageing fleet in the future.

The Chair invited members of the Overview and Scrutiny Management Board (OSMB) to raise questions and queries.

Councillor Thorp welcomed the move towards a rolling replacement programme and sought assurance that future vehicle purchases would be phased regularly rather than requiring large-scale replacement exercises. Questions were also raised about carrying out vehicle diagnostics in-house and the impact of future housing growth on fleet requirements. The Executive Director of Regeneration and Environment confirmed plans to develop a long-term replacement programme, explore greater in-house diagnostic capacity and consider future fleet needs as the borough

expands.

Councillor Baggaley queried the timescales for procurement and delivery of the new vehicles and sought clarification on future replacement phases. The Executive Director of Regeneration and Environment explained that vehicle procurement and manufacture typically required around two years and acknowledged that planning for future phases would need to continue at pace. Concerns were raised regarding the achievability of future replacement timescales, and a request was made for a detailed phasing plan.

The Chair, Councillor Steele sought assurance that future phases of the replacement programme would be delivered on time. In response, the Executive Director of Regeneration and Environment advised that work was underway to develop a long-term replacement programme and that lessons learned from the recent procurement exercise would help streamline future commissioning and procurement processes.

Councillor McKiernan asked whether the introduction of new vehicles would result in additional costs, including staff training or depot modifications. The Executive Director of Regeneration and Environment advised that some familiarisation and driver training would be required but did not anticipate significant additional costs.

Councillor Yasseen sought clarification on how the replacement programme aligned with the Council's climate commitments, including the use of alternative fuels and electric vehicles. The Executive Director of Regeneration and Environment advised that electric refuse vehicles were currently significantly more expensive and had not yet demonstrated suitability for local operating conditions but reported positive results from trials of HVO biofuel and confirmed that its wider use was being explored.

The Vice-Chair, Councillor Bacon queried whether the replacement programme could have commenced earlier and asked whether earlier Cabinet decisions might have reduced costs.

The Cabinet Member for Waste Services, Leisure and Green Spaces, responded that procurement timescales would have remained largely unchanged due to the length of the procurement process, although an earlier decision may have been possible if funding had been available. It was also noted that future vehicle purchases would be subject to the same procurement requirements.

John Edwards, Chief Executive, added that a review of the Council's commissioning and procurement processes was underway. This included staff training and improvements to commissioning cycles to ensure purchasing decisions progressed as efficiently as possible, while recognising that some stages of the procurement process could not be accelerated.

The Vice-Chair expressed the view that funding may have been available to support an earlier vehicle replacement programme and questioned whether the condition of the ageing fleet had contributed to previous missed collections and the suspension of the green bin service.

The Executive Director of Regeneration and Environment acknowledged that vehicle breakdowns had affected the operational delivery of the service and had been a contributing factor to service disruption during the previous year. It was also explained that employment-related changes had been implemented during the previous year and that service performance had since improved. Assurance was provided that contingency arrangements remained in place, including the use of hired vehicles where necessary, and that every effort would be made to maintain service delivery until the new vehicles were received in August 2027.

The Chair sought assurance that similar service issues would not reoccur before the arrival of the replacement vehicles and noted that staffing challenges had also affected the service during the previous year.

Councillor Thorp asked whether future procurement could be used to secure greater consistency in vehicle types across the fleet to simplify maintenance, parts management and repairs. In response, the Executive Director of Regeneration and Environment advised that, while there were operational benefits to fleet standardisation, procurement regulations prevented the Council from favouring a particular supplier. It was also noted that some older vehicles were retained for parts where appropriate.

Councillor Baggaley sought clarification on whether the current procurement covered future replacement phases beyond 2027. The Executive Director of Regeneration and Environment explained that the only approved commitment related to vehicles due for delivery in 2027, while proposals for a rolling replacement programme beyond that date remained under development and would be subject to future consideration.

Concerns were raised about the achievability of the indicative 2028 replacement timescales given procurement and manufacturing lead-in periods. In response, the Executive Director of Regeneration and Environment advised that lessons learned from the current procurement process, particularly in developing vehicle specifications, could help reduce future procurement timescales.

