

Committee Name and Date of Committee Meeting

Delegated Officer Decision – 30 January 2026

Report Title

Public consultation for CRSTS Fitzwilliam Corridor Scheme

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

Yes

Service Director Approving Submission of the Report

Simon Moss, Service Director, Planning, Regeneration & Transport

Report Author(s)

Mark Anderson, Senior Transport Planner

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Ward(s) Affected

Rotherham East

Boston Castle

Report Summary

This report seeks approval to undertake stakeholder consultation on the proposed CRSTS *Fitzwilliam Corridor Scheme*.

The consultation will inform the detailed design and delivery of the scheme, ensuring the final scheme, as far as possible, reflects community needs and aspirations. It builds on the public consultation already undertaken in 2024 and 2025.

Recommendations

It is recommended that:

1. Approval is granted to undertake consultation with stakeholders (including residents, business owners and Ward Members) on the detailed designs for the scheme.

List of Appendices Included

Appendix A - Equalities Impact Screening Part A

Appendix B - Climate Impact Assessment

Background Papers

Transport Capital Programme 2023/2024

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None.

Council Approval Required

No

Exempt from the Press and Public

No

CRSTS Fitzwilliam Corridor Scheme – Engagement and Consultation

ApprovalPublic consultation for CRSTS Fitzwilliam Corridor Scheme

1. Background

- 1.1 In July 2022, the Department for Transport (DfT) confirmed the City Region Sustainable Transport Settlement (CRSTS). This funding was distributed to Local Transport Authorities within Combined Authority areas for a funding period from 2022-2027. The DfT allocated £570 million to South Yorkshire, of which a total of £72.4 million was designated for schemes in Rotherham.
- 1.2 From Rotherham’s funding allocation, the 2023/2024 Transport Capital Programme allocated funding for the Fitzwilliam Road Sustainable Travel Corridor, St Ann’s Roundabout Improvements and Eastwood & Herringthorpe Active Travel Neighbourhood.
- 1.3 These three schemes make up the wider ‘CRSTS Fitzwilliam Corridor Scheme’ which comprise of a package of infrastructure enhancements which will support the Council priorities as set out in the *Walking, Wheeling and Cycling Strategy*, and which consist of the following:
- Safer and more welcoming crossings at St Ann’s Roundabout – Replacing the old subways with well-placed crossings to make getting around easier and help people feel safer;
 - A more attractive town gateway – Improving the look and feel of St Ann’s Roundabout with landscaping and design, making it a more inviting entrance to the town centre;
 - Smoother pavements – Fixing uneven, narrow and damaged pavements to prevent water from pooling and to make it easier for everyone, including people using wheelchairs, mobility aids, and pushchairs;
 - Safer crossings – Upgrading crossing points along Fitzwilliam Road so that people can cross easily and safely;
 - Better cycling routes – Connecting up existing cycle lanes and adding more protection to keep cyclists safe;
 - Improved bus stops – Upgrading all bus stops to include shelters and seating, making waiting for the bus more comfortable;
 - More reliable buses – Introducing a bus lane on the approach to St Ann’s roundabout to help buses run on time and improve journey times.
- 1.4 Development of the scheme has progressed since early 2024 with design work for the Fitzwilliam Road and St Ann’s Roundabout element progressing to RIBA 4 - Technical Design. These designs have been steered by feedback received during public consultation and engagement conducted since 2024, which has consisted of the following:
- 12 hours of Drop-in Sessions;
 - 8 Pop-Up Public Events;
 - 3 Focus Group Meetings;

- 2 Online Surveys;
- 5 Faith Centre Drop-In Events;
- 5 School & College Engagement Events;
- 2 Neighbourhood Walk & Talk Events;
- 1 Workshop and
- 1 Councillor Design Solutions Meeting.

2. Key Issues

2.1 While design work has progressed to RIBA 4 -Technical Design for the Fitzwilliam Road and St Ann's Roundabout elements, no significant consultation and engagement has taken place with the public since the end of July 2025. In addition, although previous consultation and engagement included reference to the Eastwood & Herringthorpe Active Travel Neighbourhood element, no designs of actual interventions have previously been shared with the public.

