

Committee Name and Date of Committee Meeting

Cabinet – 11 July 2022

Report Title

Transport Capital Programme 2022-23

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 outlines the Transport Capital Programme for 2022-23 and sets out the sources of funding. It provides an overview of the aims of the various project themes that this funding will be used for and describes how projects will subsequently be managed within those themes. The report recommends the 2022-23 programme be noted and approved.

Recommendations

1. That Cabinet note the funding, as stated in the report, and that it will be used to support delivery of the Council's programme of transport projects.
2. That Cabinet approve receipt of £1.2 million City Region Sustainable Transport Settlement (CRSTS) – Local & Neighbourhood Improvement block funding, and £181,000 South Yorkshire Mayoral Combined Authority capital for pedestrian crossings, as set out in paragraph 2.1.
3. That Cabinet approve the allocations for use of this funding, and previously approved RMBC capital funding, as set out in paragraph 2.1.
4. That Cabinet approve the schemes set out in paragraphs 2.8 and 2.10 for delivery under the 2022-23 Transport Capital Programme. Further schemes for development and delivery will be presented in a future Cabinet for approval once they have been identified.

List of Appendices Included

- Appendix 1 Ongoing wider RMBC Transport Capital Programme
- Appendix 2 Part A Initial Equality Screening Assessment
- Appendix 3 Carbon Impact Assessment

Background Papers

[City Regions Sustainable Transport Settlement: guidance for mayoral combined authorities](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

No

Council Approval Required

No

Exempt from the Press and Public

No

1. Background

1.1 **Funding arrangements prior to 2022-23**

Transport Capital funding has historically been provided to the Council via the South Yorkshire Mayoral Combined Authority's (SYMCA) Integrated Transport Block (ITB) allocation which is awarded to Local Transport Authorities (LTA) each year from the Department for Transport (DfT) specifically for transportation improvement works. The last financial year, 2021-22, was the final year of that round of funding.

1.2 The following table outlines the transportation themes and amounts of funding for RMBC within each theme for the year just ended, 2021-22. These figures reflect a similar approach in years immediately preceding that year.

Table 1 - ITB funding in 2021-22

Local safety schemes (LSS)	£ 678,000
Connectivity	£ 150,000
Traffic management	£ 150,000
Smarter travel	£ 25,000
Scheme development	£ 151,211
Total	£ 1,154,211

1.3 **New funding arrangements from 2022-23**

For the period from 2022-23 to 2026-27, a new round of funding, called City Regions Sustainable Transport Settlement (CRSTS), has been confirmed. This funding is awarded to LTAs who, in Combined Authority areas, distribute funding to Local Authorities.

1.4 An allocation of £570 million has been confirmed by DfT for the South Yorkshire region, of which a total of £72.4 million is confirmed for schemes in Rotherham.

1.5 Within RMBC's part of the CRSTS programme, included in the SYMCA Programme Business Case, there is an allocation of £1.2 million per annum for a new Local and Neighbourhood Transport Programme (LNTP), over the five years to 2026-27. In broad terms, this is intended as successor funding for the Integrated Transport Block.

1.6 There is an expectation from DfT that all CRSTS funding, including LNTP, will contribute to the overarching objectives of –

- driving growth and productivity through infrastructure investment;
- levelling up services towards the standards of the best; and,
- decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling.

1.7 Additionally, SYMCA propose to allocate an additional £181,000 of Gainshare for the delivery of pedestrian crossings. This may be subject to a business case process within SYMCA, further detail of which is not available at the time of writing.

2.0 Key Issues

2.1 For the 2022-23 Transport Capital Programme, it is proposed to revise the funding profile across the themes set out in the table below. This provides a larger fund for Local Neighbourhood and Road Safety Schemes – enabling local concerns to be addressed across a wider range of concerns relating to local road safety and traffic management matters.

Table 2 - Proposed Local Neighbourhood Transport Programme (LNTP)

	£ thousands				Total
	Carry forward	CRSTS (LNTP)	RMBC capital	SYMCA capital	
LTP committed projects	371	571			942
Operational activity		20			20
Pedestrian crossings	110	129	100	181	520
Collision Investigation & Prevention (CIP)		25			25
Local Neighbourhood and Road Safety Schemes (LN RSS)		295	150		445
Scheme Development		100			100
Minor Works		60			60
Total	481	1,200	250	181	2,112

2.2 Introduction of the Local Neighbourhood and Road Safety Schemes theme

Building on lessons learned from the existing Neighbourhood Road Safety Programme engagement process, the opportunity is being taken to change the focus of funding from specialised transport topics and place more emphasis on local community road network needs. The bulk of funding in the proposed programme is placed on improvement projects which will provide real local benefit on the Council's roads. The change in name is proposed to emphasise this fund is about addressing concerns within the community, and to avoid confusion with measures to directly reduce the incidence of injury on the road network - i.e. the statutory studies referred to in this report under Collision Investigation and Prevention.

