

Committee Name and Date of Committee Meeting

Cabinet – 17 March 2025

Report Title

Transport Capital Programme 2025/26

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

Yes

Strategic Director Approving Submission of the Report

Andrew Bramidge, Strategic Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Borough-Wide

Report Summary

This report details the Transport Programme for the upcoming 2025-26 financial year, for both revenue and capital, including its funding sources and programme areas, and explains how projects will be managed within them.

Recommendations

That Cabinet:

1. Approves the schemes and allocations of funding outlined in Section 2 of this report.
2. Delegates authority to the Strategic Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, to determine the type and location of pedestrian crossing to be designed per paragraph 2.2.4 following the prioritisation process.
3. Approves the reprofiling of £175,000 previously allocated to the Collision Investigation & Prevention workstream, to enable these funds to be allocated, subject to subsequent Cabinet decision, in the 2026/27 Transport Capital Programme as set out in paragraphs 2.2.11 and 2.2.12.
4. Delegates authority to the Strategic Director, Regeneration and Environment,

in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, to determine the schemes to be delivered with the Structures and Minor Works allocations.

5. Delegates authority to the Strategic Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, to determine new schemes for delivery in Rawmarsh West and Wath wards, within budgets approved in March 2024, as part of tranche 2 of the Local Neighbourhood and Road Safety programme.

List of Appendices Included

Appendix 1 Equalities Assessment
Appendix 2 Carbon Impact Assessment

Background Papers

[City Region Sustainable Transport Settlements: guidance for mayoral combined authorities](https://www.gov.uk/government/publications/city-region-sustainable-transport-settlements-developing-proposals/city-region-sustainable-transport-settlements-guidance-for-mayoral-combined-authorities)

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Consideration by any other Council Committee, Scrutiny or Advisory Panel

No

Council Approval Required

No

Exempt from the Press and Public

No

Transport Capital Programme 2025/26

1. Background

- 1.1 In July 2022, the Department for Transport (DfT) confirmed a new round of funding called the City Regions Sustainable Transport Settlement (CRSTS). This funding is distributed to Local Transport Authorities within Combined Authority areas for a funding period from 2022-2027. The DfT has allocated £570 million to South Yorkshire, of which a total of £72.4 million capital is designated for schemes in Rotherham.
- 1.2 This funding includes a £6 million allocation over the 5-year period (2022-2027) for a Local Neighbourhood Complementary Transport Programme (LNCTP) that is intended to support localised transport improvements, including the Local Neighbourhood & Road Safety schemes and specific interventions, such as pedestrian crossings and minor works.
- 1.3 This report considers the LNCTP funding that remains to be allocated in the 2025-26 financial year (the fourth year out of the 5-year period).
- 1.4 There is also an additional allocation of £426,400 for highway structures asset maintenance. This is part of the separate CRSTS Network Asset Maintenance block funding.
- 1.5 The DfT expects that all CRSTS funding, including LNCTP, will contribute to the overarching objectives of amongst other things driving growth and productivity, decarbonisation and promoting modal shift from cars to public transport, walking and cycling. The Council is increasingly being monitored against delivery on outputs and outcomes from the programme.
- 1.6 These objectives are applied and evidenced through the internal project mandate and business case process, therefore ensuring compliance with the funder's criteria and ensuring that the capital is diligently expended on suitable projects.
- 1.7 Rotherham Council has been invited to bid for Active Travel Fund tranche 5 (ATF5), as part of a wider South Yorkshire Mayoral Combined Authority bid. It is not confirmed this bid is successful at this time; approvals are sought subject to that bid being successful so as to allow work to commence promptly.

2. Key Issues

2.1.1 The 2024-25 programme

The 2024-25 programme included the successful completion of the Transforming Cities Fund schemes, making Rotherham the first of the five South Yorkshire authorities to complete its programme. Additionally, two large emergency structural repair schemes were completed on Centenary Way Viaduct and at Packman Road, Brampton.

