

Committee Name and Date of Committee Meeting

Cabinet – 21 September 2020

Report Title

Transport and Highways Capital Programme 2020/21

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

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author(s)

Andrew Moss, Interim Head of Service, Transport Infrastructure

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Ward(s) Affected

Borough-Wide

Report Summary

This report outlines the Transport and Highways Capital Programme for 2020/21 identifying the specific schemes to be delivered during 2020/21 and those schemes to be developed and assessed for potential future delivery.

Recommendations

1. That the Decision of the Strategic Director Regeneration and Environment to approve the Transport and Highways Capital Programmes for 2020/21 be noted.
2. To approve the addition to the 2020/21 programme of the Greasbrough Local Growth Fund junction improvement scheme following Mayoral Combined Authority approval on 27th July 2020.
3. To approve the addition of the Transforming Cities Fund (TCF) programme of active travel measures to the capital programme for 2021-23.

List of Appendices Included

Appendix A Equalities Screening Analysis

Appendix B Strategic Director Delegated Decision Report June 2020

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

Transport and Highways Capital Programme 2020/21

| 1. | Background | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|--|---------------------|-------------------------|---------------------|------------------|---------------------|-------|-------|---|-------------------------|------|-------|---|-------------------------|-------|-------|---|------------------------|-------|--------|---|-----------------------------|---|---|-------|-------|--------|------|-------|
| 1.1 | Accessible and high-quality transport systems are vital for Rotherham residents and businesses, as well as those people visiting or passing through the borough. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 | Funding for the Transport and Highways Capital Programmes is provided by the Government through its Department for Transport Integrated Transport Block funding and Highways Structural Maintenance funding. These are established using a range of criteria including road condition, the Highways Asset Management Plan (HAMP) and Local Transport Plan (LTP). A significant amount of funding (£24m over the next 4 years) has been provided through the Council's own capital allocations under the "£24m to '24 Roads Programme".. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.3 | <p>Rotherham Metropolitan Borough Council (RMBC) is responsible for 1,188 kilometres of roads, 2,105 kilometres of footpaths and public rights of way, associated street lighting, road markings, road signs, safety barriers, traffic management systems, drainage systems and bridges.</p> <p>Table 1.2 describes the highway network that RMBC are responsible for:</p> <p><u>Table 1.2 RMBC Maintained Highway Network</u></p> <table border="1"> <thead> <tr> <th>Road Type</th> <th>Carriageway Length (km)</th> <th>Footway Length (km)</th> <th>PROW Length (km)</th> </tr> </thead> <tbody> <tr> <td>Principal – A Roads</td> <td>136.6</td> <td>134.3</td> <td>0</td> </tr> <tr> <td>Non-Principal – B Roads</td> <td>96.9</td> <td>110.1</td> <td>0</td> </tr> <tr> <td>Non-Principal – C Roads</td> <td>183.8</td> <td>162.9</td> <td>0</td> </tr> <tr> <td>Unclassified – U Roads</td> <td>770.6</td> <td>1271.7</td> <td>0</td> </tr> <tr> <td>Public Rights of Way (PROW)</td> <td>-</td> <td>-</td> <td>425.9</td> </tr> <tr> <td>Total</td> <td>1187.9</td> <td>1679</td> <td>425.9</td> </tr> </tbody> </table> | Road Type | Carriageway Length (km) | Footway Length (km) | PROW Length (km) | Principal – A Roads | 136.6 | 134.3 | 0 | Non-Principal – B Roads | 96.9 | 110.1 | 0 | Non-Principal – C Roads | 183.8 | 162.9 | 0 | Unclassified – U Roads | 770.6 | 1271.7 | 0 | Public Rights of Way (PROW) | - | - | 425.9 | Total | 1187.9 | 1679 | 425.9 |
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| Public Rights of Way (PROW) | - | - | 425.9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 1187.9 | 1679 | 425.9 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.4 | <p>The Council's approach to highway maintenance is based on the following principles:</p> <ul style="list-style-type: none"> To maintain Rotherham's roads and footways in a safe condition to nationally recognised standards; and To carry out programmed maintenance as cost-effectively as possible. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.5 | <p>A number of key projects and achievements were delivered in 2019/20 including:</p> <ul style="list-style-type: none"> The condition of Rotherham's roads improved in 2019/20 with only 47 complaints about the maintenance service and 182 compliments. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | <ul style="list-style-type: none"> • 17 miles of road on 125 streets were repaired from the £3m additional Council investment in 2019/20, as part of the 2020 roads programme. • Completion of the Street Light LED programme to change 36,000 lanterns to energy efficient LED, saved around £1m per year in energy costs. • College Road roundabout Major Scheme implemented – accessing an additional £3m of investment. • A57/A628 junction improvement to reduce congestion and improve journey times. • A631 Bawtry Road Brinsworth, puffin crossing completed. • A57 Anston crossroads pedestrian crossing infrastructure installed. • 13 of 14 Neighbourhood Safety Projects completed to make local roads safer for road users and reduce speeding. • Completion of Fenton Road cycle track scheme improving active travel links to the town centre. • Cycle parking implemented at schools across the borough together with some scooter parking. |
| 1.6 | In 2017/18 the Council recognised that greater investment was required, in order to narrow the gap between the condition of the estate roads and the national average, by awarding a capital budget of £10m over three years from 2017/18, which has now been successfully delivered by the Council's in-house highways delivery team. |
| 1.7 | This additional investment in Rotherham's roads has delivered real improvements to the highway network, evidenced through reductions in the number of highway defect repairs (potholes) and in the number of highway claims against the Council. |
| 1.8 | A key element to the successful delivery of local highway maintenance schemes is engagement with local residents / businesses. The Highways Service has an approved Communications Strategy, which sets out the process for ensuring a clear notification procedure is in place, prior to works being carried out. Customer Satisfaction Surveys are carried out on completion of highways maintenance schemes to gain residents feedback on the timing, quality, professionalism etc of the works and delivery teams. In 2019/20 responses to all questions were above 93% satisfaction. Performance information is published on the Council website. |
| 1.9 | However, acknowledging that the highway network needed further improvement, and the successful delivery by the Council's in-house team, the Council awarded a further capital budget of £24m for 2020-2024/25, to further improve the local road network. This additional investment for the "£24m to '24 Roads Programme" will enable further improvement of the network. |
| 1.10 | The highway maintenance programme has been developed to reflect good highway asset management procedures (HAMP) and engagement with members is carried out to ensure that local priorities are considered. The service organises a Members Highways Seminar each year to engage |

