

Public Report
Overview and Scrutiny Management Board

Committee Name and Date of Committee Meeting

Overview and Scrutiny Management Board – 01 December 2022

Report Title

Progress Update - Kingsforth Lane Cumwell Lane

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)

Andrew Lee, Group Lead Local Traffic and Road Safety Schemes

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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 follow-up report on road safety measures along Cumwell Lane and Kingsforth Lane.

Recommendation

That the current approach associated with the investigation and analysis of reported Personal Injury Road Traffic Collisions, together with the prioritisation of intervention measures aimed at reducing the number and severity of collisions taking place on the highway network are noted.

List of Appendices Included

Appendix 1 – Scrutiny Review of Average Speed Cameras

Background Papers

Petition requesting road safety improvements along Kingsforth Lane / Cumwell Lane as presented during the Overview and Scrutiny Management Board meeting on the 11th of May 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

Progress Update - Kingsforth Lane Cumwell Lane

1. Background

1.1 During the Overview and Scrutiny Management Board meeting held on the 11th of May 2022, Members made seven recommendations which are listed below:

1. That the call for action as outlined in the petition be supported.
2. That the proposed actions outlined by the Cabinet Member for Transport and Environment be supported
3. That an evaluation is undertaken by the Strategic Director for Regeneration and Environment and the Speed Camera Partnership to assess the feasibility of installing average speed cameras on Cumwell Lane/Kingsforth Lane.
4. That this evaluation includes benchmarking of comparable local authorities with average speed cameras in their areas, any learning from the installation and their impact on road safety.
5. That Cabinet and the Safety Camera Partnership be asked to support the resourcing of the infrastructure required for the installation and maintenance of average speed cameras on Cumwell Lane/Kingsforth Lane should their feasibility be established.
6. That the Council's response to and lesson learnt from the fatal traffic incidents in 2018 and 2019 on Cumwell Lane/Kingsforth Lane be circulated to Board Members and the Lead Petitioner by the Strategic Director for Regeneration and Environment.
7. That an update on progress in respect of the recommendations outlined, is provided to this Board in 6 months with a further report to be provided to Improving Places Select Commission in 12 months

1.2 This report is provided as requested in recommendation 7 above and provides an update on recommendations 2 – 6. 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 2017 to 2021, 8,397 people were killed in reported road traffic accidents across Great Britain. The annual figures are similar to those seen across the country since 2012 and include the period during Covid-19 lockdowns when traffic flows reduced.

1.3 During the same 5-year period, 48 people sadly lost their lives due to a road traffic collision in Rotherham, of which 3 occurred on Kingsforth Lane / Cumwell Lane.

2. Key Issues

2.1 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.

2.2 In addressing road safety concerns, central Government places a statutory duty on local authorities to undertake studies into road traffic collisions, and to take steps to reduce and prevent them. In undertaking this duty at Rotherham, every year officers within the Council's Road Safety and Traffic Management team

carry out an analysis of all Personal Injury Collisions that have occurred within the borough during the previous three calendar years. The objective is to identify locations, or stretches of road, where collisions have taken place to determine if there is a treatable accident pattern and if cost effective measures can be implemented.

2.3 Over several years the route of Kingsforth Lane and Cumwell Lane has been identified via the annual analysis of Road Traffic Collision sites for separate reasons, including incidences of motorists entering into the path of approaching vehicles and loss of control collisions. On each occasion measures have been introduced to mitigate these and have included installation of the following:

- Vehicle Activated Signs either side of the Fishing Ponds bend (2009 and 2022);
- Improved signage to warn motorists of bends and junction hazards;
- Verge marker posts through bends to improve motorist awareness of the route.
- Carriageway surfacing to ensure appropriate skid resistance;
- Replacement of worn out of defective central road studs (cat's eyes)
- 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

2.4 Furthermore, this stretch of road has suffered from issues associated with infrastructure theft and vandalism which has undoubtedly put road users at risk. This includes malicious vandalism of the two Vehicle Activated Signs originally installed, whereby the poles were sawn to steal the solar panels and wind-turbines, together with the theft of Lattix sign poles associated with road traffic signs. In addressing these matters alternative measures have had to be sought and implemented.

2.5 In June 2022 the Council introduced the following additional intervention measures (in response to Recommendation 2) because of on-going road safety matters along Kingsforth Lane and Cumwell Lane, these included:

- 50mph speed limit along the length of the road between Hellaby and Thurcroft
- Carriageway resurfacing Kingsforth Lane between Landfill Site entrance and Thurcroft Village – Completed in June 2022
- Replacement of all central road studs with solar powered units which help to delimitate the route better
- Replacement of missing or damaged road traffic signs
- Introduction of Rain Line/Weather line road markings, making them more conspicuous during periods of inclement weather
- Red carriageway surfacing within existing central hatching and 'slow' markings to emphasise hazards
- Introduction of additional reflective verge marker posts through several bends and replacement of existing damaged units
- Cutting back and clearing of vegetation along the route and clearing of general detritus and rubbish
- Localised works to divert discharge from field drain into existing highway drain - Completed August 2022

- Installation of a vehicle Activated Signs on each approach to the Fishing Ponds Bend which is triggered when a vehicle travelling over the speed limit is detected.

Average Speed Cameras

2.6 A further recommendation from the meeting on 11th May (Recommendations 3 - 5) was for an evaluation of the potential for installation of Average Speed Cameras on Kingsforth Lane to be completed. This has been completed as detailed below.

2.7 An average speed camera continuously captures images of vehicles as they pass through its field of view. Their number plates are read using Automatic Number Plate Recognition (ANPR) and the average speed of the vehicle is calculated between the two designated linked cameras, over the known baseline distance.

