

Committee Name and Date of Committee Meeting

Cabinet – 21 December 2020

Report Title

Neighbourhood Road Safety Fund Programme

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

This report provides an update on the Neighbourhood Road Safety Fund Programme that was approved in 2019/20 and seeks approval for the second tranche of the programme for delivery in 2020/21 and 2021/22.

Recommendations

1. That Cabinet approve the delivery of 20 schemes identified following the latest round of consultation in July 2020 as detailed in Appendix 3 section A.

List of Appendices Included

- Appendix 1: *Impact Assessment Screening Form*
Appendix 2: *Neighbourhood Road Safety Fund Programme – Tranche 1 Progress Update*
Appendix 3: *Neighbourhood Road Safety Fund Programme – Tranche 2 Proposed Schemes for Delivery in 2020/21 and 2021/22*

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Neighbourhood Road Safety Fund Programme

1.	Background
1.1	In February 2019, Council approved capital funding to support the delivery of locally defined road safety schemes with a budget of £150,000 per year for three years to March 2022.
1.2	Following approval of the funding a Councillor engagement seminar took place in July 2019 to establish a programme of work for Tranche 1, which was approved by Cabinet on 23 rd December 2019. Schemes identified for delivery from that process are detailed in Appendix 2.
1.3	On the 7 th July 2020, a second Councillor seminar was held to invite submissions for Tranche 2 of the programme. Additionally, officers have been invited and taken part in several individual online Ward meetings to discuss and advise on potential scheme options. Councillors were informed that the funding represented an opportunity for road safety concerns in their area to be raised for consideration of suitable interventions. A period of consultation then commenced during which time Councillors could submit, via email, up to three schemes. This consultation closed on the 31 st August 2020.
2.	Key Issues
2.1	From the Tranche 1 consultation in 2019/20, a total of 42 potential schemes were identified by Ward Councillors. Of the original schemes submitted, 19 are complete detailed in Appendix 2 (section A). A further 3 schemes are currently in delivery (section B) and investigations are still ongoing at 11 of the sites (section C) prior to delivery. No further action is currently proposed on the remaining 9 due to site constraints, non-compliance with standards, or where requests conflict with other projects.
2.2	For the Tranche 2 programme, local Ward Councillor engagement took place on 7 th July 2020, following which 52 neighbourhood concerns were put forward for consideration. Of these schemes, 28 are now at the stage where approval is required for delivery during 2020/21 and into 2021/22. Details of these are outlined in Appendix 3. Once completed and together with schemes from Tranche 1 above this represents around two thirds of the programme.
2.3	Remaining schemes from Tranche 2 will continue to be investigated and once ready for implementation a further report will be brought to Cabinet to seek approval to deliver. It is anticipated that this process will provide sufficient schemes for development and delivery in 2020/21 and 2021/22, completing the remainder of the three-year funding programme.
2.4	Any further submissions for the programme will be assessed in accordance within the terms of the Neighbourhood Road Safety Programme and, should

	any further budget remain, they will be included in the report referred to in 2.3 above.
3.	Options considered and recommended proposal
3.1	The Neighbourhood Road Safety Fund budget was established to enable small scale road safety improvements to be carried out within local Wards and communities. Options are considered as part of the Ward Councillor engagement process detailed in section 2 above and section 4 below.
3.2	Once concerns have been identified through this engagement process, evaluation takes place to consider the feasibility of schemes. Once a scheme is prioritised for delivery, site assessment and investigation work is then carried out to identify the most feasible technical options to achieve scheme aims. These are consulted on with the Cabinet Member for Waste, Roads and Community Safety and with Ward Councillors prior to commissioning of works.
3.3	Recommendation is for Cabinet to approve the delivery of 20 schemes identified following the latest round of consultation in July 2020 as detailed in Appendix 3 section A.
4.	Consultation on proposal
4.1	Ward Councillor engagement takes place at the outset of each year's programme as detailed above.
4.2	As specific schemes move towards the delivery phase then formal consultation is undertaken where required with key stakeholders, such as Ward Councillors and members of the public through the usual Council and statutory consultation processes.
5.	Timetable and Accountability for Implementing this Decision
5.1	Subject to Cabinet approval, work will start to deliver the feasible schemes immediately. Subject to any required legal processes, specialist signing/equipment procurement and approval for programme delivery, it is expected that projects will start to be delivered during the current financial year and into 2021/22.
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	Council agreed in February 2019 to support the delivery of locally defined safety schemes with a capital budget allocation of £450,000, providing £150,000 in each of the three years.
6.2	Assessment and analysis of the schemes including viability tests will result in a final programme of schemes set out in the Strategic Outline Case up to the

