

Committee Name and Date of Committee Meeting

Cabinet – 19 December 2022

Report Title

Local Neighbourhood & Road Safety Schemes

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)

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Ward(s) Affected

Borough-Wide

Report Summary

This report sets out proposals for the progression of the new Local Neighbourhoods Road Safety (LNRS) programme and seeks approval to progress to consultation in the areas set out in Table 2.

In respect of the LNRS schemes, the report goes on to seek approval for the delegation of authority to enter projects in the areas set out in Table 2 into the Capital Programme following engagement with ward members.

Recommendations

1. That the programme of Tranche 1 Local Neighbourhood & Road safety schemes is approved as set out in Table 2; and,
2. That Cabinet delegates authority to the Strategic Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport and Environment and Section 151 Officer, to enter projects within the areas specified in Table 2 into the Capital Programme.

List of Appendices Included

Appendix 1 Equalities Assessment
Appendix 2 Carbon Impact Assessment

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 11 July 2022

Council Approval Required

No

Exempt from the Press and Public

No

Local Neighbourhood & Road Safety Schemes

1. Background

- 1.1 In July 2022 Cabinet approved the Transport Capital Programme for 2022-23. A key part of that programme is the Local Neighbourhood and Road Safety Programme. This Programme is intended to address concerns in the community in respect of the operation of the highway network, whilst also contributing to strategic objectives.
- 1.2 In accordance with the July 2022 Cabinet Report, Officers have identified areas for investigation based on a number of factors, including –
- Volume of correspondence received from the community, including ward members
 - Indices of multiple deprivation
 - Potential carbon savings from active travel
 - Road traffic collision data.

2. Key Issues

- 2.1 Members were invited to submit issues and concerns in Summer 2022. Following this exercise, areas for investigation have been prioritised based on member requests received but also having regard to corporate objectives in respect of Council Plan objectives. It is proposed to deliver the programme in two tranches. Areas prioritised in tranche 1 (in the period until December 2023) are listed below, along with an initial budget.

Table 2 - Tranche 1 Local Neighbourhood and Road Safety Programme

Ward	Indicative Budget 2022-25 (£'000)
Anston & Woodsetts	120
Swinton Rockingham	120
Bramley & Ravenfield	120
Hellaby & Maltby West	120
Hoover	120
Maltby East	120
Thurcroft & Wickersley South	120
Rotherham West	120
Wales	120
Rawmarsh East	120
Boston Castle	120
Greasbrough	120
Kilnhurst & Swinton East	120
Total	1,560

- 2.2 The budgets above are indicative budgets, based on an even split. However, it is anticipated that budgets will need to be varied as schemes are developed. For example, some wards may only prioritise relatively low-cost

measures, whereas others may prioritise measures requiring greater funding such as pedestrian crossings. In order to manage budgets and deliver in a timely manner, delegated authority is sought for the naming of specific schemes in the prioritised areas, with virement between areas made under the existing Scheme of Delegation to reflect the profile of spending per scheme across the whole of the Programme.

2.3 The twelve remaining wards fall into Tranche 2 of LNRS. These will be prioritised for inclusion in the programme in the years 23/24 and 24/25, utilising the remaining £1,440,000 as follows:-

	Phase 1	Phase 2
Dec 2022	Cabinet Approval of Tranches	
Dec 2022 – Jan 2023	Ward Member engagement	
Jan 2023 to Sept 2023	Scheme Design and Approval	
March 2023 to March 2024	Scheme Implementation	
Quarter 2 2023		Ward Member engagement
September 2023- March 2024		Scheme Design and Approval
2024 – 2025		Scheme Implementation

3. Options considered and recommended proposal

3.1 The proposed approach to the LNRS programme was developed as an improvement over the previous Neighbourhood Road Safety fund, in response to the greater level of investment, and to ensure value for this investment is achieved.