Councillor Baggaley requested that a detailed phased implementation plan be developed to provide greater clarity on future fleet replacement arrangements and procurement timelines.

The Chair then sought a show of hands from Members in support of the proposed recommendations. Upon being put to the vote, the recommendation was carried unanimously.

Resolved that: The Overview and Scrutiny Management Board:

1. Noted the progress being made in the purchase of 16 Refuse Collection Vehicles, with delivery in August 2027.
2. Noted the development of a long-term rolling programme for fleet replacement to avoid service delivery becoming overly reliant on hire vehicles.

Further actions that arose from discussions were:

- Requests the service continue to closely monitor vehicle delivery timescales and develop clear contingency plans to minimise service disruption if there are delays to the arrival of the new fleet to ensure risks are identified and managed early.
- That officers provide OSMB with a detailed phasing plan for the fleet replacement programme, including future procurement and commissioning timelines, to provide assurance that vehicle replacement requirements are being planned proactively, risks of delay are being managed, and service delivery impacts are minimised.

51. DRAFT STREET TRADING POLICY

At the Chair's invitation a report was presented by Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy, seeking approval to undertake consultation on a proposed Street Trading Policy and the adoption of the relevant legislation required to regulate street trading across the borough.

It was explained that the report had been revised following earlier scrutiny comments and included additional context, clearer definitions of street trading, further information on consultation proposals and a stronger explanation of the intended benefits of the policy. Members were advised that the policy was intended to provide a framework for managing and supporting legitimate street trading activity, promote business opportunities, protect consumers and ensure activities were appropriately regulated. It was also noted that the report sought approval only to undertake consultation, with a further report to be brought forward following the consultation period to determine whether the policy should be adopted.

The Chair invited members of the Overview and Scrutiny Management Board (OSMB) to raise questions and queries.

Councillor Thorp queried whether the policy would address concerns regarding businesses extending trading activities onto the public highway outside their premises. Alan Pogorzelec, Head of Regulatory Services, explained that such activity was exempt from the legal definition of street trading and would instead be addressed through existing planning and highways enforcement powers. Assurance was provided by the Cabinet Member for Transport, Jobs and the Local Economy that enforcement

action was already being pursued where appropriate.

Councillor Yasseen reiterated concerns regarding the evidence base for the policy and the absence of equality data relating to those who may be affected. Concerns were also raised regarding the use of existing enforcement powers and the information provided on proposed charges. Clarification was provided by the Head of Regulatory Services that market traders and organised markets were excluded from the policy and would not be subject to the proposed charging arrangements.

Councillor Monk welcomed the additional information provided and sought clarification on how the policy would operate in practice, particularly in relation to fee structures, potential impacts on trading patterns and events involving mobile traders. The Head of Regulatory Services explained that the policy would enable the Council to manage trading locations more effectively and that organised markets and similar events on private land would be exempt from the policy.

Councillor A Carter questioned whether the policy represented a proportionate response to a relatively limited issue and sought information on the likely officer resources required to implement and administer it. The Executive Director of Regeneration explained that the policy was intended primarily to create opportunities for legitimate trading activity and provide a fair regulatory framework rather than address a significant enforcement problem.

Councillor Yasseen further questioned how the policy could support new businesses and consumer choice while allowing consent to be refused where similar goods were already available nearby. The Head of Regulatory Services explained that the intention was to encourage a varied trading offer, maintain consumer choice and avoid creating unfair competition for existing businesses.

The Vice-Chair sought clarification on requirements placed on mobile traders, including restrictions on how long they could remain in one location and expectations regarding movement between trading positions. The Head of Regulatory Services explained that these requirements reflected existing legislation and guidance, with traders expected to move sufficient distances to engage different customer groups rather than remain in a single location.

The Chair then sought a show of hands from Members in support of the proposed recommendations. Upon being put to the vote, the recommendations were carried noting two members voted against the proposed recommendations and one member abstained from the vote.

Resolved: That the Overview and Scrutiny Management Board supported the recommendations that Cabinet:

1. Approve consultation to determine whether the Council should

adopt Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982.

