

Committee Name and Date of Committee Meeting

Improving Places Select Commission – 12 December 2023

Report Title

Transportation – Kingsforth Lane / Cumwell Lane – Post scheme appraisal

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

No

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

7 Dinnington

8 Thurcroft and Wickersley South

10 Hellaby and Maltby West

21 Bramley and Ravenfield

Report Summary

During the Overview and Scrutiny Management Board meeting held on the 11th of May 2022, Members requested a post-scheme appraisal of the road safety intervention measures approved for implementation along Kingsforth Lane and Cumwell Lane during the 2022/23 fiscal year, following concerns raised about the safety of road users.

This report details the post scheme appraisal undertaken and is a follow up to the report submitted to the Overview and Scrutiny Management Board on the 1st of December 2022 which appraised previous intervention measures following two fatal road traffic incidents during 2018 and 2019.

Recommendations

That Members note the report and consider the measures implemented.

List of Appendices Included

None

Background Papers

A petition requesting road safety improvements along Kingsforth Lane and Cumwell Lane presented to the Overview and Scrutiny Management Board meeting on the 11th of May 2022 and the 'lessons learnt' report dated 1st of December 2022.

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Overview and Scrutiny Management Board – 11 May 2022

Council Approval Required

No

Exempt from the Press and Public

No

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1. Background

- 1.1 During the Overview and Scrutiny Management Board (OSMB) meeting held on the 11th of May 2022, Members requested a post-scheme appraisal of the road safety intervention measures approved for implementation along Kingsforth Lane and Cumwell Lane during the 2022/23 fiscal year. These interventions followed concerns raised about the safety of road users, together with consideration of an average speed camera system.
- 1.2 This request was addressed in a report submitted to the OSMB meeting, held on 1st December 2022, with a recommendation 'That the current approach associated with the investigation and analysis of reported Personal Injury Road Traffic Collisions [*by the Council*], together with the prioritisation of intervention measures aimed at reducing the number and severity of collisions taking place on the highway network are noted'. Details of the investigation and analysis process is set out in paragraphs 1.5 to 1.9 of this report.
- 1.3 As background information to this report, figures produced by the Department for Transport within their annual review of Road Traffic Collisions across Great Britain indicate that during the 5-year period between 2018 to 2022, 8,265 people were killed in reported road traffic accidents across Great Britain. The figures recorded annually across the country have remained broadly unchanged since 2012 and include the period during Covid-19 lockdowns when traffic flows reduced.
- 1.4 During the same 5-year period, 44 people sadly lost their lives due to a road traffic collision in Rotherham, of which three occurred on Kingsforth Lane and Cumwell Lane. Figures covering the period since measures were implemented along the route are detailed in paragraph 2.6 of this report.
- 1.5 In addressing road safety concerns, central Government places a statutory duty on local authorities to undertake studies into road traffic collisions¹, and to take steps to reduce and prevent them. This is in line with industry best practice, using evaluation criteria defined by the Royal Society for the Prevention of Accidents (RoSPA).
- 1.6 This process analyses all Personal Injury Collisions that have occurred within the Borough during the previous three calendar years to identify cluster locations, or stretches of road, where collisions have taken place. Additionally, Officers will also investigate sites of concern throughout the year via routine analysis of the collision database or reports from stakeholders.

¹ Road Safety is a statutory responsibility for all local Highway Authorities with Section 39 of the 1988 Road Traffic Act placing a requirement to prepare and carry out a programme of measures designed to promote road safety

1.7 In analysing the Road Traffic Collision data supplied by the Police STATS19 reporting system, the following factors are evaluated:

- Collision / Casualty severity
- Collisions per year
- Month, Day, and time of collision
- Light conditions at time of collision
- Road Surface / Weather Conditions at Time of Collisions
- Vehicle Manoeuvre at Time of Collisions
- Casualty classification (Cyclist, Driver, passenger, pedestrian),
- Causation Factors
- Vehicle speed and Traffic flows
- Description of the events associated with the collision
- Impairments
- Site assessment and review

1.8 Once a collision site has been defined, measures to treat the problem are then identified, whether this is a specific location, route, or area-wide study. Intervention measures put forward to mitigating the collision type are proportionate to the problems identified and evaluated on their overall rate of return in terms of collision reduction and cost-effectiveness, as there may be more than one way of solving a collision problem, therefore, it is important to compare the different options.

1.9 These studies identify the most appropriate way of addressing the problem, in line with the Government's Road Safety standards, the South Yorkshire Road Safety and Casualty Reduction Strategies, and the RoSPA Road Safety Manual.

2. Key Issues

2.1 The route of Kingsforth Lane and Cumwell Lane has been identified as a site for investigation through the Council's annual analysis of Road Traffic Collision sites for varying reasons, including motorists entering into the path of approaching vehicles and loss of control collisions.