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| | directly with ward members, reflecting on the previous 12-month performance and working towards the development of the coming years works programme. |
| 1.11 | Following this process, the service uses a criteria-based prioritisation (set out in the HAMP) to develop the programme of works for the year, which is presented as part of the Transport and Highways Capital Programme at Appendix B. |
| 1.12 | In liaison with the Cabinet Member for Jobs and the Local Economy and the Cabinet Member for Waste, Roads and Community Safety the Strategic Director, Regeneration and Environment approved the Transport and Highways Capital Programme 2020/21 on 16 July 2020, to enable works to progress in a timely manner. |
| 1.13 | The programme of works identified in the Delegated Decision Report at Appendix B deliver outcomes that align with the Sheffield City Region Transport Strategy 2019-2040 and the Rotherham Transport Strategy 2016-2026. The proposals detail the delivery of the Council's Transport and Highways Capital Programme for 2020-21 to comply with the Council's statutory duties and priorities with regard to highways improvements, maintenance and road safety. The paper also covers the highway maintenance programme and the schemes to be delivered as part of the £24m new capital investment provided by the Council, building on the £10m previously funded until 2019/20 (under the Roads 2020 programme). |
| 1.14 | On 27 July 2020 the Sheffield City Region Mayoral Combined Authority (SCRMCA) Board approved funding for delivery of the Greasbrough Local Growth Fund (LGF) Junction (Coach Road) Improvement Scheme during the current year financial year (2020/2021). In June this year the Council received confirmation of funding under the Get Britain Building Funding (GBBF) economic recovery initiative that will allow for the delivery of the second stage of the Greasbrough improvements in 2021-22. The business case for the delivery of this key transportation project is being developed as a matter of the highest priority. |
| 2. | Key Issues |
| 2.1 | The programmes contained in Appendix B relate to the maintenance and improvement of critical transport and highway infrastructure and are therefore key to supporting the Council's priorities for a strong community in a clean, safe environment by providing safe, accessible transport networks and public places. They support the priority of extending opportunity, prosperity and planning for the future by supporting growth and access for businesses and housing. |
| 2.2 | The programme also covers Active Travel which will contribute to the Council's wider public health agenda by improving active travel options. |