2. Approve consultation on the draft Street Trading Policy, as outlined in the report.

3. Note that, following consultation, a further report will be presented to Cabinet outlining the final recommendations regarding the adoption of Schedule 4 and the introduction of a Borough-wide Street Trading Policy.

52. LOCAL PLAN

At the Chair's invitation a report was presented by Councillor Williams, Cabinet Member for Transport, Jobs and the Local Economy on the review of the Local Plan, including progress to date, key stages of the process and the proposed timetable for developing a new plan.

Members were advised that changes to the planning system required local planning authorities to prepare new Local Plans within a 30-month timeframe, significantly reducing the period available for evidence gathering, consultation and plan preparation. It was noted that the review was necessary to ensure planning policies remained up to date, reflected national planning requirements and supported the borough's future housing, employment and infrastructure needs. The report outlined the proposed programme of work, including consultation and engagement activities, leading to the production and examination of a new Local Plan.

The Chair invited members of the Overview and Scrutiny Management Board (OSMB) to raise questions and queries.

Councillor Yasseen sought assurance that consultation on the new Local Plan would be open and meaningful and requested clarification on how existing site allocations and underdeveloped sites would be reassessed as part of the new planning framework. Emma Ottewell, Head of Planning and Building Control explained that the report related only to the commencement of the Local Plan process and governance arrangements, with detailed consideration of site allocations and planning policies to follow at later stages.

Councillor A Carter sought clarification regarding the proposed delegation arrangements and asked how members would be involved in scrutinising emerging site allocation options. Assurance was provided by the Head of Planning and Building Control and the Cabinet Member for Transport, Jobs and the Local Economy that no final policy decisions would be made through the delegated consultation stages and that both Planning Board and the Overview and Scrutiny Management Board would receive updates throughout the plan's preparation.

Councillor Thorp queried how opposition representation on the proposed

Local Plan Steering Group would be determined. The Executive Director of Regeneration and Environment explained that nominations would be sought from opposition groups and that the Steering Group would operate in an advisory, rather than decision-making, capacity.

Councillor Baggaley asked whether members of the Steering Group would receive appropriate training and sought assurance that the challenging 30-month timetable could be achieved, particularly where specialist evidence and procurement exercises were required. The Head of Planning and Building Control confirmed that training arrangements would be developed and advised that project planning, governance arrangements and evidence gathering were already being progressed to minimise the risk of delays.

Councillor Yasseen raised concerns regarding member involvement and requested a more formal scrutiny schedule to ensure adequate oversight throughout the Local Plan process. The Chair advised that arrangements for future scrutiny would be considered through the Overview and Scrutiny Management Board work programme and in discussion with the relevant officers.

Councillor McKiernan welcomed the discussion and noted the Improving Places Select Commissions ongoing engagement with officers regarding the Local Plan, expressing support for ensuring appropriate scrutiny as the process progressed.

The Chair then sought a show of hands from Members in support of the proposed recommendations. Upon being put to the vote, the recommendations were carried noting two members abstained from the vote.

Resolved: That the Overview and Scrutiny Management Board supported the recommendations that Cabinet:

1. Note the contents of this report and approve the commencement of preparation of a new Rotherham Local Plan in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2026.

2. Approve the publication of the Local Plan Timetable attached at Appendix 1 and note that it supersedes the current Local Development Scheme timetable for the preparation of the new Local Plan.

3. Approve the publication of the formal ‘Notice of Intention to Commence’ by 30 October 2026, at the latest, in line with Regulation 19.

4. Approve the establishment of a Local Plan Steering Group in accordance with the Terms of Reference attached at Appendix 2.

5. Delegate authority to the Executive Director of Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy:
   - to approve updates to the Local Plan Timetable during plan preparation;
   - to approve, publish and submit all documents required for the statutory Scoping Stage (Regulation 20);
   - to approve publication and submission of documents required for Gateway 1 (Regulation 21); and
   - to approve the content and commencement of consultation on proposed plan content, draft vision and supporting evidence (Regulation 23).