2.2 During the months of July and August 2022 several further intervention measures were introduced along Kingsforth Lane and Cumwell Lane in response to recent road traffic collisions which had taken place. These included:

- Vehicle Activated Signs either side of the Fishing Ponds bend (2009 and 2022) denoting 'double bend ahead' and 'SLOW';
- Improved signage to warn motorists of bends and junction hazards;
- 50mph speed limit along the length of the road between Hellaby and Thurcroft
- Carriageway resurfacing through a bend towards Thurcroft
- Replacement of missing or damaged road traffic signs (over and above general maintenance regime)
- Introduction of Rain Line/Weather line road markings, making them more conspicuous during periods of inclement weather

- Verge marker posts through bends to improve motorist awareness of the route and tracking of the highway alignment.
- Carriageway surfacing to ensure appropriate skid resistance;
- Replacement of worn out and defective central road studs (cat's eyes) with Light Emitting Diode solution.
- Removal of hedgerows at the junction of Kingsforth Lane, Cumwell Lane and Newall Lane, to improve visibility of approaching vehicles for those entering from the side road. These hedgerows were replaced with a wall set back from the original hedge-line.
- Cutting back and clearing of vegetation along the route and clearing of general detritus and rubbish (over and above general maintenance regime)

2.3 As part of the evaluation process associated with these measures, traffic surveys were taken along the route where free-flow vehicle speeds could be recorded. The results of four surveys taken on Kingsforth Lane are set out in Tables 1 and 2 below where pre- and post- speeds have been overlaid onto a single graph for ease of comparison. Surveys along Cumwell Lane have been omitted for the purposes of this report due to ongoing site development works taking place towards Hellaby which are likely to affect the recorded free-flow speed of vehicles in the area.

2.4 Surveys were undertaken using pneumatic tubes laid across the carriageway and recorded traffic data over a 7-day period. Pre-scheme surveys were undertaken between 1st February 2022 and 8th February 2022, with post- scheme surveys being undertaken between 7th June 2023 and 14th June 2023. The location of the surveys is shown on Plan 1, below.

2.5 Although both sites show a general reduction in overall speeds during daytime hours, there has been a slight increase during the late evening and early hours. This could be down to a number of factors: a) post speeds were taken during the summer months when weather conditions were generally more favourable to road users, as opposed to February, b) lower vehicle numbers during these hours may enable motorist to travel more freely, c) the measures implemented may instil a greater level of confidence about the road layout for motorists, especially the presence of 'intelligent road studs' which self-illuminate during the hours of darkness to delineate the route better and improved road markings.

Table 1: Speed Survey Results, Fishing Ponds bend
(exact location 125 metres north of Fishing Ponds access)