2.8 At present it is understood the only average speed camera units in use within the South Yorkshire region are those located on the A616 at Langsett and Stocksbridge (section 2.9 below). Though principally located on motorway and trunk roads, other authorities have installed them on similar settings along Class A roads. There are also examples of these cameras being used on lower classifications of highway but where there are known injury accident histories.

2.9 The system currently used on the A616(T) Stocksbridge By-Pass and the A61 between Sheffield and Barnsley is SPECS and SPECS3 (Vysionics Ltd). These monitor vehicle speeds as detailed in section 2.7 above.

A review of collision data for these sites indicates the following reported collisions pre and post implementation of the average speed camera system on the A61, Sheffield:

2011 to 2014 (pre installation)	4 serious and 22 slight collisions
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2015 Installation of system

2016 to 2018 (post installation)	6 serious and 12 slight collisions
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2019 to 2021 (during covid lockdowns)	3 serious and 9 slight collisions
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It must be borne in mind that the A616(T) is of a different character in terms of highway layout and traffic profile and flow, that a meaningful comparison could not be made to the Kingsforth Lane/Cumwell Lane site.

2.10 Kingsforth Lane is a rural road with a 60mph (national) speed limit in place (now 50 mph). In applying the site selection criteria set out in the SYSRP Camera Site Selection Criteria, Appendix 1, to the speed data for Cumwell Lane / Kingsforth Lane, the route does not meet the required threshold for installation of these cameras based on the 85th percentile speed data (the accepted standard used to determine the speed at which the majority of motorists travel). Appendix 1 contains speed survey data retrieved in February 2022 and again in November 2022.

2.11 Additionally, Department for Transport criteria stipulates that other cost-effective engineering solutions should be explored before average speed cameras are considered, of which several intervention measures as set out below were introduced during June 2022.

2.12 As the measures referred to in section 2.5, above, are now in place the correct process for assessment of the viability of an Average Speed Camera system along Kingsforth Lane and Cumwell Lane would initially be to assess the effectiveness of these measures over the next 12 months. The assessment would be based on reported road traffic collisions and vehicle speeds. Should this indicate poor compliance of the speed limit with associated road traffic collisions then a reassessment of an average speed system could take place.

2.13 Recommendation 6 of the meeting on 11th May 2022 requested that the Council's response to and lesson learnt from the incidents in 2018 and 2019 be shared with the Board and Lead Petitioner. As the Coroner's hearing process is not yet complete in respect of more recent incidents, it is not possible to complete this task at the current time.

3. Options considered and recommended proposal

- Option 1 was to carry out no additional response action following recent incidents on this route. This was not recommended.
- Option 2 involves carrying out none or only some of work detailed in Section 2, above, pending the outcome of more recent incident related Coroner's hearings. This was considered inappropriate given the previous incident patterns and concerns raised.
- Option 3 was to carry out the programme of work described in Section 2 and to continue to monitor the route performance. The recommended option.

4. Consultation on proposal

4.1 Consultation takes place at scheme level for road safety and traffic management schemes according to the needs identified by each scheme.

5. Timetable and Accountability for Implementing this Decision

5.1 As the existing methodology of assessing reported Personal injury Road Traffic Collisions within the borough is current policy, there are no additional timescales or accountability required for this decision. Schemes can take a few months or more than one year to complete depending on the project requirements for funding, design approvals and traffic order making.

5.2 The timetable for implementing a new methodology of assessing reported Personal injury Road Traffic Collisions within the borough would take several years to complete, given the need to undertake post-scheme analysis of the reported Road Traffic Collisions.

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 costs associated with the existing policy for assessing reported Personal injury Road Traffic Collisions within the borough are covered within the Local Transport Plan.
- 6.2 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.
- 6.3 The costs associated with implementing a new methodology of assessing reported Personal Injury Road Traffic Collisions would be covered within existing budgets, however, this work would potentially affect road safety projects as the budget associated with Accident Investigation and Prevention studies together with design and constructions costs are one.

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

- 7.1 None at this stage but would potentially be required where a decision to amend the method of addressing road traffic collisions was made.

8. Human Resources Advice and Implications

Schemes are currently delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants will be used where required. No changes would be required if the current procedure is maintained.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 The existing assessment method associated with the assessment of Road Traffic Collision sites used in the borough considers the proportion of children, Young People and Vulnerable Adults within the studies undertaken at each site identified.

10. Equalities and Human Rights Advice and Implications

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

11. Implications for Partners

- 11.1 No additional implications for Partners will occur as a result of using the existing assessment and implementation method.

11.2 Where a decision to amend the method of addressing road traffic collisions was made this would potentially have implications for all partners listed in paragraph 2.8 of this report, due to the Partnership working across South Yorkshire.

12. Risks and Mitigation

12.1 The existing assessment method used by Rotherham Borough Council is based on guidance produced RoSPA (Royal Society for the Prevention of Accidents) together with the statutory duties placed on local authorities by central Government. The method of assessment is a reactive measure following reported collisions and not a preventative measure.

12.2 Adopting a Safe Systems approach will require a systematic, multi-disciplinary and multi-sectoral scheme of work to address the safety needs of all users. The proactive strategy places road safety in the centre of road traffic system planning, design, operation, and use. The effective implementation of the Safe System approach to road safety is based on a shared responsibility. It moves away from the previous focus on making road users compliant. It continues to be important that road users comply with the rules of the system, but also that the system is forgiving when people make mistakes. In adopting this approach move the emphasis away from reactive collision investigation and prevention work to a pre-emptive design concept.

13. Accountable Officer(s)

Andrew Moss, Interim 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)	Named officer	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.
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.

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Schemes

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