

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 15 September 2025

Report Title

Transport Capital Programme 2025/26 – Local Neighbourhood Road Safety Scheme Fund, Rawmarsh West and Wath Ward scheme update

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

No, but it has been included on the Forward Plan

Strategic Director Approving Submission of the Report

Andrew Bramidge, Strategic Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Rawmarsh West
Wath

Report Summary

That the Director of Regeneration & Environment exercises his delegated powers and approves in principle the funding allocation to develop the proposed schemes for the Rawmarsh West and Wath wards as outlined in this report and gives authority that the schemes are developed and implemented subject to any Traffic Regulation Order consultations taking place.

Recommendations

1. That the Director of Regeneration & Environment exercises his delegated powers granted by the Cabinet decision of 17th March 2025.
2. Approve in principle the funding allocation to develop the proposed Local Neighbourhood Road safety schemes for the Rawmarsh West and Wath wards.

List of Appendices Included

Appendix 1 Part A Initial equality screening assessment
Appendix 2 Carbon impact assessment

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 17 March 2025

Council Approval Required

No

Exempt from the Press and Public

No

Transport Capital Programme 2025/26 – Local Neighbourhood Road Safety Scheme Fund, Rawmarsh West and Wath Ward scheme update

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1. Background

- 1.1 In July 2022, the Department for Transport (DfT) confirmed a new round of funding called the City Regions Sustainable Transport Settlement (CRSTS). The DfT has allocated £570 million to South Yorkshire, of which a total of £72.4 million capital is designated for schemes in Rotherham by the South Yorkshire Mayoral Combined Authority (SYMCA).
- 1.2 This funding includes a £6 million allocation over 5 years from 2022 – 2027 for a Local Neighbourhood Complementary Transport Programme (LNCTP) intends to support localised transport improvements, including the Local Neighbourhood & Road Safety schemes that we are using in part to deliver Local Neighbourhood Road Safety Schemes (LNRS) throughout the Borough.
- 1.3 On 17th March 2025, a report was brought before Cabinet that outlined the Transport Capital Programme 2025/26 and provided an update on the position of the LNRS Tranche 2 schemes and defined the total allocated funding for the programme to be £3 million.
- 1.4 The DfT expects that all CRSTS funding, including LNRS, will contribute to the overarching objectives of amongst other things driving growth and productivity, decarbonisation and promoting modal shift from cars to public transport, walking and cycling. The Council is increasingly being monitored against delivery on outputs and outcomes from the programme
- 1.5 Part of this process is ensuring that at the highest level, new projects align with broader sustainability goals and support Rotherham Council's wider objectives of having places that are thriving, safe and clean, as set out in the council plan 2025-30: Forging ahead.

2. Key Issues

- 2.1 As stated in the Transport Capital Programme Cabinet report approved on the 17th March 2025, it was agreed to vary the Rawmarsh West and Wath ward projects from the initial LNRS2 concept scheme of works and that the decision on the redesignation of these two schemes is delegated to the Strategic Director, in conjunction with the Cabinet Member, to enable work to commence promptly.
- 2.2 No viable solutions in relation to the funders requirements or available budget could be identified for Rawmarsh West and the Wath Ward when feasibility work was undertaken to address concerns raised following earlier discussion between Councillors and officers within the Transportation Infrastructure Service during 2023.

- 2.3 Given that initial discussions were undertaken in 2023, some of the ward members have changed following the 2024 elections, so further discussions were needed to understand the current ward members priorities.
- 2.4 Over recent months the Transportation Infrastructure Service have undertaken discussions with elected members for Rawmarsh West and Wath wards and agreed in principle new schemes for their areas, subject to detailed design being undertaken and robust cost estimates to corroborate the proposals are financially viable.
- 2.5 For the Rawmarsh West ward, correspondence data was used to identify concerns around the speed of vehicles and the difficulty experienced by pedestrians crossing on Haugh Road and Green Rise.
- 2.6 Whilst discussing scheme options for the Wath ward, Councillors provided information regarding the concerns of residents to the speed of vehicles on Station Road and the difficulty for pedestrians to cross the road.
- 2.7 Following the discussions with the local ward councillors, the proposed Wath and Rawmarsh West schemes will include the installation of improved signage, provision of pedestrian refuge islands, reduced junction mouths, narrowing of vehicle lanes, new footways and connections to the existing footpath network and the installation of traffic calming measures, being mindful of our Public Sector Equality Duty to improve access for all none motorised users, with this in mind adequate footpath widths, dropped kerbs and tactile paving will be designed in to the schemes, further details are provided in the recommended section of part 3.

