

Committee Name and Date of Committee Meeting

Delegated Officer Decision –06/01/2026

Report Title

Transport Capital Programme, CRSTS Revenue Grant Allocation 2025/26 & 2026/27

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

No, but it has been included on the Forward Plan

Executive Director Approving Submission of the Report

Andrew Bramidge, Executive Director, Regeneration and Environment

Report Author(s)

Nat Porter, Interim Head of Transportation Infrastructure Service
Nat.Porter@rotherham.gov.uk

Ward(s) Affected

Borough-Wide

Report Summary

This report follows approval by [Cabinet on 07/07/25](#) to:

“Note the position on CRSTS Revenue Grant as set out in paragraphs 2.92 to 2.94 and delegate the decision to allocate and spend the remaining grant to the Assistant Director Planning Regeneration and Transport in consultation with the Section 151 Officer and the Cabinet Member.”

In July 2022, the Department for Transport launched the City Regions Sustainable Transport Settlement (CRSTS) grant fund. This allocated £570 million to South Yorkshire, of which a total of £72.4 million capital is designated for schemes in Rotherham, for a funding period from 2022-2027.

To support the capital grant delivery a revenue allocation was made, and Rotherham received a revenue grant of £769,551 in 22/23, £795,450 in 23/24 and £795,598 in 24/25 (totalling £2,360,599).

To date £873,109 has been spent as confirmed in the July 2025 Cabinet report. Confirmed.

This report seeks approval for use of the CRSTS Revenue Grant allocation in 2025/26 and 2026/27, of £1,487,490.

Recommendations

Approval is granted for the balance of the CRSTS Revenue grant to be used to support the delivery of the CRSTS programme in line with the funding agreement and that proposed spend going forward is allocated as follows:

Activity	25/26	26/27	Total
Softer measures	£22,856	£0	£22,856
Scheme development	£95,000	£134,631	£229,631
Research	£50,000	£263,976	£313,976
Training	£18,622	£18,622	£37,245
Ongoing activity	£533,804	£349,979	£883,783
Total	£720,282	£767,208	£1,487,490

List of Appendices Included

Appendix 1: CRSTS Revenue Spend Breakdown 25/26, 26/27 budgets.
Appendix 2: Initial Equality Impact Screening Assessment Form A.
Appendix 3. Carbon Impact Assessment.

Background Papers

[SYMCA City Region Sustainable Transport Settlement Report 01 September 2022](#)

[Decision - Transport Capital Programme - entry of projects - Rotherham Council](#) – 23/24 RMBC Cabinet approvals of the wider CRST Capital programme.

[City Region Sustainable Transport Settlements: guidance for mayoral combined authorities](#)

[Cabinet - Monday 7 July 2025 10.00 a.m.](#)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

n/a

Council Approval Required

No

Exempt from the Press and Public

No

CRSTS Revenue Grant Funding Allocation Approvals

1. Background

- 1.1 In July 2022, the Department for Transport launched the City Region Sustainable Transport Settlement (CRSTS) grant fund. This allocated £570 million to South Yorkshire, of which a total of £72.4 million capital is designated for schemes in Rotherham, for a funding period from 2022-2027. Approval for the capital grant was given in the [Transport Capital Programme 2024/2025](#).
- 1.2 To support the delivery of the capital grant delivery a revenue allocation was also made, and Rotherham received a revenue grant totalling £2,360,599. The purpose of the grant is to fund revenue activities which ensure the Service is in a strong position to deliver the associated CRSTS Capital Programme. Approval is now being sought for the proposed 2025/26 and 2026/27 allocations.

These proposals will support local and regional policy, such as the South Yorkshire Bus Service Improve Plan (BSIP), Sheffield City Region Active Travel Implementation Plan (ATIP), Rotherham's Transport Strategy, and Cycling Strategy.

2. Key Issues

- 2.1 The CRSTS Revenue funding will support the Service capacity by delivering the following:
- A contribution towards the Rotherham Mobile Cycle Hub.
 - Under writing of some of the Mainline Station development costs.
 - Support for LTP4/IDP refresh.
 - Harthill Active Travel study.
 - Development of schemes for the next round of CRSTS capital funding.
 - Feasibility studies and research including capturing baseline data for future approvals.
 - A Casualty / harm reduction study.
 - Research into Pathway to Net Zero 2040.
 - Real time signal data analysis software.
 - Software to support modal behaviour change.
 - Training and upskilling of the Transportation Infrastructure Service.
 - Support for the digitalisation of Traffic Regulation Orders.
 - Modernisation and support for road safety.
 - Support for management of highways structures (inspections and risk-based asset management software).
 - Inclusive cycling measures.
 - A contribution to School Crossing Patrols.

3. Options considered and recommended proposal

- 3.1 The grant funding is constrained by the funder's objectives and the grant terms and conditions. All funding must be in line with the approved eligible spend as set out in the grant agreement. Unused funding must be returned to the accountable body South Yorkshire Mayoral Combined Authority (SYMCA).

Option 1 – do not approve allocation of the revenue funding. This would severely impact on the team's capacity to deliver the CRSTS capital programme and lose credibility with the funders.

