

Summary Sheet

Council Report – 2nd March, 2016

Title: ROTHERHAM TRANSPORT STRATEGY

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

Strategic Director Approving Submission of the Report:

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Ward(s) Affected: ALL

Executive Summary:

The Rotherham Transport Strategy (2016-2026) provides the policy framework which sets out the proposed approach to the provision and management of transport and transport infrastructure in Rotherham.

It is recommended that Full Council:

- i) Approve the adoption of the Rotherham Transport Strategy 2016-2026.

List of Appendices Included:

A) Final Rotherham Transport Strategy (2016-2026) ([link](#)) - a full detailed copy will also be available for inspection at the Town Hall

B) Summary of the Strategy

C) Table of consultation comments received

Background Papers: The Sheffield City Region Transport Strategy (2011-26)

Rotherham Local Plan Core Strategy

Consideration by any other Council Committee, Scrutiny or Advisory Panel: YES

Council Approval Required: YES

Exempt from the Press and Public: NO

Title: ROTHERHAM TRANSPORT STRATEGY 2015-2026

1. Recommendations

It is recommended that Full Council:

- i) Approve the adoption of the Rotherham Transport Strategy 2016-2026.

2. Background

- 2.1 The policies in the strategy contribute to all four of the Council's Corporate Plan priorities. Helping local people into work will be achieved by the provision of sustainable transport links and alternative modes of travel to the private car. Vulnerable people will be helped by the provision of infrastructure (such as tactile paving) and the provision of services that meet their needs. Road maintenance and road safety are central themes of the strategy. The promotion of active travel will help to reduce inequalities and improve health.
- 2.2 The Transport Strategy aligns with the themes and ambitions of the Rotherham Growth Plan and the policies and aims of the Local Plan. Transport and accessibility is the glue that binds the Borough together. As the Borough grows it is essential to connect people with jobs, services, friends and families but the demand for travel needs to be balanced with a need to manage traffic congestion and provide attractive, safe, affordable and sustainable travel options to reduce the negative effects of vehicle use and emissions. The Transport Strategy can be found at the following [link](#).

3. Key Issues

- 3.1 Whilst the Rotherham Transport Strategy (RTS) for the period 2016-2026 is being introduced during a time of unprecedented change and austerity in which transport budgets have been reduced, it must still address two fundamental challenges:
 - i) To support economic recovery in the Borough and;
 - ii) To adapt to and reduce the transport systems impact on safety, health and climate change to help safeguard its benefits for future generations.
- 3.2 The Strategy explains how we will build on our strong transport policy direction set out internationally, nationally and locally in the Sheffield City Region (SCR) Transport Strategy (2011-2026). It features our proposals to continue to improve the safety and condition of our road network in Rotherham and to support sustainable and affordable transport modes through continuing to improve public transport and enabling people to walk and cycle more. The strategy (summarised in **Appendix B**) lays out a series of challenges with objectives, themes and actions and eventual outcomes that will contribute to the overall vision that by 2026 Rotherham will:
 - Enjoy sustainable growth – new development will be based on compact mixed use centres focussed on high-quality public transport.
 - Be a connected place – people and places are connected by an integrated, safe and efficient transport network.
 - Make sustainable travel choices – walking, cycling and public transport are a normal part of daily travel

- 3.3 Fairness, safety and sustainability will be embedded in the transport projects we deliver. The purpose of investing in transport and the economy is not just about benefiting one group at the expense of another but to create the personal, social and cultural well-being of all.
- 3.4 The Strategy recognises that fuel and other costs are now rising faster than incomes and for some people car travel is simply becoming too expensive. It also addresses concerns about the rising levels of ill-health associated with sedentary lifestyles and obesity, as well as the health effects of poor air quality.
- 3.5 Active transport is proven to help reduce this growing problem. The strategy therefore seeks to promote alternatives to car travel that will sit alongside traditional road schemes and local projects to ensure everyone has the potential to benefit from economic recovery and future growth in a healthy, sustainable manner. Work will also continue with local communities to deliver small scale improvements in local streets and areas to improve peoples' safety and well-being.
- 3.6 The Council will strive to continue to be a leader in local transport delivery and is committed to delivering a transport system that meets our challenges, works for all of our travelling public and businesses, helps to support growth and is environmentally fit for the future.
- 3.7 A performance monitoring chapter has been added to the strategy to demonstrate how progress will be measured.
- 3.8 The draft Rotherham Transport Strategy is being adopted at a time of significant pan-Northern and Government collaboration on strategic transport and highways infrastructure, developed through Transport for the North. This work is ongoing and will concentrate on key rail and road inter-city (region) connectivity, such as the integration of High Speed Two with Northern Powerhouse Rail, but also consider issues such as local strategic connectivity improvements within city regions. It is not proposed that the adoption of the Transport Strategy should be delayed until this work is complete, as there is still significant work to be undertaken, but that the principles and key schemes contained within the strategy will influence Rotherham's position on the emerging options and recommendations of Transport for the North.

4. Options considered and recommended proposal

- 4.1 The Transport Strategy provides the policy framework against which local decisions will be made, particularly in respect of options for investment in our local highway and transport network. However, whilst transport projects are acknowledged by the Government as providing a key role in supporting economic growth, there is clearly uncertainty in the amount of funding that will be available in the future, not just locally but nationally. Deliverability of the proposed schemes and actions that will ultimately deliver the outcomes of the strategy will be at risk if funding is not forthcoming.

5. Consultation

Consultation undertaken to date:

- Internal consultation with services that are most likely to be influenced or affected by the proposed strategy, including a seminar held with relevant M3 managers.
- Briefings with Commissioner Kenny and Cllr Lelliott in July 2015 with comments and feedback included.