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| 2.3 | A condition of the SCRMCA's approval for the Greasbrough LGF Scheme is that Cabinet acknowledges the award of this funding and the entering into of a funding agreement. Such conditions include a requirement for funded authorities to accept any unforeseen project costs, should they arise, above the level of funding granted. Should the need arise this will be accommodated within the management of the capital programme. |
| 3. | Options considered and recommended proposal |
| 3.1 | <p>In summary the Transport and Highways Capital Programme for 2020/21 outlined in Appendix B will deliver:</p> <ul style="list-style-type: none"> • £2,800,000 government funding for a further 50 Carriageway resurfacing schemes 31.885km (19.9 miles) • 34 Footway Crossing Schemes • 30 Footway repair schemes 13.161km (8.2 miles) • £5,700,000 of council funding to improve local roads as a result of the £24m Council Capital committed to improving local highways • £1,100,000 of local transport system improvements including five pedestrian and puffin crossings • £658,000 for Local Road Safety Schemes to address known accident hotspots • Over £210,000 on improving traffic flow and £100k for cycling projects • £50,000 for Electric Vehicle Charging Points • A further £150,000 Neighbourhood Road Safety Schemes to improve neighbourhood road safety funded from Council Capital • £680,000 – for essential bridge maintenance works • £213,000 for scheduled lighting column and lantern replacement • Around £700,000 for other highway asset replacements such as name plates, safety barriers, other lighting schemes, bollards • £800,000 for a full depth reconstruction of the A6178 Sheffield Road, Templeborough from the government's Local Highways Maintenance Challenge Fund |
| 3.2 | <p>Furthermore, since the current year programme was approved earlier in the year the Council has received confirmation of £2.7m Local Growth Funding for Coach Road (Greasbrough) Junction Improvement for completion by spring 2021 and £2.5m Get Britain Building Funding for The Whins Junction (Greasbrough) Improvement for delivery in 2021-22. The Council is also awaiting confirmation of £1.5m active travel funding for the Broom Road cycling corridor and low traffic neighbourhoods projects which, if awarded, will see improvements in cycling for local communities. Finally, around £33m of Transforming Cities Funding has been awarded to Sheffield City Region and Rotherham will benefit from this funding for active travel measures over the next three years which now requires adding to the Council's Capital Programme.</p> |
| 3.3 | <p>The Highways Capital programme delivers structural and lifecycle maintenance to the council's local road network. The options for spending on this extend across carriageway surfacing, surface dressing and footway maintenance to bridges and lighting repair and replacement. This year the</p> |

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| | Highways Service has also been fortunate in securing £800,000 of additional road maintenance budget under the Government's Challenge Fund initiative. This is being used to improve a section of the A6178 Sheffield Road. |
| 4. | Consultation on proposal |
| 4.1 | Prior to being approved by the Strategic Director, the programmes identified in Appendix B were agreed with the Cabinet Member for Waste, Roads and Community Safety and the Cabinet Member for Jobs and the Local Economy. |
| 4.2 | Where appropriate, as the projects move towards the delivery phase formal consultation with key stakeholders such as Ward Members and members of the public is undertaken. The transportation programme of works has also been considered by the SCRMC Transport Executive Board. |
| 4.3 | Section 1.8 details the engagement with elected Members as part of the highway maintenance process. |
| 5. | Timetable and Accountability for Implementing this Decision |
| 5.1 | The programme of works will be delivered in 2020/21, and where a project relates to scheme preparation these schemes will be developed for delivery in future years. |
| 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 | Budget provision for the delivery of the Transport and Highways schemes of physical works is approved annually by the Council at its budget meeting. The Council's Capital Strategy and Capital Programme was approved on 26 February 2020. The Council made a commitment to increase the investment that the Council makes in road maintenance with a further £24m over the next four years. |
| 6.2 | This report presents the Strategic Director Regeneration and Environment's budget plan for Transport and Highways Capital Programme for 2020/21 as detailed in Appendix B. This includes plans for the delivery of £8.4m of Transport Improvements funded from Department of Transport Integrated Transport Block funding plus Local Transport Plan Highway Maintenance Block Funding for Roads, Bridges and Lighting amounting to £3.7m. |
| 6.3 | In line with Financial and Procurement Procedure Rules 6.17 and 13.9, any successful grant applications in respect of capital projects are to be added to the Council's approved Capital Programme on an ongoing basis. Since the Programme was approved the Strategic Director Regeneration and Environment's Transport and Highways service has been successful in securing grant funding as follows: - |