- 2.1.2 New pedestrian crossings were also delivered at Upper Wortley Road, Kimberworth; at Chesterfield Road, Swallownest, and at Corton Wood retail park. Design work has commenced on a new crossing at Wath Road, Brampton Bierlow.
- 2.1.3 Progress has been made on Tranche 1 of the Local Neighbourhood and Road Safety programme. Works in five wards are complete, with a further six programmed for construction in the first half of the 2025/26 financial year.
- 2.1.4 Unfortunately, during the 2024-25 financial year, SYMCA withdrew its proposed funding for bus priority works – this decision was made in respect of all bus priority works across the region and was not a reflection of this particular proposal. This has necessitated some changes to scope and funding for the A633 bus priority scheme, as set out in paragraph 2.2.8 – 2.2.11.

2.2.1 **The 2025-26 Local Neighbourhood Complementary Transport Programme (LNCTP)**

The proposed 2025-26 Local Neighbourhood Complementary Transport Programme is shown in Table 1 below, along with the breakdown of funding sources.

Table 1 - Proposed 2025-26 Local Neighbourhood Complementary Transport Programme (LNCTP)

Theme	£ thousands			
	Carry forward 22-25	CRSTS (LNCTP)	RMBC capital	Total 25/26
Operational activity	0	32	0	32
Pedestrian crossings of which...	205	100	0	305
- <i>Wath Road</i>	205	0	0	205
- <i>Planning for 2026-27</i>		100	0	100
Contribution to A633 BSIP bus priority scheme	281	400	0	681
Local Neighbourhood & Road Safety (LNRS)	600	415	0	1,015
Capital projects monitoring & evaluation	115	100	0	215
Minor works	36	0	200	236
Total	1,237	1,047	200	2,484

- 2.2.2 The 2025-26 financial year is the penultimate year of this funding round. The above allocations leave £1,023,000 of CRSTS-LNCTP funding to be allocated for the 2026/27 financial year. Allocations for that year will be covered by a subsequent Cabinet report.

- 2.2.3 *Operational activity*
This theme is intended to fund operational activity for which no alternative funding is available – this typically includes purchase of software, data or resources required to develop, deliver, and monitor the Capital programme. An allocation of £32,000 is proposed for this activity, wholly funded from the CRSTS-LNCTP fund.
- 2.2.4 *Pedestrian crossings*
An allocation of £100,000 is proposed to enable identification and design of a pedestrian crossing for delivery in the 2026/27 financial year. This is proposed to be wholly funded from the CRSTS-LNCTP fund. An additional £350,000 may be available subject to the outcome of SYMCA’s bid into ATF5. The location where these two crossings will be prioritised amongst those locations where the Council has received requests since 2021, on the basis of how difficult it is for pedestrians to cross the road, and the numbers of pedestrians impacted. A lighter touch prioritisation process will likely be required for the Active Travel Fund funded crossing owing to external funders timelines not permitting sufficient time for data collection. It is recommended that the decision as to which crossing is progressed is delegated to the Strategic Director, in conjunction with the Cabinet Member, (refer to paragraph 3.3), so as to permit design work to be commenced within the 25/26 financial year. Further detail in respect of the prioritisation process would be given as part of any subsequent Delegated Decision Report.
- 2.2.5 Design work on the crossing at Brampton Road, Wath is underway. Delivery is to be funded by £205,000 carried forward from monies approved in 2024/25.
- 2.2.6 The proposed crossing at Broad Street, Parkgate forms part of the A633 Bus Priority scheme (see paragraph 2.2.10).
- 2.2.7 *Contribution to A633 BSIP bus priority scheme*
Design work progressed in 2024/25, in the expectation that SYMCA CRSTS Bus Service Improvement Plan monies would be available to deliver this work. Unfortunately, this funding opportunity was withdrawn by SYMCA during the 2024/25 financial year. As such there is insufficient funding to deliver the project described in last years’ report. Whilst design work has progressed, this has been deliberately handled as a lower priority to allow the Local Schemes team to recover the Local Neighbourhood and Road Safety programme – consequently £281,000 is carried forward into 2025/26.
- 2.2.8 Opportunity has been found to deliver the proposed changes at the junction of Ship Hill and Westgate as part of the Regeneration-led scheme on Corporation Street, and utilising £550k of Transforming Cities Fund (TCF) monies saved on delivery of the Sheffield Road cycleways scheme. Change control for the TCF monies was approved by the South Yorkshire Mayoral Combined Authority in December 2024. This budget variation was noted by Cabinet in the January 2025 Financial Monitoring Report.