6. Agree that Planning Board and Overview and Scrutiny Management Board will be updated and consulted at appropriate stages throughout plan preparation.

7. Agree to receive a further report as the Local Plan progresses towards plan content and evidence consultation (Regulation 23(1)(a)) and seeking approvals for subsequent stages - Gateways 2 (Regulation 26) and Gateway 3 (Regulation 31).

53. IMPROVING PLACES SELECT COMMISSION SCRUTINY REVIEW - SCHOOL ROAD SAFETY

The Board considered a report presenting the findings and recommendations from the Improving Places Select Commission Review - School Road Safety, which had been commissioned following a Notice of Motion to Council in November 2023. The review examined school road safety across the borough and sought to identify actions that could improve safety for children, families, schools and local communities through partnership working and coordinated interventions.

Councillor McKiernan thanked Kristianne Thorogood, Governance Advisor, the review group members and Councillor Tinsley, who had chaired the review, for their work. It was noted that evidence had been gathered from a range of sources, including discussions with external organisations and neighbouring authorities, which had helped inform the recommendations. Reference was made to learning from partners including South Yorkshire Mayoral Combined Authority (SYMCA) and Sheffield City Council, and it was emphasised that the recommendations were intended to be ambitious, with Cabinet determining how they should be taken forward. The Improving Places Select Commission had previously considered the report and raised no additional recommendations.

Councillor Baggaley welcomed the review and stressed the importance of ensuring that any actions arising from the recommendations were supported by clear timescales and proactive implementation

arrangements, given the road safety risks observed around schools.

The Chair, Councillor Steele outlined the next stages of the process, noting that the report would be submitted to Cabinet for consideration, with a formal response to be provided before the recommendations were presented to Full Council for approval. The Board subsequently supported the review and its recommendations.

Resolved That: The Overview and Scrutiny Management Board:

1) Noted the contents of the report;

2) Received the recommendations set out below (IPSC Recommendations) for consideration and endorsement;

3) Agreed that the report, together with the approved IPSC Recommendations, be submitted to Cabinet for consideration and a formal response;

4) Asked Cabinet to formally consider its response to the Recommendations within two months of its receipt, in accordance with the Overview and Scrutiny Procedure Rules; and

5) In responding to these Recommendations, requested that any response by Cabinet should identify the proposed actions, responsible Officer(s), success measures and target completion dates for each Recommendation.

IPSC Recommendations

a) **Improved Cross-Directorate Working**

i) Develop a cross-directorate map of roles and responsibilities (e.g. highways, school engagement, enforcement, crossing patrol) to establish and embed stronger partnership working across Council services, including improvements to internal reporting and decision-making systems and processes aligned across directorates.

ii) Consider the feasibility of establishing a cross-directorate working group (that meets regularly, with clear terms of reference and a governance structure) to oversee school road safety in Rotherham. The aim of this working group would be to drive and coordinate delivery and provide increased accountability and visibility.

iii) Any established school road safety working group should be launched as the front-facing, main point of contact for collaboration with residents, schools, Councillors, and partners related to school road safety, to ensure the Council's

commitment to school road safety is both visible and accessible. Consider the creation of a dedicated section of the Council website on school road safety to support this.

iv) Work together with ward Councillors to progress the development of ward-specific road safety plans, each to contain a section on road safety issues around local schools. These plans would inform each ward's CAP development plans.

v) In the spirit of the new Neighbourhood Leadership Strategy, council services should endeavour to keep Councillors regularly informed on any new plans relating to transport and school road safety and/or works due to be carried out within their wards at the earliest possible opportunity.

b) **Data, Monitoring and Strategic Alignment**

i) Take steps to improve baseline data collection around schools (e.g traffic, parking, reported incidents, travel behaviours). Establishment of centralised, cross-directorate incident reporting and escalation processes would help to identify areas of concern and need, which in turn, would inform the prioritisation of potential projects and pilot school locations.

ii) Develop a coordinated, borough-wide School Road Safety Strategy, to be aligned with SYMCA's regional action plans and travel strategies – such as the new South Yorkshire Transport Strategy and the Walking, Wheeling & Cycling Strategy.

