

**Committee Name and Date of Committee Meeting**

Cabinet – 19 July 2021

**Report Title**

Transport Capital Programme and Neighbourhood Road Safety Programme 2021-22  
Additional Scheme Approvals

**Is this a Key Decision and has it been included on the Forward Plan?**

Yes

**Strategic Director Approving Submission of the Report**

Paul Woodcock, Strategic Director of Regeneration and Environment

**Report Author(s)**

Andrew Moss, Interim Head of Transport Infrastructure  
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**Ward(s) Affected**

Borough-Wide

**Report Summary**

Further to reports in December 2020 and March 2021 to approve the current year transport programme additional schemes have been identified for delivery during 2021-22 which now require Cabinet approval.

**Recommendations**

1. That Cabinet approves the Neighbourhood Road Safety Schemes listed in Appendix 2 for delivery in 2021-22 and delegates the decision on any necessary changes to the programme to the Strategic Director for Regeneration and Environment in consultation with the Cabinet Member for Transport and Environment.

**List of Appendices Included**

Appendix 1 Equalities Assessment Screening  
Appendix 2 Neighbourhood Road Safety Schemes DRAFT LIST for delivery  
Appendix 3 Carbon Impact Assessment

**Background Papers**

Neighbourhood Road Safety Programme Cabinet report December 2020  
Transport Capital Programme Cabinet report March 2021

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

No

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## **Transport Capital Programme and Neighbourhood Road Safety Programme 2021-22 Additional Scheme Approvals**

### **1. Background**

- 1.1 In 2019 and 2020 Councillor engagement sessions were run to identify requests for investigation into potential road safety works to address needs identified through the council's Ward Priorities work. Assessment work was carried out on the list of potential schemes and a report brought to Cabinet for each year in September 2019 and December 2020 respectively to seek approval to carry out the works required.
- 1.2 As a result of the site assessment work completed a number of locations were identified as requiring further investigation and it was agreed that a further report would be brought to Cabinet for approval of further schemes when they were in at a point that works delivery approval is needed. Appendix 2 contains the list of schemes now seeking approval.

### **2. Key Issues**

- 2.1 The Neighbourhood Road Safety Programme is a 3-year programme with a fixed budget ceiling. As this is the final year of the programme, should the recommendation to add the schemes in Appendix 2 be agreed, it is expected that the full budget will be utilised. Currently there is no confirmed future funding for this programme.
- 2.2 There are 7 schemes for delivery and while the current estimate of works is not yet known the average value of schemes during the 3-year life of this programme is £15k resulting in estimated expenditure for approval of £105k.
- 2.3 As costs become clearer on the delivery programme for this year it is recommended the Strategic Director of Regeneration and Environment is delegated the responsibility for agreeing changes to the programme in liaison with the Cabinet Member for Transport and Environment .

### **3. Options considered and recommended proposal**

- 3.1 Neighbourhood Road Safety Schemes have been identified following invitation of requests from Ward Councillors in July 2020. The 7 schemes listed in Appendix 2 are those schemes which have undergone assessment for feasibility and are now ready for delivery on site. These schemes will be delivered during the 2021-22 financial year up to the value of the capital allocation.
- 3.2 The alternative option is to reject the Neighbourhood Road Safety Schemes. This is not recommended as this is the third year of a three year programme and the schemes are now ready for delivery on site.

### **4. Consultation on proposal**

- 4.1 Engagement takes place with Ward Councillors as and when transport capital schemes are delivered in their Ward. As well as a wider technical set of criteria for identification of schemes reference is made to Ward Priorities in forming transport scheme priorities.
- 4.2 As part of the development of each scheme initial consultation then takes place with

statutory consultees such as emergency services, utilities, government agencies and other key stakeholders where it is identified they may be impacted by a scheme. Consultation with neighbouring residents and businesses and other members of the public would then follow.

- 4.3 Consultation on individual projects takes place at levels consistent with the scale of each project. For example, small schemes often engage with Ward Councillors and local community interests whereas larger schemes require wider community and public engagement.

## 5. **Timetable and Accountability for Implementing this Decision**

- 5.1 Schemes approved for development and delivery in this report will be delivered as part of the 2021-22 capital programme of the Council.

## 6. **Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**

- 6.1 For the Neighbourhood Road Safety Programme Council agreed in February 2019 to support the delivery of locally defined road safety schemes with a capital budget allocation of £450,000, providing £150,000 in each of the three years.
- 6.2 Assessment and analysis of the schemes including funding viability tests will ensure the final programme of schemes remains within the capital allocation.
- 6.3 For each project the Transportation and Design Team will work with the Procurement Service to carry out route to market options appraisals to ensure schemes deliver value for money through chosen contractors, and where required will develop full procurement business cases to identify, measure and maximise required outcomes and deliverables.
- 6.4 All Procurement activity will be carried out in line with the Council's Financial and Procurement Procedure Rules and UK Public Contract Regulations.

## 7. **Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 There are no legal implications arising from the recommendations within this report.

## 8. **Human Resources Advice and Implications**

- 8.1 The schemes identified in Appendix 2 will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required.

## 9. **Implications for Children and Young People and Vulnerable Adults**

- 9.1 Some of the schemes are designed to specifically benefit young pedestrians such as 20mph speed limits outside schools and other safety improvements on school access routes.
- 9.2 People with disabilities, including physical mobility and sensory problems, as well as

learning difficulties, can experience problems in using the transport network, with issues such as inaccessible bus stops and difficulties crossing roads. Transport infrastructure schemes follow national design guidance which includes consideration of all road users and additional provision is accommodated where required.

## 10. Equalities and Human Rights Advice and Implications

- 10.1 Several of these schemes assist the visually impaired and those with mobility issues in creating a safer road environment and accessing public transport through measures such as tactile paving, pedestrian refuges and the introduction of lower speed limits.

## 11. Implications for CO2 Emissions and Climate Change

- 11.1 A carbon impact assessment has been completed and accompanies this report. There is little or no increase of carbon emissions as a result of this work and there is expected to be a small positive contribution to carbon emission reduction as a result of improved traffic flows and reduced road traffic incidents.

## 12. Implications for Partners

- 12.1 Transport infrastructure schemes carry implications for all road users, in terms of partner agencies and organisations key stakeholders are the emergency services, utility provider companies, transport operators (road & rail), road haulage associations and companies, key highway user groups such as motoring, cycling, walking and disability representation bodies. Where required engagement takes place with interested parties during scheme development and at construction. Any implications that may arise through specific measures would be addressed as part the scheme design and or Traffic Regulation Order process that governs the operation and use of the road network.

## 13. Risks and Mitigation

- 13.1 Project risks are identified within scheme design, business case preparation and then at operational level during the construction process. These are managed using recognised risk register approaches and in accordance with the Council's contract procedure rules for the approval of any project or programme changes.

## 14. Accountable Officers

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Approvals obtained on behalf of Statutory Officers:-

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	Sharon Kemp	05/07/21
Strategic Director of Finance & Customer Services	Judith Badger	01/07/21

(S.151 Officer)		
Head of Legal Services (Monitoring Officer)	Bal Nahal	01/07/21

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