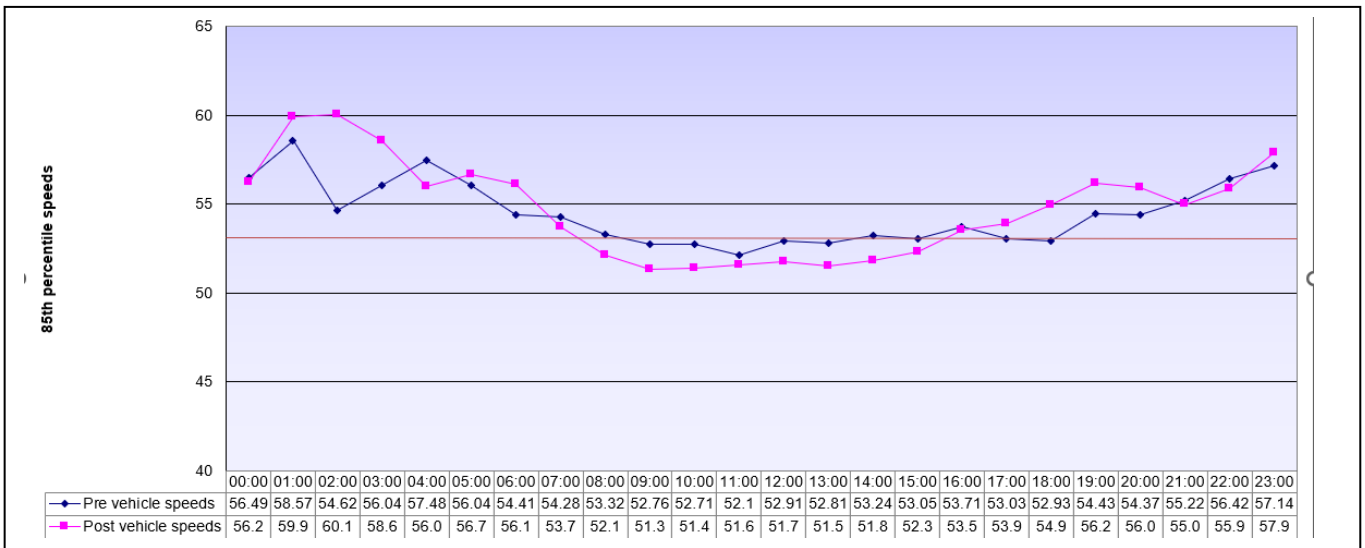
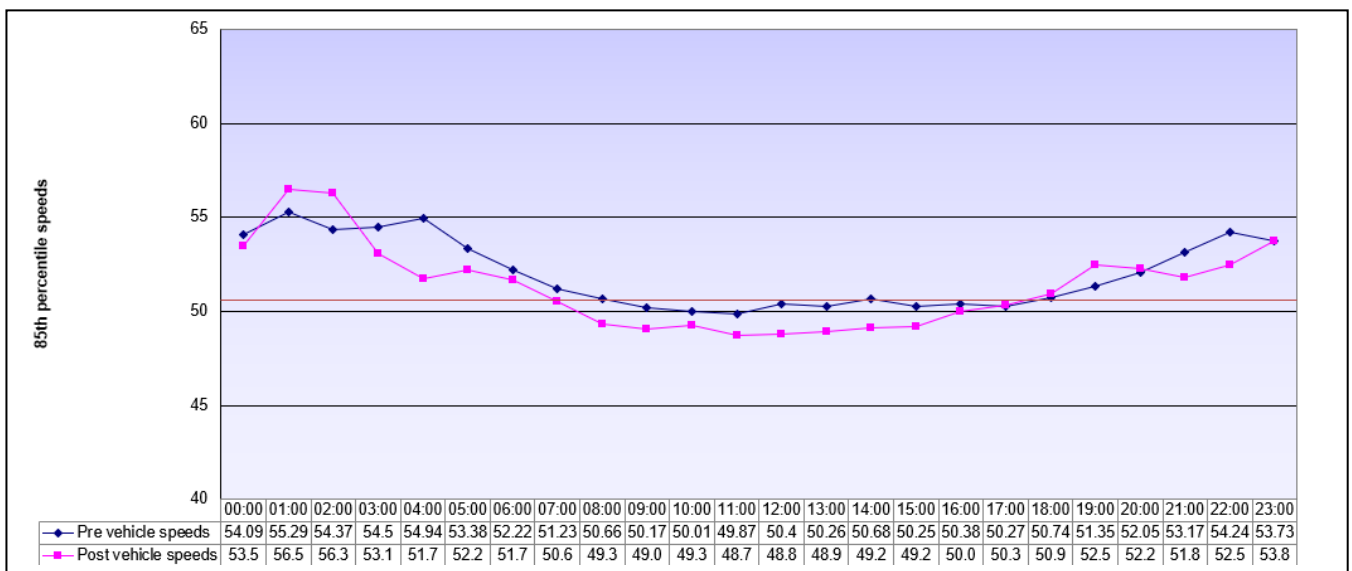
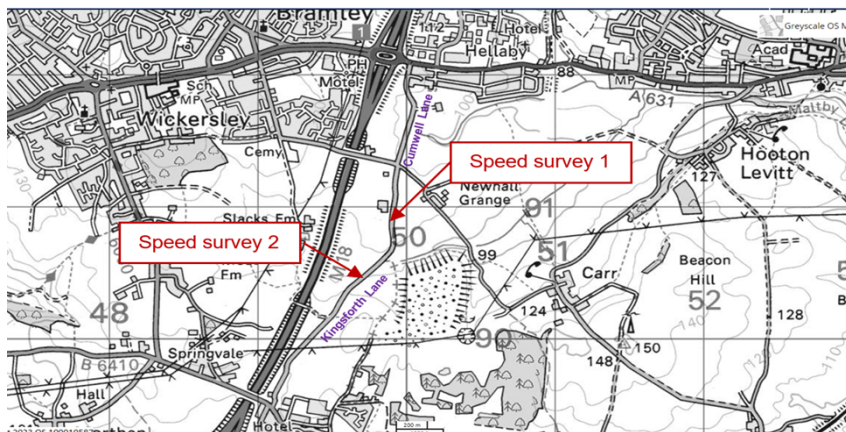


Table 2: Speed Survey Results, Thurcroft Landfill site
(exact location 190 metres south-west of access road)