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| | <p>Confirmed by Government</p> <p>£0.8m Local Highways Maintenance Challenge Fund (highways)</p> <p>£1.5m Active Travel Transforming Cities Fund (total £33m to 2023)</p> <p>£2.7m Get Britain Building Fund for Coach Road (The Whins)</p> <p>£2.5m Local Growth Fund for Greasbrough Coach Road Junction</p> <p>£0.3m Access Fund Extension</p> <p>Pending final confirmation</p> <p>£1.5m £1.5m Emergency Active Travel funding for Broom Road</p> <p>£9.3m TOTAL</p> <p>This report at Appendix B sets out the projects for delivery utilising the additional grant funding. Further work to this year's programme there is due to be a further £31.5m TCF funding and £3.25m Clean Air Zone (CAZ) funding for projects in 2021-23 for which preparation work is currently underway.</p> |
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| 6.3 | Implications for revenue expenditure relating to the annual development, delivery and maintenance costs are included in the plans set out in the report funded in full by existing approved revenue budget and within the delegations permitted after successful grant applications. |
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| 6.4 | The majority of physical works are delivered by the Council's Highway Delivery Team. If any third parties are utilised, then they would be procured under the Council's Standing Orders. |
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| 7. | Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services) |
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| 7.1 | There are no specific legal implications associated with the individual programmes but some projects within the programme will require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders. |
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| 8. | Human Resources Advice and Implications |
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| 8.1 | The programmes identified in Appendices A and B will be delivered through existing staff resources. Specialist consultants will be used where required. |
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| 9. | Implications for Children and Young People and Vulnerable Adults |
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| 9.1 | A key element of the Integrated Transport Block programme is to improve accessibility and pedestrian safety for young and vulnerable road users. There are projects designed to specifically benefit young pedestrians such as 20mph speed limits outside schools. The Highways Capital programme ensures the Council's local network of roads and footways is well maintained, fit for purpose, well-lit and safe for all members of the public which is particularly relevant for children, young people and vulnerable adults |

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| | enabling them to live healthy and fulfilling lives in an inclusive, safe, clean environment. |
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| 10. | Equalities and Human Rights Advice and Implications |
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| 10.1 | A key element of the Integrated Transport Block programme is to provide dropped kerbs with tactile paving at road crossing points together with raised footways and tactile paving at bus stops. These works assist the visually impaired and those with mobility issues in crossing the road and accessing public transport. |
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| 11. | Implications for Ward Priorities |
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| 11.1 | The Transportation Infrastructure Service will engage with wider stakeholder consultation for local Councillors, communities and other bodies where their role brings them into contact with specific transport schemes. This will ensure transport scheme outcomes support delivery of Ward Priorities developed in liaison with Neighbourhood Services. Examples for the 2019/20 Ward Plans are:- |
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| 11.2 | Dinnington: <ul style="list-style-type: none"> • Support and develop initiatives to improve the local environment • Provide 'Billy & Belinda' bollards at Laughton school. • Provide a speed sign at Lordens Hill |
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| 11.3 | Holderness: <ul style="list-style-type: none"> • Develop and support initiatives to improve community safety and road safety - • Introduce speed activated signage to reduce speeding cars in hot spot areas. • Engage with residents around Community Speed Watch events. |
| 11.4 | Keppel: <ul style="list-style-type: none"> • Identify and lobby for measures in support of the Clean Air Zone on / around the A629. |
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| 11.5 | Maltby: <ul style="list-style-type: none"> • Develop and support initiatives to improve community safety, including road safety • Installation of a mobile speed activation sign. |
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| 11.6 | Silverwood: Improve Community Safety by - <ul style="list-style-type: none"> •Tackling traffic/parking outside schools. |
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| 11.7 | Wales: To support and develop initiatives to improve road safety in the community by – <ul style="list-style-type: none"> • Providing Billy and Belinda bollards at Todwick Primary School to reduce speed • Reducing and monitoring speed in Todwick and Harthill by the provision of 2 speed activated signs. |

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| | <ul style="list-style-type: none"> Exploring options to address parking issues around Limetree Avenue. Holding community speed watch events across the ward. |
| 11.8 | <p>Wickersley: Tackling Crime and Anti-social behaviour</p> <ul style="list-style-type: none"> Exploring opportunities to improve road safety and parking in the area Community Speed Watch Installation of mobile speed activation sign. |
| 12. | Implications for Partners |
| 12.1 | Where statutory consultees (utilities, emergency services etc) are affected consultation takes place at the initiation of scheme design, similarly with partner authorities such as South Yorkshire Passenger Transport Executive (SYPTTE) and SCR. |
| 13. | Risks and Mitigation |
| 13.1. | The projects identified in Appendix B are at varying 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 using recognised project and programme management processes to continually monitor design and delivery to ensure available funding is not exceeded. |
| 14. | Accountable Officers |
| | Andrew Moss, Interim Head of Transport Infrastructure |
| | Colin Knight, Head of Highways |

Approvals obtained on behalf of Statutory Officers: -

| | Named Officer | Date |
|---|----------------------|-----------------------------|
| Chief Executive | Sharon Kemp | Click here to enter a date. |
| Strategic Director of Finance & Customer Services (S.151 Officer) | Judith Badger | 28/08/20 |
| Head of Legal Services (Monitoring Officer) | Bal Nahal | 02/09/20 |

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