

PROJECT MANDATE FOR CAPITAL PROJECTS (UNDER £500K)

All Transport and Infrastructure Officers responsible for capital projects need to complete this Project Mandate for schemes to be approved through the Minor Works Governance Process as part of the Officer Delegated Decisions process through the Council Constitution

Project Title :	Wales Ward 033E - Neighbourhood and Road Safety Scheme fund – Round 1
Location of Works :	Harthill and Woodall
Project Manager/Officer :	Richard Pardy
Contact Details :	Richard.pardy@rotherham.gov.uk
Description of the Project	
<p>The proposed works are associated with the Councils Local Neighbourhood and Road Safety Scheme Fund – Round 1.</p> <p>The project is based on submissions for road safety and traffic management improvements in the ward based on requests from Local Ward Members and residents and covers the areas of Harthill and Woodall, these proposals are broken down into 3 parts as outlined below:</p> <ul style="list-style-type: none"> Hard Lane and Thorpe Road - Improved gateway features, road humps, street lighting, speed limit amendments and improved road markings and traffic signs <p>This project will add to the existing scheme of traffic calming measures in Harthill and improve two of the entry points into the village and should overcome various road safety concerns of residents and businesses in the area. The traffic calming proposed at this stage will be designed to align with a 20mph speed limit, enabling a village wide 20mph to be potentially implemented at a later date when speed on other roads has been addressed.</p> Hard Lane and Union Street – Proposed waiting restrictions <p>Following discussions with the Councillors an initial set of proposals was drawn up and Cllr Havard followed this up by visiting and discussing with the adjacent residents and businesses for which the Transportation Team understand there is unanimous support for. These restrictions should provide organised parking and passing locations to assist traffic movements especially the local bus service which travels along this road, the removal of inappropriate parking in the area and on footways should assist with the safe and free flow of traffic in the village.</p> Woodall Lane Killamarsh Lane, Walseker Lane and Dowcarr Lane - Improved gateway features, road humps, street lighting, 20mph speed limit and improved road markings and traffic signs <p>The proposed improvements to Woodall village should address several road safety concerns raised by residents in the area. The current proposals include the introduction of horizontal traffic calming measures, and aims to improve both vehicle and pedestrian intervisibility when exiting from the side roads by reducing vehicle speeds as they enter the village.</p> <p>These three proposals have been priced up using current cost estimates document, however each element will be subject to further detailed design and consultation work. (estimated cost £120,000)</p> <p>(Cabinet Report 19/12/2022 item 90 refers)</p>	

Benefits & Outcomes:

In respect of RMBC Council Plan

Every neighbourhood thriving

- Proposals have been developed informed by ward members, concerns raised in correspondence on file, and engagement with the local community, and as such can be expected to address local concerns.

People are safe, healthy and live well

- The proposed road humps can be expected to reduce both the likelihood (60-70% reduction per LTN 1/07 para 4.4.25) and severity (LTN 1/07 para 1.3.2) of road traffic collisions.

In respect of CRSTS objectives

Decarbonising transport

The measures to deter parking on footways in Harthill will help facilitate travel by footways (by providing for this positively on the carriageway) will contribute to the objective of decarbonising travel by supporting travel by low carbon means.

The speed management measures in Woodall and Harthill will be implemented in accordance with the RMBC 20mph procedure, and will support the approach to provisions for non-motorised users set out in the Rotherham Cycling Strategy and national guidance (LTN 1/20). This in turn supports the CRSTS objective in supporting mode shift to walking and cycling. Whilst measures in Harthill will not be sufficient to enable reduction of the speed limit at this time, they will provide a 'stepping stone' than can be built upon with potential future funding.

Levelling up services

Improvement management of parking in Harthill will help assist the operation of bus services running through the village.

Funding

Please outline what total funding is available, from what source, over what timescales, from all sources including Capital and Revenue etc.

Source	2022/23	2023/24	2024/25
CRSTS (capital)		£102,000	
RMBC (capital)		£ 18,000 (LNRS-1)	

Delivery Strategy/Procurement

The schemes identified will be delivered through a combination of existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation, and external specialist consultants.

The following elements of the scheme will be undertaken in-house by the Transportation Infrastructure Service team:

- Preliminary Design
- Consultation
- Engagement with Members and Statutory Consultees
- Issuing of signing scheme to the Councils Direct Services Organisation
- Road Safety Audits

The following elements of the scheme will be undertaken in-house by the Councils Direct Services Organisation:

- Construction of works on site
- Signing

The following elements of the scheme will be undertaken by the Councils contracted lining team:

- Carriageway lining

The following elements of the scheme will be undertaken by external specialist consultants:

- Detail design

Costs (please indicate Capital or Revenue)

	Total Value	22/23	23/24	24/25
Land Acquisition				
Design Costs	11,480.00	1,480.00	10,000.00	
Surveys	820.00		820.00	
Staff Fees				
Management	3,280.00	1,000.00	1,500.00	780.00
Supervision				
TRO's	14,000		14,000	
Consultation/engagement	2,100.00		1,500.00	600.00
Construction/Delivery	87,500.00		87,500.00	
Stats				
Inflation				
Contingency	820.00			820.00
TOTAL COST	120,000.00	2,480.00	115,320.00	2,200.00

Engagement Strategy

Informal discussions relating to the scheme development has already taken place with the Local Ward Councillors to engage them in the scheme development process.

Informal consultation with residents and Parish Councillors to be completed once the mandate is signed off, this will involve a scheme overview letter and scheme propose plan being sent out to all affected residents. additional meetings to be organised if needed.

Formal consultation will be undertaken where required with key stakeholders, such as Ward Members and members of the public through the usual Council and statutory consultation processes.

Risks

List the likely risks of the scheme and an indication of the probability and impact of each risk. Risks could include reputational, financial, political, or delivery risks.

Risks	Likelihood (1-5)	Impact (1-5)
Residents and businesses may object	3	3
Funding may not cover full costs	3	3
Identified projects may change due to on-going public and councillor engagement	2	3

Financial risks associated with these projects will be managed by a phase-gate process, whereby schemes will only be progressed when there is clear oversight of available funds and anticipated project costs, this will require detailed cost estimates throughout the design

process enabling projects to be progressed as expediently as possible. Should projected costs for a scheme that is already in the construction phase indicate a potential overspend a decision on how to mitigate overall costs will be taken with the Project Manager. This may lead to some of the works being reduced in scope or withdrawn. Where there is a requirement to complete works to comply with statutory obligations resulting in costs exceeding available funds, this will be report to the Minor Projects Board at the earliest opportunity to ensure appropriate control measures are put in place for the wider programme.

For schemes identified within this Project Mandate, project 1 will initially be progressed, with scheme 2 being advanced via the phase-gate process. (Subject to further discussions with Ward Members)

Key Milestones

Activity	Date
Approval of Scheme through Gateway 1	May 2023
Member Briefings	April 2023
Delegate Programme Report Completed	May 2023
Delegated approval/C2D – Gateway 2	June 2023
Prelim Design - commence	April 2023
Detailed Design - commence	July 2023
Stage 1/2 RSA	September 2023
Consultation - start	September 2023
Gateway 4 signoff – A2C	September 2023
Construction/Delivery	January 2024
Completion	March 2024
Stage 3 RSA	April 2024
Monitoring	March 2025
Stage 4 RSA	March 2025