- 3.2 Option 2 – approve the grant allocation as set out. This is the recommended option.

4. Consultation on proposal

- 4.1 It is not intended that the CRSTS revenue grant will be the direct subject of consultation. However, the CRST capital programme has an extensive programme of consultation, and this will be used to inform the revenue grant allocation. Consultation and engagement has been undertaken for the CRSTS Fitzwilliam and CRSTS Broom projects. This has included online surveys, community drop-in sessions, leaflets and flyers, and focus groups. Consultation will be undertaken for the CRSTS Ickles project when the scope is sufficiently developed. The feedback given in the consultation will inform the usage of the revenue grant.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The proposed spend going forward is allocated as follows:

25/26	£720,282
26/27	£767,208

A fuller breakdown of proposed future spend can be found in appendix 1. It is proposed that the revenue grant continues to be used to support the delivery of the wider CRST programme.

6. Financial and Procurement Advice and Implications

- 6.1 The Council has received £2,360,599 of CRSTS revenue grant funding from the Department of Transport, passported through SYMCA, to support the delivery of the £72.4m CRSTS capital grant funded programme. This revenue grant funding has to be spent by 31st March 2027, with any unspent funding returned to SYMCA. As at the 31st March 2025, £873,109 of this allocation has been spent. This ODR seeks approval to allocate the remaining £1,487,490 of funding over the financial years 2025/26 and 2026/27, as per the table in the Recommendations above, with further information provided in Appendix 1 of this ODR.

In the event that it is forecast the spend will not be delivered by the deadline a change control request will be submitted to SYMCA to seek approval to carry the spend into 27/28. It is anticipated that there are unlikely to be any

significant objections to this, but negotiations will be undertaken in a timely manner to mitigate risk of funding clawback.

Where there is a need to engage third party suppliers to support the delivery of the programme, these must be procured in compliance with relevant procurement legislation, (the Procurement Act 2023 or the Public Contracts Regulations 2015) which will be dependent on the route to market chosen and the Council's own Financial and Procurement Procedure Rules.

- 6.2 To ensure that the local authority is protected from the risk of clawback the grant spend will be in line with the grant terms and conditions. Further information on how it is proposed that the grant will be allocated is included within Appendix 1.

7. Legal Advice and Implications

- 7.1 The use of the funding as set out in the report is consistent with the terms of the funding from SYMCA, is in line with Government guidance, as well as being consistent with previous Council decisions and policies.
- 7.2 As stated above, the procurement of any external agencies in respect of individual projects will need to be carried out in accordance with the relevant procurement legislation and appropriate contractual arrangements put in place with the contractor. Other than this there are no substantive legal implications arising from the Recommendations within this report.

8. Human Resources Advice and Implications

- 8.1 There are no direct human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 N/a

10. Equalities and Human Rights Advice and Implications

- 10.1 An initial equality impact assessment screening assessment has been carried out, see appendix 2. Accessibility will be considered as part of individual feasibility studies and research commissioned as part of the programme.
- 10.2 The wider CRSTS programme promotes sustainable travel. Promoting cycling offers an affordable and environmentally friendly mobility option accessible to people of diverse backgrounds and income levels. By connecting neighbourhoods to employment centres, schools, and recreational areas, cycle schemes enhance access to opportunities for all residents, regardless of their mode of transportation.

- 10.3 Prioritising public transport, offers a more accessible and affordable mobility option for individuals who may not have access to private vehicles, reducing transport inequalities.

11. Implications for CO₂ Emissions and Climate Change

- 11.1 A carbon impact assessment has been carried out, see appendix 3.
- 11.2 The revenue activities included in this proposal are anticipated to have no significant impact on carbon emissions.

12. Implications for Partners

- 12.1 There will be opportunities for voluntary sector partners to bid to deliver some of the activities commissioned as a result of this programme, for example the Rotherham Cycle hub.
- 12.2 The strategies and research commissioned as part of this programme will be shared with partners as appropriate (i.e. SYMCA, other local authorities and Active Travel England).

13. Risks and Mitigation

- 13.1 Risks will be captured in the Transport Capital Programme risk register and mitigation measures considered. One key risk is lack of capacity to deliver the proposals. The delivery routes chosen will consider this constraint.

Accountable Officer(s)

Nat Porter, Interim Head of Transportation Infrastructure Service

Approvals obtained on behalf of:

	Name	Date
Chief Executive	n/a	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Rob Mahon	Click here to enter a date.
Assistant Director of Legal Services (Monitoring Officer)	Stuart Fletcher	01/12/25
Assistant Director of Human Resources (if appropriate)	n/a	Click here to enter a date.
HR Business Partner on behalf of Head of Human Resources	Helen Rowe	01/12/25
The Strategic Director with responsibility for this report	Simon Moss, Assistant Director of Regeneration and Environment	Click here to enter a date.

Consultation undertaken with the relevant Cabinet Member	Councillor John Williams Cabinet Member for Transport, Jobs and the Local Economy	19/11/25
--	--	----------

Report Author: Nat Porter

Job Title: Interim Head of Transportation Infrastructure Service

Email: Nat.Porter@rotherham.gov.uk

This report is published on the Council's [website](#).