2.3 This is an enhancement which builds on the Neighbourhood Road Safety Fund of £150,000, approved by Council in March 2022. An additional £295,000 of CRSTS funding is to be allocated to this programme in 22/23, contributing to a programme total of £3 million over 36 months (spread over four financial years) as set out in paragraph 2.4 below. Typical measures may include traffic & parking restrictions, new or improved crossings, speed control measures, or small-scale highway improvements.

- 2.4 Using an engagement process based primarily on consultation with Ward Members, Officers will identify areas for investigation based on a number of factors, including –
- Volume of correspondence received from the community, including ward members
 - Indices of multiple deprivation
 - Potential carbon savings from active travel
 - Road traffic collision data.
- 2.5 Following the prioritisation of areas for investigation, a number of areas will be taken forward to study. Each study will include a community engagement exercise to gain a more detailed understanding of local needs and concerns regarding transport in their area. This study will also consider road traffic collisions, and the performance of the existing situations in respect of conditions for walking and for cycling.
- 2.6 The output of this study will be the identification of options for intervention that can address concerns within communities, considered in consultation with Ward Members, in a manner that supports Council and funders’ objectives. It is proposed that these interventions will be agreed by the Strategic Director Regeneration and Environment in consultation with the Cabinet Member for Transport and the Environment, prior to being added to the programme. Some larger projects identified may be beyond the means of scope of Local Neighbourhood and Road Safety Schemes – these will be considered for future years of Scheme Development funding.
- 2.7 The programme set out in Table 2, above (section 2.1) is the first year of a five-year programme of funding. Whilst this report does not seek approval for future years, a forward programme has been developed for information. The RMBC capital contribution was approved for the years and values indicated in the March budget as “Neighbourhoods Road Safety Measures”.

Table 3 – Forecast programme to 26-27

	22/23	23/24	24/25	25/26	26/27	Total
LTP committed Projects	942					942
Operational activity	20	20	20	20	20	100
Pedestrian crossings	520	180	20	160		880
Collision Investigation & Prevention	25	100	100	100	100	425
Local Neighbourhood and Road Safety Schemes	445	990	1150	415		3,000
Scheme development	100	100	100	250	250	755
Minor works	60	60	60	60	60	300
Unallocated	0	0	0	195	770	935
Total	2,112	1,450	1,450	1,200	1,200	7,412
<i>of which from...</i>						
<i>... carry forward</i>	481					481
<i>... CRSTS</i>	1,200	1,200	1,200	1,200	1,200	6,000
<i>... SYMCA capital</i>	181					181
<i>... RMBC capital</i>	250	250	250			750

2.8 The above transport themes will deliver projects in the following areas: -

Committed projects £942,000

These consist of works to which the Council is committed to deliver from previous programmes. A full list of projects under this theme is included in Table 4 below. No further schemes will enter this theme, and this theme will be wound up after 22-23 financial year.

Table 4 – Commitments slipped into 22-23

<i>Project</i>	<i>Value (£ thousands)</i>
Coach Road, Greasbrough	540
Rotherway Roundabout indirect signal control	55
A.57 Todwick Roundabout monitoring and evaluation	10
Great Eastern Way pedestrian crossing	60
Roughwood Road refuges	58
Safety schemes markings (Cumwell Ln/Psalter Ln)	95
Colliery Road traffic calming	29
Fenton Road cycleway monitoring	40
Haugh Road LSS	25
Laughton Common LSS	20
College Road Roundabout outstanding works	10
Total	942

2.9 **Operational activity £20,000**

These cover operational matters for which no alternative funding is available. In 2022-23, this consists of, for example, costs relating to the operation of the Council's stock of Automatic Traffic Counters which is used to gather data in support of capital scheme development and monitoring.

2.10 **Pedestrian crossings £520,000**

Introduction and/or improvement of pedestrian crossing facilities.