	value of the capital allocation.
6.3	For each project the Transportation and Design Team will work with the Procurement Service to carry out route to market options appraisals to ensure schemes deliver value for money through chosen contractors, and where required will develop full procurement business cases to identify, measure and maximise required outcomes and deliverables.
6.4	All Procurement activity will be carried out in line with the Council's Financial and Procurement Procedure Rules and UK Public Contract Regulations.
7.	Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)
7.1	Projects within the programme have various legal requirements for which the assistance of Legal Services may be required, for example the acquisition of land in third party ownership, and the development of Traffic Regulation Orders (TROs).
8.	Human Resources Advice and Implications
8.1	The schemes identified in Appendices 2 and 3 will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required.
9.	Implications for Children and Young People and Vulnerable Adults
9.1	Some of the schemes are designed to specifically benefit young pedestrians such as 20mph speed limits outside schools.
9.2	People with disabilities, including physical mobility and sensory problems, as well as learning difficulties, can experience problems in using the transport network, with issues such as inaccessible bus stops and difficulties crossing roads. The small-scale nature of the proposed schemes will tend not to impact on or address these issues but will follow national design guidance which includes consideration of all road users.
10.	Equalities and Human Rights Advice and Implications
10.1	Several of these schemes assist the visually impaired and those with mobility issues in crossing the road and accessing public transport by the proposed addition of Tactile paving, pedestrian refuges and the introduction of lower speed limits.
11.	Implications for Ward Priorities
11.1	The proposals have been developed through engagement with Ward Councillors and seeking to address local Ward Priorities. As stated in section 1.3, Councillors were asked for proposals in order to develop schemes for

	assessment.
12.	Implications for Partners
12.1	As the proposals are small in scale and generally respond to community concerns rather than arising directly from recorded collision data, the implications for emergency services and the Road Safety Partnership are limited. Any implications that may arise through specific measures would be addressed as part of a Traffic Regulation Order process.
13.	Risks and Mitigation
13.1.	The projects identified in Appendix 3 are at the very early stages of development. Through the feasibility and design process, elements of the design can change, or projects can become out of scope and undeliverable from a cost and engineering perspective. However, these risks will be managed through good project and programme management processes to continually monitor design and delivery to ensure available funding is not exceeded.
14.	Accountable Officers
	Andrew Lee Senior Engineer, Transportation Infrastructure Service Ext 54489 Email: Andrew.lee@rotherham.gov.uk
	Andrew Moss Head of Planning and Transport, Regeneration and Environment, Planning and Transport Service Ext: 22382 Email: Andrew.moss@rotherham.gov.uk

Approvals obtained on behalf of Statutory Officers:-

	Named Officer	Date
Chief Executive	Sharon Kemp	07/12/20
Strategic Director of Finance & Customer Services (S.151 Officer)	Graham Saxton	09/09/20
Head of Legal Services (Monitoring Officer)	Bal Nahal	14/09/20

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This report is published on the Council's [website](#).

APPENDIX 1

PART A - Initial Equality Screening Assessment

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

A **screening** process can help judge relevance and provide a record of both the process and decision. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality and diversity
- whether or not equality and diversity is being/has already been considered, and
- whether or not it is necessary to carry out an Equality Analysis (Part B).

Further information is available in the Equality Screening and Analysis Guidance – see page 9.

1. Title

Title: Neighbourhood Road Safety Schemes

Directorate: Regeneration and Environment

Service area: Transportation Infrastructure

Lead person: Andrew Lee

Contact number: 01709 254489

Is this a:

☐

Strategy / Policy

☒

Service / Function

☐

Other

If other, please specify

2. Please provide a brief description of what you are screening

Approval of Road Safety Schemes to be funded from the Neighbourhood Road Safety Schemes in 2020-21 to deliver the Council's statutory duties and priorities with regard to highways road safety improvements.