- 2.2.9 In order to ensure delivery of the low-cost high-impact enforcement intervention at Wath Interchange, and to ensure delivery of both the bus priority works and the associated pedestrian crossing at Broad Street, Parkgate, an additional allocation of £400,000 of CRSTS-LNCTP funding is recommended.
- 2.2.10 It is proposed that design work will continue in respect of remaining elements of the projects, in particular the bus lane proposed on Warren Vale, utilising part of the carried forward funds. Delivery will be subject to successful future funding bid(s).
- 2.2.11 *Collision Investigation & Prevention*
The remaining live collision investigation & prevention projects were completed in 24/25. This funding is specifically for addressing sites with recorded collision history. This workstream holds a balance of £175,000 – the reason being that investigations since 2022 have not found sufficiently effective casualty reduction interventions to warrant spend of the available budget.
- 2.2.12 So as to modernise and improve the Council's management of road safety, the Council has allocated £80,000 of CRSTS revenue funding to investigate trends patterns and performance in respect of road traffic collisions, and other harms associated with road transport, across the borough. This is in part a response to traditional collision investigation and prevention approaches being unable to identify suitable interventions. This study work will support the Council in discharge of its duty under s.39 Road Traffic Act 1988 in an effective manner. No further capital works are proposed until this study reports; the £175,000 balance is proposed to be held until 2026/27 to ensure availability of budget in the final year of this funding round.
- 2.2.13 *Local Neighbourhood and Road Safety (LNRS)*
As previously forecast, an additional £415,000 is allocated this year, to bring the total allocation to its final £3 million value. Schemes were approved in the 2024/25 Transport Capital Programme Report. This money brings the Local Neighbourhood and Road Safety programme to its close.
- 2.2.14 It is proposed to vary two projects, in Wath and Rawmarsh West wards, where feasibility work has found no viable affordable solution in respect of the originally agreed project. It is therefore proposed to reallocate these funds to new LNRS2 projects in the same wards to new schemes, to be agreed with ward members. It is also proposed the decision on the redesignation of these two schemes is delegated to the Strategic Director, in conjunction with the Cabinet Member, to enable work to commence promptly once new schemes are identified.
- 2.2.15 *Capital projects monitoring & evaluation*
£100,000 is proposed to be used for the purpose of monitoring and evaluation of capital projects. This will help the Council demonstrate the outcome of previous projects, to be used in project evaluation and applying

lessons to shape future programmes. The following projects will be investigated: –

- Sheffield Road cycleways
- Rotherham to Maltby bus corridor

Additionally, £115,000 of monies is carried forward from 2024/25. This mostly relates to schemes not completing in sufficient time to allow for monitoring to take place in 2024/25 – these monitoring activities will take place will take place in 2025/26.

2.2.16 *Minor works*

This theme is identified for small scale works to address minor requests in the highway, funded wholly by RMBC capital allocated in the 2024 budget. Work to prioritise this workstream is underway – should delegation be granted under recommendation 4, it is anticipated that this programme will be confirmed by the end of April 2025.

2.3.1 **Structures**

As detailed in paragraph 1.4, there is an allocation of £426,400 for structures for the 2025/26 financial year. This will be added to existing funding carried forward. Approval is sought for this money to be utilised for capital maintenance as may be identified through the Council's ongoing programme of General and Principal Inspections to enable this critical work to be undertaken in a timely manner.

2.3.2 It is recommended that the decision as to which structures schemes are progressed is delegated to the Strategic Director (refer to paragraph 3.3), in conjunction with the Cabinet Member, so as to permit work to commence within the 25/26 financial year.

2.4.1 **Clean Air Zone**

Projects to deliver statutory compliance with air quality legislation were completed in 2022, and were delivered well within budget. A sum of £874,451 remains and this money was granted solely for measures to achieve compliance with statutory limits on concentrations of Nitrogen Dioxide.