These crossings, listed below, will take first call for funding through the pedestrian crossings theme. The forward programme to 25/26 is also shown, to illustrate delivery programme for the remaining legacy crossings.

Table 5 – Pedestrian crossings programme

<i>Crossing</i>	<i>22/23</i>	<i>23/24</i>	<i>24/25</i>	<i>25/26</i>	<i>Total</i>
Upper Wortley Road	200				200
Morthen Road	160				160
Meadowbank Road	160				160
Corton Wood		180			180
Broad Street			20	160	180
Total	520	180	20	160	880
<i>of which...</i>					
<i>... carried forward</i>	50				50
<i>... CRSTS</i>	129				129
<i>... SYMCA capital</i>	181				181
<i>... RMBC capital</i>	160	180	20	160	520

- 2.11 ***Collision Investigation & Prevention £25,000***
This part of the programme (formerly known as Local Safety Schemes) is for reactive, evidence-led collision reduction schemes, focused on sites with an accident history. The sole focus of this theme is discharge of the Council's statutory duty under s.39, Road Traffic Act 1988 to undertake studies into road traffic collisions, and to take steps to reduce and prevent future recurrence. Where possible, these measures will be aligned to, or incorporated within, the wider approach to addressing local transport and road safety improvements at Ward level, set out under Local Neighbourhood and Road Safety Schemes section below.
- 2.12 For 2022-23 it is proposed that studies are undertaken, with schemes to be implemented the following financial year. As it is the first year of funding in this format this will allow adequate time for delivery based on up-to-date collision data available in later in the year. With the exception of Cumwell Lane (referred to in Table 4 above) no Collision Prevention schemes are proposed to be delivered in 22-23 as a result.
- 2.13 ***Local Neighbourhood and Road Safety Schemes £445,000***
As detailed in section 2.2 above, this part of the programme will deliver measures to improve connectivity, accessibility, safety and perceptions of safety in local communities. Typical measures may include traffic & parking restrictions, new or improved crossings, speed control measures, or small-scale highway improvements.
- 2.14 ***Scheme development £100,000***
This theme is for work to understand pressures and issues relating to the transport system in Rotherham, and to prepare feasibility studies prior to projects beginning. This in turns enables potential schemes to be developed to a point so they can be submitted to external funding opportunities as they arise. They also inform the development of Council strategy and policy in respect of Transport and on cross-cutting issues where there is a relationship to transport.
- 2.15 ***Minor works £60,000***
A theme is identified for small scale works to address minor requests in the highway – for example for new dropped kerbs, or for bollards and/or minor Traffic Regulation Orders to address inconsiderate parking. Officers will present a regular briefing to the Cabinet Member.
- 2.16 ***Proposed programme of future schemes***
At this time, schemes have not been identified within every theme, because this is subject to assessment and prioritisation that has not yet been undertaken. This report seeks delegated authority to admit schemes into the programme following that prioritisation, to be granted to the Strategic Director for Regeneration and Environment in consultation with the Cabinet Member for Transport and Environment.

2.17 In addition to the above programmes, and included for information and reference only, all current local transport schemes included in the Transport Capital Programme and their funding sources are set out in Appendix 1.

3. Options considered and recommended proposal

3.1 Option 1 – utilise CRSTS element of 2022-23 approved funding as set out in paragraph 2.1, to reflect updated policy and funding environment. Note the approval relates to the CRSTS funding only; the local contributions having been approved previously. This is the recommended option.

3.2 Option 2 – Maintaining funding levels for transport in line with previous years' funding themes, updating to reflect an increased total sum granted from SYMCA. This option is not recommended, in part because it is not considered to demonstrably meet the objectives of the new CRSTS funding stream.

3.3 Option 3 – Allocating the total fund as a single theme and assigning funds on a case-by-case basis when project proposals are approved for programme entry. This is considered to present too much uncertainty as to how much funding is available at any one time and risks causing distraction within the project delivery process. It may also open the Council up to challenge if this leaves RMBC unable to demonstrate contribution to funders' objectives. It is not recommended.

4. Consultation on proposal

4.1 No community consultation has yet taken place. This is considered to be undertaken at a point once further detail on projects within each programme are identified and sufficiently developed to enable meaningful consultation.

4.2 Consultation on individual projects takes place at levels consistent with the scale of each project. For example, small schemes often engage with Ward Councillors and local community interests whereas larger schemes require wider community and public engagement.