3. Relevance to equality and diversity

All the Council's strategies/policies, services/functions affect service users, employees or the wider community – borough wide or more local. These will also have a greater/lesser relevance to equality and diversity.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, disability, sex, gender reassignment, race, religion or belief, sexual orientation, civil partnerships and marriage, pregnancy and maternity and other socio-economic groups e.g. parents, single parents and guardians, carers, looked after children, unemployed and people on low incomes, ex-offenders, victims of domestic violence, homeless people etc.

Questions	Yes	No
Could the proposal have implications regarding the accessibility of services to the whole or wider community? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	Yes	
Could the proposal affect service users? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	Yes	
Has there been or is there likely to be an impact on an individual or group with protected characteristics? <i>(Consider potential discrimination, harassment or victimisation of individuals with protected characteristics)</i>	Yes	
Have there been or likely to be any public concerns regarding the proposal? <i>(It is important that the Council is transparent, and consultation is carried out with members of the public to help mitigate future challenge)</i>		No
Could the proposal affect how the Council's services, commissioning or procurement activities are organised, provided, located and by whom? <i>(If the answer is yes you may wish to seek advice from commissioning or procurement)</i>		No
Could the proposal affect the Council's workforce or employment practices? <i>(If the answer is yes you may wish to seek advice from your HR business partner)</i>		No

If you have answered no to all the questions above, please explain the reason

If you have answered **no** to all the questions above, please complete **sections 5 and 6**.

If you have answered **yes** to any of the above, please complete **section 4**.

4. Considering the impact on equality and diversity

If you have not already done so, the impact on equality and diversity should be considered within your proposals before decisions are made.

Considering equality and diversity will help to eliminate unlawful discrimination, harassment and victimisation and take active steps to create a discrimination free society by meeting a group or individual's needs and encouraging participation.

Please provide specific details for all three areas below using the prompts for guidance and complete an Equality Analysis (Part B).

- **How have you considered equality and diversity?**

The report details a programme of work, it is proposed that an Equality Analysis is carried out on larger schemes where required. Specifically, this refers to the Council's "Equality Analysis; A Guide and Methodology" document, with particular need to accord with Step 3; Engagement. This will ensure that through consultation, schemes will be designed to meet the individual requirements of different people and different communities, considering barriers in relation to protected characteristics.

In addition, the key characteristics identified within the Equality Act have been broadly assessed below in key findings.

- **Key findings**

Age (older people)

Older people can encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting buses and using steps at railway stations.

Population forecasts indicate that the number of older people in the Borough is set to increase in the future.

Age (younger people)

Access to school and appropriate crossing points on busy roads may have a higher impact on younger people.

Disability

Both national and local data acknowledges that transport issues have a significant impact on the lives of people with disabilities. Disabled people tend to travel and drive cars less often than the rest of the population. In fact, the most common mode of travel for people with disabilities is as a car passenger. People with disabilities can also experience problems in using public transport, with issues such as inaccessible bus stops, stations, and vehicles.

The term 'disabilities' covers a multitude of issues, such as physical mobility and sensory problems, as well as learning difficulties. Therefore, the transport needs of people with disabilities are wide-ranging and require numerous solutions when planning and developing accessible road safety schemes.

Race/Ethnicity

The Race Relations (Amendment) Act 2000 places a general duty on public authorities to actively promote race equality. The Council's own practices recognise that there is a need for equality of access to information and services.

Gender

Evidence from national surveys indicates that women in general have less access to cars than men and are more likely to use public transport. Women also undertake more supervising journeys than men, whether this is with young children or as a carer.

The Equality Act places a legal duty on local authorities to eliminate unlawful harassment or discrimination, and to promote equality between men and women. In terms of road safety, this includes considering the needs of escort journeys with young children.

Sexual Orientation

There is no evidence available to suggest that there are specific transport access needs with regards to sexual orientation.

• Actions

Undertake Equality Impact Assessments on larger schemes as they are developed.

