

Committee Name and Date of Committee Meeting

Cabinet – 16 March 2026

Report Title

Transport Capital Programme 2026-27

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

Yes

Executive Director Approving Submission of the Report

Andrew Bramidge, Executive Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Borough-Wide

Report Summary

This report details the Transport Capital Programme for the upcoming 2026-27 financial year, including its funding sources and programme areas, and explains how projects will be managed within them.

Recommendations

That Cabinet:

1. Notes the schemes and allocations of funding, as set out in paragraph 2.3, subject to approval of the Council Budget on 4 March 2026.
2. Approves the schemes and allocations of funding outlined in Section 2 of this report, including the reallocation of savings made on capital projects delivered within budget as described in paragraph 1.6.
3. Delegates authority to the Executive Director of Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, to determine the schemes to be delivered in 2026-27 through to 2029-30 with the Minor Works allocation, subject to approval of the Council Budget in March 2026.
4. Delegates authority to the Executive Director of Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and

the Local Economy, to determine the schemes to be delivered in 2026-27 with the School Crossing Patrol Improvements allocation referred to in paragraph 2.2.6.

5. Delegates authority to the Executive Director of Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, to determine the use of any underspends across the Transport Capital Programme to fund the delivery of other approved transport programmes, or the progression of designs for potential future projects.

List of Appendices Included

Appendix 1 Part A – Initial Equality Impact Screening Assessment
Appendix 2 Carbon Impact Assessment

Background Papers

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

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Transport Capital Programme 2026-27

1. Background

- 1.1 In July 2022, the Department for Transport (DfT) confirmed a new round of funding known as 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.
- 1.2 Within the Council's £72.4 million allocation described above, £6 million has been allocated for the Local and Neighbourhood Transport Complementary Programme (LNTCP) over the five years. As previously reported this funding is intended to support localised transport improvements, including the Local Neighbourhood & Road Safety schemes and specific interventions.
- 1.3 This report considers the LNTCP funding that remains to be allocated in the 2026-27 financial year (the fifth and final year out of the 5-year period).
- 1.4 The DfT expects that all CRSTS funding, including LNTCP, 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 therefore has a requirement to monitor against delivery on these outputs and outcomes from the programme.
- 1.5 Two capital projects have delivered well within budget. It is therefore proposed to reallocate funding not required for these projects to support the 2026-27 capital programme as follows –
 - CGC082 Moving Traffic Offences Enforcement (£193,122 of RMBC Capital - £400,000 original total budget) and,
 - CGC068 Morthen Road pedestrian crossing (£56,000 of CRSTS-LNTCP - £375,000 original total budget.)
- 1.6 There is also an additional new 2026-27 allocation of £426,400 for highway structures asset maintenance. This is part of the separate CRSTS Network Asset Maintenance block funding.

2. Key Issues

- 2.1 **The 2026-27 Local Neighbourhood Transport Programme**

The 2026-27 financial year is the final year of the current five-year funding round.
- 2.1.1 Based on spend to date and current commitments the present forecast for available funding for 2026-27 is £344,000. This is made up of the remaining CRSTS-LNTCP block funding of £95,000 and reallocation of the remaining funding for the delivered moving traffic offences pilot, and the crossing at Morthen Road referred to at 1.5 above.

Table 1 Proposed 2026-27 Local Neighbourhood Transport Programme (LNTCP)

£ thousands	LNTCP 26-27	Reallocation from Project No. CGC082	Reallocation from Project No. CGC068	Total
Pedestrian crossings	95	89	41	225
Monitoring & evaluation			15	15
School Crossing Patrol improvements		104		104
Total	95	193	56	344

2.1.2 Pedestrian Crossings

An allocation of £225,000 from 26-27 funding is proposed to enable the delivery of the first prioritised crossing following the completion and approval of the prioritisation process undertaken and reported as part of the 25-26 capital programme.

