

**Committee Name and Date of Committee Meeting**

Delegated Officer Decision – 31 March 2023

**Report Title**

Transport Capital Programme – entry of projects for Local Neighbourhood Road Safety

**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**

Further to the Cabinet report on 19<sup>th</sup> December 2022 for Local Neighbourhood and Road Safety schemes, this report seeks approval for entry of schemes into the following themes of the Transport Capital Programme –

- Local Neighbourhood Road Safety

**Recommendations**

1. That Local Neighbourhood and Road Safety schemes listed in paragraph 2.1 and Appendix 1 are approved for entry into the Transport Capital Programme;

**List of Appendices Included**

- Appendix 1 Project Mandates for schemes entering Local Neighbourhood & Road Safety Programme
- Appendix 2 Summary of extant and proposed approvals under the Transport Capital Programme
- Appendix 3 Initial Equality Impact Screening Assessment – Part A
- Appendix 4 Carbon Impact Assessment

**Background Papers**

None

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

Cabinet – 19 December 2022

**Council Approval Required**

No

**Exempt from the Press and Public**

No

**Insert report title here** Transport Capital Programme – entry of projects for Local Neighbourhood Road Safety

**1. Background**

1.1 Indicative budgets for the Local Neighbourhood and Road Safety Programme were approved by Cabinet in December 2022.

Nominal allocations were indicated for wards in tranche 1 as set out below; wards not listed will be given allocations in tranche 2 pending prioritisation of that funding.

Ward	Indicative budget 2022-25 (£ thousands)
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
<b>Total</b>	<b>1,560</b>

1.2 Details of specific schemes and budgets were not available at the December 2022 report. Delegation was therefore approved for entry of projects into the programme once more detail was available. This report seeks approval for programme entry for specific schemes into the Local Neighbourhood and Road Safety Programme.

**2. Key Issues**

**2.1 Local Neighbourhood and Road Safety**

Following scheme development and engagement with Ward Members, it is proposed to enter the following project(s) into the capital programme under the LNRS theme. Further detail on the projects is included at Appendix 1.

<i>Project</i>	<i>Ward</i>	<i>Value (£000s)</i>
Greasbrough village LNRS	Greasbrough	120
Hellaby & Maltby West LNRS	Hellaby & Maltby W	120

**3. Options considered and recommended proposal**

- 3.1 Option 1 – do not approve programme entry of the Greasbrough and Hellaby & Maltby West projects. This would severely impact on delivery of the LNRS programme, and would carry significant reputational risks, in respect of –
- Local members and communities having their expectations of improvement in their communities not met.
  - Risk that funding partners may be influenced by a perceived lack of commitment and/or delivery in RMBC.

In the case of the Hellaby & Maltby West scheme, these risks may also impinge on the wider bus priority scheme and the £2.5 million of Transforming Cities Fund monies awarded to that project.

This option is not recommended.

- 3.2 Option 2 – approve programme entry as set out. This is the recommended option.

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

- 4.1 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. Further detail on engagement for each project is given in Appendix 1.

- 4.2 In the case of the Hellaby Crossing, in addition to the main consultation on the wider bus priority proposals a more localised specific consultation has been undertaken in respect of the crossing and associated relocation of bus stops.

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

- 5.1 Following approval of the Council's transport capital programme budget, the programme will be delivered as part of the capital programme of the Council.
- 5.2 Further detail on timescales can be found in Appendix 1.

#### **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 Where there is a need to engage third party suppliers to support the delivery of the programme, these 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 (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 There are no specific legal implications associated with the inclusion of the projects in the programme. The projects themselves will have legal

implications and require legal assistance. For example, this may include the acquisition of land in third party ownership, contracts with third party suppliers and the development of Traffic Regulation Orders.

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

8.1 There are no Human Resources implications arising from this report. The programme will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants, the internal highways service provider (Highways Delivery Team) and external works providers will be used as required and in accordance with Council procurement procedures.

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

9.1 The proposed traffic calming in Greasbrough can be expected to reduce the incidence of road traffic collisions by ~60-70%. As noted in the Initial Equality Screening Assessment, children and young people are disproportionately vulnerable to road traffic collisions, and so the collision saving benefit should be particularly felt by children and young people.

## **10. Equalities and Human Rights Advice and Implications**

10.1 Screening indicates potential benefits in respect of reductions in the incidence of road traffic collisions (in the case of Greasbrough) and improved access to public transport (in the case of Hellaby). These are expected to reduce inequalities in the transport system. Further information is included at Appendix 3.

## **11. Implications for CO<sub>2</sub> Emissions and Climate Change**

11.1 CO<sub>2</sub> emissions impacts have not been quantified. At high level it is anticipated these will fall into three categories –

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

11.2 One quantifiable carbon impact relates to electrical supply to traffic signals at Hellaby, where additional emissions of approximately 350 kg per annum at 2022 National Grid carbon intensity.

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

## **12. Implications for Partners**

12.1 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. Further detail on engagement strategy is given in Appendix 1 as appropriate.

### 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.
- 13.2 Further detail in respect of project risk is included in Appendix 1.

### 14. Accountable Officers

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Nat Porter  
Interim Group Lead, Transport Planning Policy and Programmes  
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Approvals obtained on behalf of Statutory Officers: -

	<b>Named Officer</b>	<b>Date</b>
Chief Executive	Sharon Kemp	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Named officer	Click here to enter a date.
Head of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.

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