4.3 For Local Neighbourhood and Road Safety Schemes, consultation will form a fundamental part of the approach for developing proposals, as outlined in section 2.2.

5. Timetable and Accountability for Implementing this Decision

5.1 Following approval of the Council's capital budget, the programme will be delivered as part of the 2022-23 capital programme of the Council.

6. Financial and Procurement Advice and Implications

6.1 The report covers proposals for local Transport schemes based on current, new and expected funding from Government. In some cases, the total future funding is not yet fully confirmed. The new funding, known as the City

Regions Sustainable Transport Settlement (CRSTS) is however confirmed and is available to be utilised to supplement local Transport schemes.

- 6.2 It is expected that project delivery will be through the Council's Highways Delivery Team where possible. If external consultancy or contractor engagement is required to support delivery of the schemes the appropriate procurement strategy will be developed in compliance with the Council's own Financial and Procurement Procedure Rules; business cases will be documented where necessary and routes to markets identified which comply with the Public Contract Regulations 2015 (as amended).

7. Legal Advice and Implications

- 7.1 There are no specific legal implications associated with the programme but some projects within the programme will have legal implications and require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders (TROs).

8. Human Resources Advice and Implications

- 8.1 There are no Human Resources implications arising from this report. The programme will be delivered through existing staff resources within the Transportation and Highways Design Service within Planning, Regeneration and Transportation. Specialist consultants, the internal highways service provider (Highways Delivery Team) and external works providers will be used as required and in accordance with Council procurement procedures.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 The implications of the programme will depend on the schemes that will be delivered, which are unknown at this point. Typically, measures such as improved crossings, reduce road traffic collisions and local transport improvements can be expected to improve conditions for children, young people and vulnerable adults – this will need to be confirmed by Equalities Impact Assessment (EqIA) (where proportionate to intervention) once schemes are identified.
- 9.2 The pooling of resourcing to enable a larger spend under the Local Neighbourhood and Road Safety Schemes, and the greater emphasis on neighbourhood engagement, will improve the Council's understanding of equalities issues and should facilitate the development of schemes which support the interests of children, young people and vulnerable adults.

10. Equalities and Human Rights Advice and Implications

- 10.1 An Equalities Screening Assessment is attached at Appendix 2 of this report. The implications of the programme will depend on the schemes that will be delivered, which are unknown at this point. Typically, measures such as improved crossings, reduce road traffic collisions and local transport improvements can be expected to improve equalities – this will need to be

confirmed by Equalities Impact Assessment where proportionate and once schemes are identified.

- 10.2 The proposed revision of process to assess pedestrian crossings so as to be more user-focused should in and of itself improve equalities and will allow for specific tests to be undertaken to consider impacts on people with protected characteristics.
- 10.3 The pooling of resourcing to enable a larger spend under the Local Neighbourhood and Road Safety Schemes, and the greater emphasis on neighbourhood engagement, will improve the Council's understanding of equalities issues and should facilitate the development of schemes which support greater equality.

11. Implications for CO₂ Emissions and Climate Change

- 11.1 CO₂ emissions impacts have not been quantified, as it is not possible to do this at this stage of programme development. However, at high level it is anticipated these will fall into three categories –
- Emissions from transport (impact unknown)
 - Emissions from construction (forecast increase emissions)
 - Operational emissions (forecast increase emissions)

Further detail can be found in the Carbon Impact Assessment at Appendix 3.

12. Implications for Partners

- 12.1 Transport infrastructure schemes carry implications for all road users – which in practice is everyone. In terms of partner agencies and organisations, key stakeholders are the emergency services, utility provider companies, transport operators (road & rail), road haulage associations and companies, key highway user groups such as motoring, cycling, walking and disability representation bodies. The exact nature of these implications will vary considerably between individual schemes.
- 12.2 Where required engagement takes place with interested parties during scheme development and at construction. Any implications that may arise through specific measures would be addressed as part the scheme design and / or Traffic Regulation Order process that governs the operation and use of the road network.

13. Risks and Mitigation

- 13.1 Project risks are identified within scheme design, business case preparation and then at operational level during the construction process. These are managed using recognised risk register approaches and in accordance with the Council's contract procedure rules for the approval of any project or programme changes.

14. Accountable Officers

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Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	27/06/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	23/06/22
Assistant Director, Legal Services (Monitoring Officer)	Phil Horsfield	23/06/22

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