iii) Explore what regional support may be available via the Safer Roads Partnership and the Active Lives & Safer Roads teams at SYMCA, for example, access to shared data mapping tools/systems and funding opportunities.

iv) Consider the coordination of projects with neighbouring local authorities via SYMCA, which would provide opportunities for enhanced economies of scale.

c) **Funding Development**

i) Establish a defined and protected allocation for school road safety projects within wider capital transport funding to ensure longer-term funding streams that can support the shift to a more proactive and co-ordinated approach.

ii) Use the recommended enhanced data collection models to strengthen the evidence base to support future funding bids. Develop a clear pipeline of projects to maximise use of Transport for City Regions and Integrated Settlement Active Travel funding via SYMCA to support school road safety.

iii) Work with SYMCA to explore how Rotherham could benefit from the government's new Cycling and Walking Investment Strategy and the projected £4.5 billion of investment to be made available over the next 5 years.

iv) Develop a balanced programme of low-cost interventions (signage, markings, speed reduction measures) and targeted higher-cost schemes, using the suggested enhanced data collection models to provide evidence to inform and justify the prioritisation of certain schools and schemes.

v) Develop a funding stream to support opportunities for increased work with and support for schools across the borough (see d) School Engagement & Active Travel below).

vi) Strengthen existing work with the Planning team to ensure early identification of any potential section 106 developer funding for specific road safety improvements/schemes.

d) **School Engagement & Active Travel**

i) Urgently undertake a borough-wide survey of all schools to better understand their concerns and needs regarding school road safety.

ii) Using the results of the survey and enhanced data mapping models (alongside existing knowledge and data), identify a priority list of schools in the borough for targeted intervention (e.g. top 10/20/30).

iii) Give consideration to the provision of additional dedicated School Engagement Officers/Active Travel Officers to strengthen trust and engagement with school leaders and governors. Such officers would be able to support enhanced engagement activities, such as assemblies, parent consultation and the promotion of Active Travel initiatives. This in turn, would help to encourage overall behaviour change from both pedestrians, drivers, and other road users around schools.

iv) Consider the creation of a borough-wide "Junior Road Safety Officer Programme" to allow schools and their pupils to lead on initiatives appropriate to their school settings. This would engage and benefit pupils in taking ownership of schemes to support their schools.

v) Conduct a full exploration of the different Active Travel schemes that are available (e.g Mode Shift Stars) and identify which schools already have an Active Travel Plan in place. Schools need support in applying for accreditation to such schemes and

in implementing them, which should form part of the role of any additional School Engagement/Active Travel Officers.

vi) Identify any schools which may be suitable for the establishment of a School Streets pilot scheme, bearing in mind the fact that any School Streets scheme would need to be supported by proven prior active travel initiatives, and an engaged and committed senior leadership team and parent community.

vii) Work towards coordinating any existing initiatives (e.g Bikeability) into a single, coherent offer, introducing more child-centred, “fun first” campaigns. Invite external experts and teams from SYMCA and neighbouring local authorities to share best practice and success stories.

e) **Enforcement & Crossing Patrol**

i) Establish better cross-directorate data-sharing systems (as per a) above), to ensure that data collected by the Crossing Patrol and Parking Enforcement teams regarding incidents/near-misses and offences are monitored and used to inform decisions on priority sites and projects.

ii) Consider opportunities for the pilot use of body-cameras by crossing patrollers, giving due regard to safeguarding and data protection concerns.

iii) Conduct a detailed feasibility review into wider camera enforcement rollout of redeployable/static ANPR cameras, including a cost-benefit analysis and identification of suitable pilot locations.

iv) Consider further investment in roaming CCTV vehicles to support compliance and enforcement for parking offences around schools. Capacity for enforcement is currently limited to one CCTV van for all 200+ schools in the borough. A lack of a regular presence leads to inconsistent and ineffective enforcement.

v) Explore the potential for increased engagement with South Yorkshire Police, including a possible joint approach to promoting local anti-parking campaigns and joint responses at problem locations.

vi) Monitor and review forthcoming government guidance on footway parking powers. Consider any opportunities to tie the local enforcement approach into any future RMBC Pavement Parking Policy.

