

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member for Regeneration and Development
2.	Date:	2nd September 2013
3.	Title:	Proposed 2013/14 Local Safety Scheme Programme
4.	Directorate:	Environment and Development Services

5. Summary

To inform Cabinet Member of the 2013/14 Local Safety Scheme programme.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) detailed design and consultation on the schemes listed in Appendix A is undertaken and, subject to no objections being received, the schemes be implemented.**
- ii) The schemes be funded from the Local Transport Plan Integrated Transport Programme for 2013/14.**

7. Proposals and Details

Local Safety Schemes are targeted at locations having a history of treatable collisions where somebody has been injured. Locations for potential treatment are arrived at by initially identifying cluster sites and routes where at least seven collisions have occurred in the previous three years. These locations are then subject to detailed analysis which involves looking at the causes and circumstances of the collisions to determine if a treatable pattern exists and if a cost effective remedial treatment can be identified.

The cost effectiveness of a scheme is calculated by comparing the cost of implementing the scheme with the cost of the collisions that are expected to be saved during the first year of operation. This is known as the First Year Rate of Return (FYRR). Schemes with higher FYRRs, i.e. those where more collisions will be saved for the cost of the scheme, are prioritised for implementation.

As a result of carrying out such an analysis earlier this year 9 schemes have been identified for inclusion in the 2013/14 Local Safety Scheme programme. These are a mixture of route and junction treatments, and area wide traffic calming, as set out in Appendix A. All of these schemes have a FYRR in excess of 100% with the exception of the East Herringthorpe 20 mph zone which has a FYRR of 50%; a lower FYRR has been accepted in this case as rather than just being intended to reduce accidents the scheme is also being used as a test bed for a new approach to introducing 20mph zones using minimal traffic calming.

Examples of schemes that were implemented approximately 5 years ago together with the collision savings that have resulted are as follows:

- A618 Pleasley Road at the top of Guilthwaite Hill - Signs and road markings were improved together with the introduction of a 50mph speed limit and high friction surfacing. The number of personal injury collisions has been reduced from 13 in the 3 years before implementation to 4 since implementation
- Claypit Lane, Rawmarsh – Introduction of speed cushions and pedestrian refuges; personal injury collisions have been reduced from 8 to 1 since implementation.
- Sandy Lane/Cumwell Lane junction - Signs and road markings enhanced, high friction surfacing introduced and visibility improved out of Sandy Lane. Personal injury collisions reduced from 6 to 2 since implementation.

These examples demonstrate the effectiveness of low cost Local Safety Schemes in reducing collisions.

8. Finance

The recommended programme of schemes is expected to cost £330,000 and funding is available from the Local Transport Plan Integrated Transport Programme for 2013/2014.

9. Risks and Uncertainties

Some of the schemes will require the location of Statutory Undertakers apparatus to be investigated and this may affect scheme costs should any diversions be required. Furthermore any objections received as a result of consultation exercises for the schemes that cannot be resolved will require reporting to a future Cabinet Member meeting which will delay construction on site.

10. Policy and Performance Agenda Implications

These Local Safety Schemes are in line with the Council's objectives of achieving safer roads and also accord with the Equalities Policy.

11. Background Papers and Consultation

Consultation will be undertaken for each of the schemes having regard to the nature of the individual scheme.

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