Date to scope and plan your Equality Analysis:	July 2020
Date to complete your Equality Analysis:	August 2020
Lead person for your Equality Analysis (Include name and job title):	Andrew Lee – Senior Road Safety officer

5. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening:

Name	Job title	Date
Andrew Moss	Interim Head of Transport Infrastructure	04/09/2020

6. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given.

If this screening relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy of **all** screenings should also be sent to equality@rotherham.gov.uk For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

Date screening completed	8 th September 2020
Report title and date	Neighbourhood Road Safety Fund Programme
If relates to a Cabinet, key delegated officer decision, Council, other committee or a significant operational decision – report date and date sent for publication	19 th October 2020
Date screening sent to Performance, Intelligence and Improvement equality@rotherham.gov.uk	4 th September 2020

APPENDIX 2:

Neighbourhood Road Safety Fund Programme – Tranche 1 Progress Update

A. Completed Year 1 Schemes (2019-20)

Location	Scheme	Ward
Dinnington Road/Worksop Road/Gildingwells Road, Woodsetts	Vehicle Activated Sign (VAS) speed signs - Completed	Anston & Woodsetts
Sheffield Road, South Anston	VAS speed signs - Completed	Anston & Woodsetts
Worksop Road (Between Grange Avenue & Warren Close)	Priority Give Way System – Investigated and road layout precludes scheme. 30mph VAS substituted for suggested measures	Anston & Woodsetts
Wellgate, Rotherham Town Centre	Bollards around car park entrance - Completed	Boston Castle
Lordens Hill, Dinnington	VAS speed signs - Completed	Dinnington
New Road, Firbeck	VAS speed signs - Completed	Dinnington
Laughton Road, Dinnington	Supplementary Bollards - Completed	Dinnington
Masefield Road & Stokewell Road	School 20mph Zone - Completed	Hoover
Main Street/Barrow Hill, Wentworth	30mph Roundels not possible therefore VAS sign installed - Completed	Hoover
Rotherham Road, Brampton Bierlow	30mph Roundels not possible therefore VAS sign installed - Completed	Hoover
A634 Blyth Road near junction with Woodlea Lane	Warning Signs - Completed	Maltby
Broom Lane, Sitwell School	School 20mph Zone signing at Grange Road – Completed.	Sitwell
Wentworth Road/ Fitzwilliam Street/ Piccadilly Road/Church Street & Highthorn Road, Swinton Ward	Portable Vehicle Activated Sign (VAS) - Completed	Swinton
Wentworth Road & Fitzwilliam Street/Milton St near Highfield Court	Red Surfacing & SLOW markings - Completed	Swinton
Station Road, Wales (at the shops)	Lowered Kerb crossing completed	Wales
Newhill Road, Quarry Hill Road, Racecourse Road & Doncaster Road, Wath	Portable Vehicle Activated Sign (VAS) - Completed	Wath
St Johns Avenue	Tactile surface & Road Markings. This is now complete.	Wickersley

Fleming Way	Red surfacing and SLOW markings - Completed	Wickersley
Bassingthorpe & Ginhouse Lane	Warning Signs - Completed	Wingfield

Nearing completion or where assessments are ongoing from Tranche 1

These schemes are subject to there being no objections to consultations, successful completion of Traffic Regulation Order processes, on site investigations/analysis, and in the case of controlled crossings the site must meet the required standards and associated criteria.

B. Schemes approved in 2019 now in delivery

Location	Scheme request	Ward
Monkwood Road nr Monkwood School	School 20mph speed limit, additional bollards and alterations to lining	Rawmarsh
Coach Road, Greasbrough	Zebra Improvements – Lining completed & Signing will be completed when the new signing and equipment can be programmed for installation	Wingfield
Main Street, Greasbrough	Zebra Improvements – Illuminated post and beacon improvements to be completed when the new signing and equipment can be programmed for installation	Wingfield