2.1.3 Monitoring and Evaluation

Given the need for the Council to monitor against delivery on outputs and outcomes for all Transforming Cities Fund (TCF) /CRSTS funded schemes, a proposal for a £15,000 allocation is required for year 3 monitoring and evaluation assessment of the Moor Road, Manvers TCF scheme, as well as monitoring the performance of the broader programme to inform future work.

2.1.4 School Crossing Patrol Improvements

This theme is intended to fund design and delivery of works to support the safe operation of the School Crossing Patrol service. Risk assessments are presently being undertaken to review and prioritise any sites requiring investigations to address safety risks. An allocation of £104,000 is proposed for investigation and delivery of schemes to mitigate risks at School Crossing Patrol Sites, and delegation is sought to determine the schemes to be delivered in 2026-27.

2.2 Structures Capital Programme 2026-27

As detailed in paragraph 1.6, there is an allocation of £426,400 for structures for the 2026-27 financial year. It is proposed this is allocated to the following:

- Bridge Joint Replacement Programme (£150,000)
- Grafton New Bridge concrete and parapet repairs (£200,000)
- Minor essential maintenance arising from inspections (£76,400)

2.3 Council Capital Investments

A number of Capital Investments have been proposed in the Council's Budget to commence from the 2026-27 financial year as follows –

- **Ward Road Safety Plans** - £160,000 over two years (£80,000 per annum) for the development of Ward Road Safety Plans in each of Rotherham's 25 wards, forming the development of capital Road Safety projects.
- **Old Flatts Bridge parapet repair** - £1,900,000 in addition to £600,000 already allocated, to enable the deficient parapet to be repaired and cease temporary lane closures on Rotherham Parkway.
- **Structure 2026-2-27 Maintenance** - £1,000,000 for a more proactive structures inspections programme and to conduct loading assessments.
- **Fleet Bridge reconstruction design** - £600,000 for the design of a replacement bridge to allow revocation of the current weight limit.
- **Pedestrian Crossings Programme Pipeline** - £268,000 for designing five pedestrian crossings in order to be ready for construction as funding arises.
- **Transportation Minor Works Programme extension** - £81,000 p.a. until the end of 2029-30 (£324,000 total) to allow response to minor matters that may be important to the community or to individuals and where not suitable for use of external funding.
- **Treeton Lane Crossroads – Design Works** £150,000 to develop a scheme for improvements at the junction of Treeton Lane and Main Street, Aughton.

3 Options considered and recommended proposal

- 3.1 Option 1 – do not agree to receiving the CRSTS Funding referred to in Section 1 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 available funding as set out in paragraph 2.1 onwards. This would require Cabinet approval to 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. This would include for the Minor Works Programme.
- 3.3 Option 3 – as option 2, and additionally delegate responsibility to the Executive Director, Regeneration and Environment, in consultation with the Cabinet Member for Transport, Job and the Economy to confirm –

- Schemes to be taken forward under the School Crossing Patrols Improvement theme;
- Schemes to be taken forward under the Minor Works budget approved by Council in March 2025.
- The reallocation and use of any underspends.

This is the recommended option.

4. Consultation on proposal

- 4.1 No community consultation has yet taken place on the 2026-27 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 2026-27 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. It also details the new investments proposed as part of the Council's Budget and Council Tax Report 2026-27 to be considered at Full Council on 4th March 2026. Delegation is sought to manage underspends within the transport programme and this must be complementary to existing delegations and capital governance procedures.
- 6.2 To support delivery of the programme, all procurement activity must be procured in compliance with the relevant procurement legislation (Public Contracts Regulations 2015 or the Procurement Act 2023) dependent on the route to market, 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 the 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 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 appropriate 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 appropriate 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 of 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

- 14.1 Lucy Hudson
Head of Transportation Infrastructure Service
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Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	27/02/26
Executive Director of Finance & Customer Services (S.151 Officer)	Judith Badger	27/02/26
Service Director of Legal Services (Monitoring Officer)	Phil Horsfield	27/02/26

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