2.4.2 Rotherham remains within the Government's Clean Air Plan programme, on account of its joint mandate with Sheffield, and also owing to the requirement to remain within the programme until compliance is confirmed beyond doubt in both Sheffield and Rotherham. Of the sites of concern, Fitzwilliam Road is at greatest risk of non-compliance, and whilst monitoring to date suggests compliance is likely to be achieved here, this is not sufficiently certain at this time to allow for exit from the Clean Air Programme.

2.4.3 Challenges remain in Sheffield however, principally relating to the underperformance of bus retrofit technologies. To address these and ensure compliance across the joint Sheffield-Rotherham Clean Air Plan, it is proposed to accelerate the roll-out of electric buses. To support this, it is

recommended that the £874,451 saved on delivery of Rotherham Clean Air Plan measures is reallocated to the Sheffield Council-managed Clean Air Fund. The Government's Joint Air Quality Unit, funder for this work, approved this change in December 2024. It is important to consider that joint mandating of Sheffield and Rotherham means Rotherham cannot leave the Clean Air Programme until compliance is demonstrated in both Sheffield and Rotherham.

2.4.4 In order to bring sufficient certainty that compliance will be achieved, the money will include works to support the deployment of electric buses on the X3 Sheffield-Rotherham-Doncaster route which runs along Fitzwilliam Road.

3. Options considered and recommended proposal

3.1 Option 1 – do not agree to receiving the CRSTS Funding referred to in 1.2 of this report. This would severely impact on the Council's ability to maintain and improve its transportation assets and would carry significant reputational risk for future awards of funding. This option is not recommended.

3.2 Option 2 – utilise CRSTS element of 2025-26 approved funding as set out in paragraph 2.1 onwards. This would require Cabinet approval be sought to approve the list of schemes as they are identified where this is not described in this report; this is not recommended, as the additional time required to finalise all projects and submit for Cabinet approval would add delay to programme delivery.

3.3 Option 3 – as option 2, and additionally delegate responsibility to the Strategic Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport, Job and the Economy to confirm –

- The pedestrian crossing scheme to be taken into delivery (paragraph 2.2.4);
- Replacement LNRS2 schemes for Wath and Rawmarsh West wards (paragraph 2.2.15); and,
- Schemes to be taken forward under the Structures capital programme (paragraph 2.4.2).

This is the recommended option.

4. Consultation on proposal

4.1 No community consultation has yet taken place on the 2025-26 transport infrastructure programme. This is to be undertaken once further detail on projects within each scheme 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.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Following approval of the Council's transport capital programme budget, the programme will be delivered as part of the 2025-26 capital programme of the Council.

6. Financial and Procurement Advice and Implications

- 6.1 This report outlines recommendations on how to allocate existing external funding to the Council's capital programme. The Council must ensure that it abides by any conditions stipulated by the grant funder to minimise the risk of clawback. As set out above, there may be further funding available. Any bids and acceptance of additional funding will need to follow internal approval processes.
- 6.2 To support delivery of the programme, all procurement activity must be procured in compliance with the relevant procurement legislation (the Public Contracts Regulations 2015 or the Procurement Act 2023 whichever is applicable) as well as the Council's own Financial and Procurement Procedure Rules.

7. Legal Advice and Implications

- 7.1 The recommendations of this report are in compliance with Council's constitution and there are no substantive legal implications arising from the contents of this report.

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, in accordance with Council procurement procedures, and where able to offer the required services.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 The implications of the programme will depend on the detail of schemes that will be delivered. Typically, measures such as improved crossings, reduced 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 for each project as they are developed.

10. Equalities and Human Rights Advice and Implications

- 10.1 An Equalities Screening Assessment is attached at Appendix 1 of this

report. The implications of the programme will depend on the detail of the schemes that will be delivered. Typically, measures such as improved crossings, reduced road traffic collisions and local transport improvements can be expected to improve outcomes. This will need to be confirmed by Equalities Impact Assessments for each project as they are developed.

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).

11.2 Further detail can be found in the Carbon Impact Assessment at Appendix 2.

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 OBE	03/03/25
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	20/02/25
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	19/02/25

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