54. WORK PROGRAMME

The Board considered the current work programme. Barbel Gale, Governance Manager advised that planning for the Children's Takeover Challenge was continuing and, to allow sufficient preparation time for officers and Youth Cabinet members, the activity was now expected to take place in January 2027 rather than October/November 2026.

It was also noted that several items within the Work Programme remained listed as "to be confirmed", and work was underway with officers to allocate dates where possible.

Members raised no further questions on the Work Programme, and the update was noted.

Resolved That: The Overview and Scrutiny Management Board:

1. Approved the current work programme.

2. Agreed that the Governance Manager be authorised to make any required changes to the work programme in consultation with the Chair/Vice Chair and reporting any such changes back at the next meeting for endorsement.

55. WORK IN PROGRESS - SELECT COMMISSIONS

The Board received updates from the Select Commissions on recent activity and forthcoming work.

Update from Health Select Commission:

The Vice-Chair, Councillor Yasseen reported on the work of the Health Select Commission, including consideration of physical activity for health and the importance of addressing inequalities in participation across wards. It was noted that greater emphasis had been placed on walking as an accessible form of physical activity and that members had undertaken scrutiny of developments relating to primary care networks.

Update from Improving Lives Select Commission:

The Board noted the update from the Improving Lives Select Commission, with it being confirmed by the Chair, Councillor Monk, that the written report provided a comprehensive summary of the Commission's recent activity.

Update from Improving Places Select Commission:

The Chair, Councillor McKiernan highlighted work undertaken by the Improving Places Select Commission, including scrutiny of the Investment and Development Office Business Centres review. It was noted that

members had found the review informative and that a visit to one of the centres was being arranged.

Resolved That: The updates were noted.

56. FORWARD PLAN OF KEY DECISIONS

The Board received an update on forthcoming key decisions scheduled for consideration by Cabinet. Barbel Gale, Governance Manager outlined reports expected in November 2026 relating to Children and Young People's Services, Corporate Services, Policy, Strategy and Engagement, and Regeneration and Environment, including the SEND Reform Plan, financial monitoring, medium-term financial strategy, service level agreements and the Playing Pitch Strategy.

It was noted by Emma Hill, Head of Democratic Services that the proposed report on the Crisis Support Service was expected to be deferred and that the advice services and voluntary sector infrastructure reports were likely to be combined into a single report.

Members considered potential items for future scrutiny, including an update on the Economic Inactivity Trailblazer Programme, the Investing in Our Community Facilities programme, financial monitoring, and the proposed service level agreements. It was agreed that the Investing in Our Community Facilities report, including updated condition survey information, together with the usual financial monitoring reports, would be included in the Board's future work programme.

Resolved That: The Overview and Scrutiny Management Board agreed that the following items would be added to the November agenda as part of OSMB's pre-decision scrutiny work:

- Progress update on the implementation of the Pathways to Work Economic Inactivity Trailblazer programme - The programme will be a good way through year 2, therefore members will receive an update on both year 1 outcomes, year 2 developments and target forecasts.
- Investing in our Community Facilities - Pre-Decision scrutiny - Update report to include the updated condition survey results.
- September 2026-27 Financial Monitoring Report - Pre-decision scrutiny.
- Medium Term Financial Strategy Update - Pre-decision scrutiny.

57. SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY OVERVIEW AND SCRUTINY COMMITTEE

The Board received an update on the work of the South Yorkshire Mayoral Combined Authority Overview and Scrutiny Committee. The Chair, Councillor Steele reported that, since the previous meeting, the Committee had considered concerns regarding anti-social behaviour at the bus station in Barnsley. Following discussions between the Chair,

Vice-Chair and officers, it had been concluded that no further action was required, as the issues were not considered to be as significant as initially perceived.

It was further noted that the Committee was due to scrutinise proposals relating to Doncaster Airport at its next meeting.

Resolved That: The update was noted.

58. CALL-IN ISSUES

There were no call-in issues.

59. URGENT BUSINESS

There were no urgent items.