- Presentation to the Transport Liaison Group of the Council on 23rd September
- Presentation to the Improving Places Select Commission on the 14th October 2015.
- A 4 week public consultation planned which finished on 10th December 2015.
- Transport Strategy endorsed by Advisory Cabinet on 15th February 2016.

Overall responses to the consultation were positive and complimentary about the strategy, most comments from stakeholders were requests for minor amendments relating to terminology or financial arrangements, where appropriate these have been included. Some comments were felt to be more appropriate for other organisations to consider and these will be forwarded to the relevant body. A copy of the comments received is attached at **Appendix C**.

6. Timetable and Accountability for Implementing this Decision

- 6.1 Following adoption of the Strategy the implementation of the majority of the policies within it will fall within the responsibility of the Regeneration and Environment Directorate. An annual monitoring report will be prepared to determine the progress in delivering the objectives of the strategy.

7. Financial and Procurement Implications

- 7.1 Whilst the delivery of the ambition and outcomes of the transport strategy is multi-faceted and involves many services across the Council it is significantly affected by the level of funding it has available to deliver transportation and highway projects. Government announcements in early 2015 indicated that the core Local Transport Plan funding (capital grants) for both Integrated Transport (IT) and Maintenance that RMBC receives would continue over a period of 6 years. However as of March 2015 the level of LTP funding for integrated transport has been much reduced.
- 7.2 We have already seen a reduction in LTP IT grant is as a direct result of Government cuts in 2011 and at the start of 2014/15 as a result of the Government transferring existing funds into the Local Growth Fund, a competitive fund aligned to the City Deal process and submission of Strategic Economic Plans. Increasingly Government are reducing the grants available to Highway Authorities and making funding available on a competitive basis. Rotherham has been successful in submitting bids to and receiving funds from many of these opportunities, both on its own and with South Yorkshire and other partners, such as the LSTF and Pinch Point funds. Similarly we have also successfully secured European Regional Growth Funding towards schemes. However, the resources available to prepare and develop successful bids are constrained by the revenue pressures the Council and Transportation and Highway Projects continues to face.
- 7.3. As a result of the recently announced agreement on devolution, Sheffield City Region (SCR) will work with Government to define a Devolution Deal that enables the SCR to wield greater influence over the future shape of transport investments in the area. Transport plays a vital role in catalysing and supporting economic growth. This will extend Sheffield City Region's influence over local buses, railways, trams and greater collaboration on managing a network of key roads. The indications are that a single pot of £30m per year for 30 years, will be available to support economic growth in the SCR, which includes future transport and highways infrastructure. In addition, a single consolidated Transport Fund will be created, although the funds to be consolidated into this are still to be defined. Further detailed work will be undertaken by local partners in advance of

the deal being formally approved by the constituent members of the SCR Combined Authority.

- 7.4 The Sheffield City Region (SCR) Growth Plan, which was submitted to Government in March 2014 sets out our plans to transform the local economy over the next decade. At the heart of the plan is the creation of 70,000 new private sector jobs and 6,000 new businesses. In December 2014 the SCR secured a £320 million Growth Deal from Government. The funding will go towards supporting over £600 million worth of infrastructure projects, including significant improvements transport and highways infrastructure.

8. Legal Implications

- 8.1 The Council's duties as a highway authority and planning authority are incorporated in the strategy. The transportation policies within the Local Plan Core Strategy, which are included within the draft Transport Strategy, were examined and adopted in summer 2014.

9. Human Resources Implications

- 9.1 The proposed strategy has no direct HR implications.

10. Implications for Children and Young People and Vulnerable Adults

- 10.1 The strategy recognises that children, young people and vulnerable adults are often dependent on public transport, cycling and walking. Work will continue with schools to maintain pedestrian and cycle training. We will continue to update our review of road safety which audits all schools in the borough and continue to deliver schemes such as the school 20mph trial. In addition we will work with public transport operators and South Yorkshire Passenger Transport Executive to provide low cost tickets for use on buses in the area, particularly through the Rotherham Voluntary Bus Partnership. Through devolution in SCR we will work collaboratively to deliver the benefits of smart ticketing and consider fully our potential to operate a franchised bus network.

11 Equalities and Human Rights Implications

- 11.1 The strategy recognises that Rotherham has inequalities in access to mobility which limits opportunities for some. In order to partly redress this balance, the strategy promotes a network of sustainable travel choices that are low cost and help to facilitate journeys to work, education and leisure. In developing schemes and initiatives to implement the strategy officers will consider opportunities to provide facilities to enhance the accessibility of Rotherham's transport and highway networks for users with specific needs or disabilities.

12. Implications for Partners and Other Directorates

- 12.1 Adoption of this strategy will align action in Rotherham with the Sheffield City Region Transport Strategy without impacting any budgets held by other directorates in the Council. There are considerable synergies with the Council's Air Quality Action Plan as well as close links with Planning and Regeneration and Public Health. Close partnership working exists between South Yorkshire Local Authorities and South Yorkshire Passenger Transport Executive.

13. Risks and Mitigation

- 13.1 There is some uncertainty regarding the amount of Government funding that will be available in the future, not just locally but nationally; transport projects are

acknowledged by the Government to support Economic Growth and therefore stand a reasonable chance of being supported. Deliverability of the proposed schemes and actions is at risk if funding is not forthcoming. This is mitigated to a certain extent by the scalability of the proposed actions.

14. Accountable Officer(s)

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Approvals Obtained from:-

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Director of Legal Services: STUART FLETCHER

Head of Procurement (if appropriate):- N/A