C. Schemes approved in 2019 which are still being developed prior to delivery

Location	Scheme request	Ward
Welham Drive	Waiting Restrictions (To be combined with another Traffic Regulation Order)	Boston Castle
Millard Lane junction with Muglet Lane	Waiting Restrictions request – Traffic Regulation Order is to be combined with another in the vicinity to introduce restrictions here.	Maltby
Blyth Avenue at junction with Dale Road	Junction Widening, under review. Any alteration would require other works nearby – this will be considered should that work be completed.	Rawmarsh
Broad Street, Rawmarsh	Controlled Pedestrian Crossing – To be assessed as part of another scheme in the vicinity	Rawmarsh
Bradgate	20mph speed limit – assessed and awaiting approval.	Rotherham West
Kilnhurst Road outside Sandhill School	Traffic Calming – To be considered as part of a recent housing application to avoid abortive works.	Silverwood

Spinneyfields	Waiting Restrictions (To be combined with another Traffic Regulation Order)	Sitwell
Worrygoose Island/Broom Lane	Pedestrian refuge request – This is subject to a larger scheme study which will include such features. No further action is proposed as part of this funding.	Sitwell
Kiveton Lane, Hard Lane & Station Rd	Traffic Signals – Traffic signalisation is cost prohibitive (circa £200,000). An alternative scheme may be possible making modest adjustments to alignment and road markings, this is under investigation.	Wales
Colliery Road, Kiveton Park	Traffic Calming – Traffic survey, completed investigation of potential interventions will continue.	Wales
Listerdale & Black Carr Road, Wickersley	20mph Zone. Traffic survey completed Report to be prepared for Assistant Director to approve full formal consultation Investigations into the request for preventing through traffic between Northfield Lane and Bawtry Road, including “no right turn” out of Black Carr Road onto Bawtry are to take place.	Wickersley

APPENDIX 3

Neighbourhood Road Safety Fund Programme - Tranche 2 Proposed for Scheme Development

Schemes identified for 2020/2021

These schemes are subject to there being no objections to consultations, successful completion of Traffic Regulation Order processes, on site investigations/analysis, and in the case of controlled crossings the site must meet the required standards and associated criteria.

Schemes requiring approval for delivery during 2020/21 and into 2021/22.

Location	Scheme request	Ward
Woodsetts Road, Lakeland Drive, Main Street, Penny Piece Lane, Crowgate, West Street and Sheffield Road (from 3 submissions)	Portable Vehicle Activated Sign / Speed indicator sign for Crowgate	Anston and Woodsetts Ward
Swinston Hill Road, Monksbridge Road, Todwick Road (from 2 submissions)	Portable Vehicle Activated Sign	Dinnington
School Road, Laughton-en-le-Morthen	Minor scheme to include road marking alterations, introduction of a splitter island and red carriageway surfacing (measures to address speeding concerns)	Dinnington
Addison Road	Portable Vehicle Activated Sign and footway link / footway improvement to shops	Hellaby
A631 Bawtry Road	Signing and / or lining improvements to address motorists going against the one-way system. Travellers Inn to Bentley Road	Hellaby
Aughton Mews	Anti-verge parking measures, such as wooden posts	Holderness
Pontefract Road, Packman Road and Rotherham Road (from 3 submissions)	Portable Vehicle Activated Sign	Hoober
Oaks Lane / A629 Wortley Road	Red surfacing, Vehicle Activated Sign, lining and signing improvements	Keppel
A631 Tickhill Road	Signing and lining improvements	Maltby
Meadowbank Road outside Jet Station	Wooden posts in verge outside Jet filling station	Rotherham West

Long Lane, Treeton	Signing and lining improvements	Rother Vale
Middle Lane South, Doncaster Road at Mushroom Roundabout) and Western Avenue (from 3 submissions)	Measures to address speeding (exact details to be determined)	Rotherham East
Whiston Junior and Infant School	Billy and Belinda Bollards	Sitwell
Whiston Worrygoose School	Billy and Belinda Bollards	Sitwell
Prior Mede, Carver Close, Woodall Lane, Union Street, Sycamore Avenue and Walesmoor Avenue (from 3 submissions)	Pedestrian dropped crossing	Wales
Campsall Field Road	Dropped Kerbs, Frail and disabled pedestrian signing/ slow markings and portable Vehicle Activated Sign	Wath
Sycamore Avenue	Signage warning drivers of a school ahead. Road Markings and tactile surface.	Wickersley
Fleming Way	School ahead warning signage in addition to measures introduced	Wickersley
Roughwood Road (Between Wingfield Road & School)	Measures to address speeding	Wingfield