Plan 1 – Speed survey locations



- 2.6 In relation to figures associated with the latest road traffic collision data, as supplied by South Yorkshire Police, since the 1st of September 2022 there has been one reported personal injury collision on Kingsforth Lane which took place near the fishing ponds bend. This involved a motorist losing control of their vehicle due to road surface contamination. During the same period two collisions occurred along Cumwell Lane, one of which was a 'failure to stop' at temporary traffic signals associated with the ongoing development works resulting in an operative being injured, and another involved a vehicle leaving the carriageway near the junction with Sandy Lane. All three collisions were recorded a 'slight' in terms of injuries sustained.
- 2.7 Inquests into the two fatal road traffic collisions which occurred on Kingsforth Lane during the 15th of December 2021 and 11th of February 2022 have now concluded. During these inquests, evidence obtained from the Police Collision Investigation Teams at the time of the incidents together with post-collision analysis of causation factors and highway surveys were scrutinised. The inquests also heard testimonies from witnesses who were present at the time of the collisions.
- 2.8 The outcome of these two inquests have not identified any further highway intervention measures at this time or questioned the structural integrity of the highway.

Compliance with Average Safety Camera criteria

- 2.9 In assessing the viability of an Average Speed Camera system along Kingsforth Lane and Cumwell Lane as requested during the Overview and Scrutiny Management Board meeting held on the 11th of May 2022, the correct process is firstly to assess the effectiveness of the measures that have been introduced, based on reported road traffic collisions and vehicle speeds. Should this indicate poor compliance of the speed limit and with associated road traffic collisions, then a reassessment of an average speed system could then take place.
- 2.10 Based on the latest information available there is no indication that an Average Speed Camera system would have directly prevented the three collisions reported since the 1st of September 2022 given the recorded contributory factors.

3. Options considered and recommended proposal

- 3.1 Continue to review the effectiveness of road safety intervention measures introduced along the route between June and August 2022 using the latest validated road traffic collision data, and action as appropriate in accordance with the Council's procedure for assessing road traffic collision sites.
- 3.2 The option to introduce an Average Speed Camera system has been considered. This would cost in the region of £120,000 for a two-camera system, plus costs associated with connecting to electrical supplies and an annual costs of around £20,000 per annum.

3.3 Based on the above information, the recommendation at this stage is that the effectiveness of road safety intervention measures introduced along the route between June and August 2022 using validated collision data continues to take place, with further investigations undertaken in line with the Council's procedure for assessing reported road traffic collisions.

4. Consultation on proposal

4.1 Where further measures are identified to resolve a particular road traffic collision problem through the annual review of road traffic collision data, or evidence during the interim, then these would be subject to the statutory consultation process for developing projects and would include locally Elected Members and Parish Councils and other interested third parties.

5. Timetable and Accountability for Implementing this Decision

5.1 Where a decision to investigate the provision of further measures, including the introduction of an Average Speed Camera system is made, this would be subject to securing appropriate resources, undertaking necessary consultations, procuring the necessary contracts for supply, installation, and commissioning of systems. Where a third-party contractor is engaged, they must be procured in compliance with the Public Contracts Regulations 2015 (as amended) and the Council's own Financial and Procurement Procedure Rules. Current estimates would be approximately 2 years.

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 There are no direct procurement implications arising from this report.

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

7.1 None at this stage, although this needs to be kept under review, if for instance any further road safety or intervention measures are identified or recommended following review.

8. Human Resources Advice and Implications

8.1 Schemes are currently delivered through existing staff resources within the Transportation Infrastructure Service within Planning, Regeneration and Transportation. Specialist consultants are called upon where required to deliver specific elements of a project.

9. Implications for Children and Young People and Vulnerable Adults

9.1 The existing assessment method used in the borough considers the proportion of children, Young People and Vulnerable Adults within the Accident Investigation and Prevention studies undertaken at sites identified as part of the council's annual review of Personal Injury Collision sites.

10. Equalities and Human Rights Advice and Implications

10.1 The existing assessment method takes in to account all road users at the location being investigated. Reports for 'Decision to approve' schemes include an equality screening.

11. Implications for Partners

11.1 A reduction in the number of road traffic collisions reduces pressure on the Emergency Service and Health Services, together with reducing the trauma on responders attending serious road traffic collisions.

12. Risks and Mitigation

12.1 There is a risk that further intervention measures may be required to reduce speeds and associated collisions where changes to existing conditions occur. This would form part of the normal road safety monitoring process and be subject to available funds where any additional work is identified.

13. Accountable Officer(s)

Matthew Reynolds, Head of Transport Infrastructure

Approvals obtained on behalf of: -

	Named Officer	Date
Chief Executive		Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Karen Middlebrook	07/11/23
Assistant Director of Legal Services (Monitoring Officer)	Sumera Shabir	09/11/23
Assistant Director of Human Resources (if appropriate)		Click here to enter a date.
Head of Human Resources (if appropriate)		Click here to enter a date.

Report Author: *Andrew Lee, Group Lead, Local Schemes, Road Safety and Traffic Management*
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