3.2 In particular, the revised approach was adopted to unlock the following opportunities –

- Enabling ward members to fund larger and/or more comprehensive schemes than previously the case;
- Enabling more comprehensive schemes which strive to mitigate for all community concerns in the prioritised areas, rather than only individual requests;
- Ensuring opportunities to support Corporate Strategic Objectives are realised, particularly in respect of active travel.

- 3.3 Alternative weightings to prioritise areas were considered, for example to give greater weight to demographic, socio-economic or transport data. This would give greater assurance of achieving benefits and value for money. However, this option was discounted as other funding sources are available for projects meeting strategic needs, whereas this fund provides the only opportunity to consider local concerns which may not wholly meet strategic objectives.
- 3.4 Retaining the historic method, whereby individual member requests were considered in isolation of each other on a case-by-case basis as used for prioritising the former Neighbourhood Road Safety programme was considered. This option is not recommended due to not meeting the requirement to holistically address concerns in the community, nor the supporting of strategic objectives.
- 3.5 In relation to the use of a delegation, it is recommended Cabinet delegates responsibility to the Strategic Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport and Environment, to identify projects within the tranche 1 Local Neighbourhood & Road Safety Schemes programme, within the areas specified in Table 2. An alternative approach would be to seek a subsequent Cabinet decision to approve each specific scheme; this is not recommended as the additional time required to finalise all projects and submit for Cabinet approval would be anticipated to delay programme delivery by six months as it is likely that multiple reports would be required to roughly reprofile and amend the allocations.

4. Consultation on proposal

- 4.1 Consultation with Ward members is part of the process to identify areas for consideration for local road safety schemes. Once approved for delivery, the LNRS Phase 1 programme will be consulted on within each Ward to enable local input into the specific measures to be introduced.

5. Timetable and Accountability for Implementing this Decision

- 5.1 LNRS Ward Member engagement for Phase 1 will take place from early 2023. Design and implementation of local schemes measures for Phase 1 will take place during 2022-23 with works following this in 2023-24. Engagement with Phase 2 Wards will begin in 2023 following which a further decision report will be presented for approval prior to works commencing in 2024/25.

6. Financial and Procurement Advice and Implications

- 6.1 The schemes identified in Tranche 1 in the report are to be funded from the Council's approved Capital Programme which included £4,513,193 for Local Safety Schemes from 2022 and the four years up to 2025/26. Tranche 2 schemes and the further schemes to be prioritised for inclusion in the programme in the years from 2023/24 will be funded from within this Programme budget approved by Council on March 3 2022.

6.2 There are no direct procurement implications arising from the recommendations detailed in the report. However, as schemes develop the appointment of third-party Contractors to support/deliver the schemes must be procured in compliance with the Public Contracts Regulations 2015 (as amended) and the Council's own Financial and Procurement Procedure Rules.

7. Legal Advice and Implications

7.1 There are no specific legal implications associated with the programme but some projects within the programme will have legal implications. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders (TROs).

8. Human Resources Advice and Implications

8.1 There are no human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 There are no implications for children, young people or vulnerable adults arising from this report.

10. Equalities and Human Rights Advice and Implications

10.1 There are no equalities or human rights implications arising from this report.

11. Implications for CO₂ Emissions and Climate Change

11.1 CO₂ emissions impacts have not been quantified, as it is not possible to do this at this stage of programme development. However, at high level it is anticipated these will fall into three categories –

- Emissions from transport (impact unknown)
- Emissions from construction (forecast increase emissions)
- Operational emissions (forecast increase emissions)

Further detail can be found in the Carbon Impact Assessment at Appendix 2.

12. Implications for Partners

12.1 Transport infrastructure schemes carry implications for all road users – which in practice is everyone. 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. The exact nature of these implications will vary considerably between individual schemes.

12.2 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: -

	Named Officer	Date
Chief Executive	Sharon Kemp	02/12/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	01/12/22
Assistant Director, Legal Services (Monitoring Officer)	Phillip Horsfield	29/11/22

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