2.2 In developing the scheme designs, consideration has been given to aligning with the Council's objectives to listen, inform and work in partnership with its residents. With this in mind, further public engagement and consultation will now be undertaken.

Consultation is expected to start in February 2026.

3. Options considered and recommended proposal

3.1 Recommended: Support the proposal to consult.

3.2 It is recommended that the Council proceeds with stakeholder consultation on the proposed *CRSTS Fitzwilliam Corridor Scheme* to build upon the existing engagement already undertaken. Engaging the community will help ensure the final design is inclusive, well-informed, and aligned with local expectations.

3.3 Not recommended: The Council may choose to develop and implement the scheme without further consultation and engagement.

3.4 Choosing not to consult would mean missing the opportunity to gather input from residents, business owners, and Ward Councillors. This could result in a final design that does not reflect local needs or preferences.

3.5 Not undertaking consultation may also be perceived as a lack of openness in decision-making.

4. Consultation on proposal

4.1 Consultation is planned with residents, Business Owners and Ward Members including key stakeholders and disability groups, via the following channels:

- Ward newsletters;
- Rotherham Council Website;

- Letter to local businesses;
- Email to ward councillors;
- Social media/and local media releases;
- Letters and leaflets in the libraries;
- Drop-in events.

5. Timetable and Accountability for Implementing this Decision

5.1 It is anticipated that works will start on site early 2027.

6. Financial and Procurement Advice and Implications

6.1 There are no direct procurement implications arising from the recommendations detailed in this report.

6.2 The costs of this consultation will be funded through the approved CRSTS budget for this scheme.

7. Legal Advice and Implications

7.1 The relevant Traffic Regulation Order will be amended as set out in the body of the report to reflect the proposals described. The TRO is made pursuant to the Road Traffic Regulation Act 1984 which helps the Council to manage the highway network for all road users, including pedestrians with the aim to improve road safety and access to facilities

7.2 The appropriate statutory procedure including consultation had been followed as set out in the body of the report.

8. Human Resources Advice and Implications

8.1 There are no direct HR implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 Children, Young People and Families have been involved in previous consultation on the proposals with additional consultation planned. There are no additional implications for Children, Young People and Families contained in the report.

10. Equalities and Human Rights Advice and Implications

10.1 A Part A - Initial Equality Screening Assessment has been completed and attached as Appendix A.

10.2 An in-depth review of those likely to be affected by these proposals has been undertaken to ensure the consultation reaches a wide audience. An offer will also be made for officers within the Councils Transportation Team to meet stakeholders in-person if they so require, to discuss the proposals and gather any feedback. All feedback on the scheme design will be taken into account

to ensure that any negative impacts are mitigated appropriately and will be monitored throughout the project.

11. Implications for CO2 Emissions and Climate Change

- 11.1 A Carbon Impact Assessment has been completed for this report and is attached at Appendix B.

12. Implications for Partners

- 12.1 There is no direct impact from the public consultation itself, but the proposed scheme supports the critical role of capital investment in enabling and sustaining effective local bus services by delivering targeted highway improvements that enhance reliability, efficiency, and overall service quality. This will improve the attractiveness of bus travel, increase passenger satisfaction and ridership, and reduce reliance on ongoing revenue subsidy, by enabling more consistent journey times, promoting modal shift and helping to manage highway capacity. In doing so, the proposed scheme outlined in this report will contribute to a more equitable, efficient and environmentally sustainable transport system, ensuring that capital funding works in tandem to maximise value for money, support social inclusion and maintain a stable, attractive bus network in the future.

13. Risks and Mitigation

- 13.1 Consultation fails to engage with all members of the public. Public consultation methods have been selected to ensure a wide range of individuals have the opportunity to contribute their views. An Equality Impact Assessment has been undertaken to identify how those with protected characteristics are not excluded from the process.

14. Accountable Officers

Mark Anderson, Senior Transport Planner
Nat Porter, Interim Head of Interim Head of Transportation Infrastructure Service

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	13/01/26
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	09/01/26

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