3. Options considered and recommended proposal

- 3.1 Various traffic options were considered for each ward, both sites have similar issues with busy roads causing community severance, isolating non-motorised users, making it difficult for these groups, especially the young and elderly, to cross the roads at busy times of the day.
- 3.2 Due to the time limited funding and the expected timeframe related to the development of another project, there are only two options available, these are: -
- 3.3 **Option1 – Recommended**

To approve the delivery of the newly developed and councillor agreed schemes for the Rawmarsh West and Wath wards, these are:-

The proposed Rawmarsh West Local Neighbourhood and Road Safety scheme is centred on Haugh Road at the junction with Green Rise. This scheme aims to improve pedestrian accessibility in the area by providing pedestrian refuge islands, reduced junction mouths, new footway connections and the installation of traffic calming measures along Green Rise and Harding Avenue.

The proposed Wath Local Neighbourhood and Road Safety scheme aims to improve pedestrian movements and reduce speed along Station Road. This will be achieved by installing improved signage and the narrowing of vehicle lanes by increasing the width of some splitter islands along Station Road from its junction with the B6097 Biscay Way, across the A6023 Manvers Way and on to Dearne Road adjacent to the Waterfront Golf course.

3.4 Option 2 – Not recommended

Doing nothing would not align with the submission made by local ward members and wouldn't align with the Cabinet decision of 17th March 2025.

4. Consultation on proposal

4.1 Engagement took place with the Rawmarsh West ward members on the 20th May 2025 and with Wath ward members on the 14th May 2025. Follow up meetings were subsequently held on the 17th June 2025.

4.2 Engagement with all statutory consultees, including South Yorkshire Police, South Yorkshire Fire and Rescue and the public will be undertaken once the schemes are approved as part of scheme development.

5. Timetable and Accountability for Implementing this Decision

5.1 If the recommendations are endorsed, then the associated schemes will be developed, including the processing of a road hump notice for Rawmarsh West. It is intended that designs will be completed by the end of the 2025/26 municipal year, for construction during 2026/27.

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 The scheme costs will be met from the Council's approved Transport Capital Programme, as approved by Cabinet on the 17th March 2025. This is already approved in the capital programme as part of the £3m budget allocation for LNRS schemes. The available budget for each project is estimated to be £120,000.

6.2 There are no direct procurement implications associated with the recommendations detailed in this report. If the engagement of external contractors is required to deliver the scheme, these must be procured in compliance with applicable procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023 dependent on the route to market selected) 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 The recommendations of this report are in compliance with Council's constitution and there are no substantive legal implications arising from the contents of this report

8. Human Resources Advice and Implications

8.1 There are no direct Human Resources implications arising from the recommendations contained in this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 Both sites have similar issues with busy roads causing community severance, isolating non-motorised users, making it difficult for these groups, especially the young and elderly, to cross the roads at busy times of the day. The proposed footway links and pedestrian crossing improvements should assist in reducing these concerns.

9.2 Reducing vehicle speeds can help lower the number and severity of collisions involving children, young people, and vulnerable adults, through reduced vehicle stopping distances and associated impact forces. This in turn will reduce the likelihood and severity of reported personal injury collisions on the highway for people within these groups.

10. Equalities and Human Rights Advice and Implications

10.1 Reducing speeds in neighbourhoods can improve road safety through a reduction in injury collisions, thus removing major barriers to people walking or cycling.

10.2 All the measure proposed in the schemes aim to benefit diverse and protected groups within the local community. The schemes will provide improved highway links, which enhance inclusivity for residents by providing greater connectivity to public transport and local amenities.

10.3 An Equalities Assessment has been completed for this report and is attached at Appendix 1.

11. Implications for CO2 Emissions and Climate Change

11.1 A Carbon Impact Assessment has been completed for this report and is attached at Appendix 2.

11.2 In summary, the following impacts are expected, with the scale and balance of emissions unknown until projects are further developed –

A one-off increase in emissions associated with the development and construction of the projects.

The increases associated with the development, construction, maintenance, and operation, reflect the systemic nature of the carbon emission problems;

whilst the energy and construction systems are emitters of carbon, any additional activity using these systems can be expected to result in increases in emissions.

- 11.3 Although marginal mitigation of CO2 emissions will principally consist of implementing measures that reduce reliance on motorised vehicles and encourage the public to use alternative modes of transport for short journeys, such as walking or cycling.

The changes are thought likely to be very small in the context of overall transport emissions in Rotherham, and very small in the context of the NZ2030 and NZ2040 targets, and remaining carbon budgets.

12. Implications for Partners

- 12.1. Where required engagement takes place with interested parties during scheme development and implementation phase. Any implication that arise, as far as reasonably practical, to do so, will be addressed as part of the scheme delivery.

13. Risks and Mitigation

- 13.1 Project risks will be identified within scheme design, business case and at operational level during the construction process. These are managed using recognised risk registers and in accordance with the Council's contract procedure rules.

14. Accountable Officers

Richard Pardy
Engineer, Transportation Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	Click here to enter a date.

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