

Committee Name and Date of Committee Meeting

Cabinet – 22 March 2021

Report Title

Transport Capital Programme 2021-22

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 2021-22 and explains the sources of funding. It provides an overview of the aims of the various project themes such as, transport scheme development, junction improvements, the Parkway Widening project, pedestrian crossings, road safety as well as the Transforming Cities Fund Programme, the Greasbrough junction improvement schemes of Coach Road and The Whins. The report recommends the programme be noted and approval of the scheme priorities for delivery in 2021-22.

Recommendations

1. That Cabinet notes the funding, as stated in the report, that supports the delivery of major transport projects for the Council.
2. That Cabinet approves the content and scheme priorities for the 2021-22 Local Transport Plan Programme and three highway structures schemes referred to in section 1.10 to 1.11 and Appendix 2.
3. That, with the exception of Local Safety Schemes, decisions on any changes needed to the programme are delegated to the Strategic Director Regeneration & Environment in consultation with the Cabinet Member for Jobs and the Local Economy and the Cabinet Member for Waste, Roads and Community Safety.

List of Appendices Included

Appendix 1 Equalities Assessment

Appendix 2 Rotherham 2021-22 Transport Capital Programme LTP priorities

Background Papers

None

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 2021-22

1. Background

- 1.1 Specific Transport Capital funding is provided to the Council via Sheffield City Region's (SCR) Integrated Transport Block (ITB) allocation which is awarded to Local Transport Authorities each year from the Department for Transport (DfT).
- 1.2 The current year (2020-21) is the final year of the latest round of funding confirmed by Government for the period 2015-2021 financial years. These funds support a programme of infrastructure works across a range of schemes relating to the following thematic areas listed below.
- 1.3 The following table outlines the transportation themes and amounts of funding for RMBC within each theme for the current year 2020-21. These figures reflect a similar approach in years immediately preceding this year.

Year	Local Safety Schemes (LSS)	Connectivity	Traffic Mgt	Smarter travel	Scheme Development	Total
20/21	£678,000	£175,000	£175,750	£25,000	£0	£1,053,750

- 1.4 The above transport themes deliver projects in the following scheme areas:-

Local Safety Schemes – Pedestrian crossings and road safety schemes, focused on sites with accident history. These sites are examined each year from the South Yorkshire Police accident database and the most critical sites are selected for intervention measures to reduce future re-occurrence of road traffic collisions involving fatalities and/or injuries. Any additional Council capital identified for this work is also managed within this theme.

- 1.5 Within the local safety theme, the Council has provided two streams of its own Council capital of £120,000 over the last 3 years for additional pedestrian crossing schemes and a 3-year programme of £450,000 (£150,000 p.a.) from 2019-23 for delivery of local Ward Councillor road safety improvement projects. These have proved very popular with communities, allowing more local priorities to be addressed.
- 1.6 **Connectivity** – these funds are typically used for improvements in cycling and walking measures on the local road network. Funds are used to identify, design and often also to deliver schemes.
- 1.7 **Traffic Management** – this theme supports the improvement of the Council's road traffic signals and signalised pedestrian crossings.
- 1.8 **Smarter Travel** – supports work the Council does to improve travel options and choices and is used in the main to stimulate sustainable travel options such as cycling, walking and use of public transport.
- 1.9 **Transport scheme development** – work is undertaken each year to identify transport system pressure points such as congestion, bus journey time reliability blockages, road network efficiency for instance signalised junctions, crossroad and side-road

improvements. This work enables credible bids to be submitted either for RMBC capital funding in future years or external funding, usually government (DfT) and SCR funding.

1.10 Programme of work for 2021-22

For the 2021-22 financial year, interim single-year arrangements are to be put in place by Government.

Therefore, for the 2021-22 transport capital programme, it is proposed to maintain similar levels of funding for each theme with changes made for scheme development work to enable the Council to be better prepared for funding bids in the near future. The table below sets out the proposed LTP thematic funding values for next year. These have been provided to SCR as indicative values, pending confirmation from Government.

Year	Local Safety Schemes (LSS)	Connectivity	Traffic Mgt	Smarter travel	Scheme Development	Total
2020/21	£678,000	£175,000	£175,750	£25,000	£0	£1,053,750
2021/22	£678,000	£150,000	£150,000	£25,000	£151,211	£1,154,211

1.11 In addition to the above programme, three structural schemes have been identified for delivery in 2021-22. These schemes are detailed in the Appendix 2 as: Manvers Footbridge structural painting (scheme value is £375,000, with £350,000 allocated from capital resources in 2021/22); West Bawtry Road embankment collapse (£350,000); and Steadfolds Lane embankment collapse (scheme is £250,000, with £225,000 allocated from capital resources in 2021/22). Additional funding for these schemes were approved at Council on 3rd March 2021 and require attention as soon as possible in the new financial year.

1.12 In addition to the above LTP and Council funding, local transport schemes included in the Transport Capital Programme are funded from a range of external grant funded awards. The principal funding streams are:-

DfT/MHCLG Grants:-	£M	Period
Local Growth Fund:		
Parkway Widening	£46.0	2 yrs
Greasbrough Coach Road	£2.4	2yrs
Get Britain Building Fund – The Whins	£2.5	2yrs
Transforming Cities Fund*	£29.0	3yrs
Active Travel Fund & MCA - Broom Rd	£1.5	2yrs
	£81.4m	
RMBC Capital Budget		
Neighbourhood Safety Programme	£0.450	3yrs
Additional Pedestrian crossing funding	£0.120	1yr
	£0.570m	
<i>* Of which £16m is delivered by SYPTE</i>		
Total work in progress 2021-22	£81.97m	

These funds are separate and in addition to the SCR Local Transport Plan (LTP) of £1.154m funding referred to in 1.10 above. Schemes in the major projects area of the Council's transport capital programme are either already in place and underway for completion in 2021-22 or over extended periods to 2022-23. The Broom Road Active Travel Scheme will only be able to move to works commencement during the summer if it is confirmed by government and the Mayoral Combined Authority (MCA).

All these funding sources support delivery of the Council's Transport Capital Programme with further detail on these schemes provided in section 1.13 below.

- 1.13 Where funding is sourced from external grants, the Council delivers major junction improvements such as the A57/A618 junction upgrade and the College Road Roundabout Improvement scheme, both of which were completed in 2020.

In addition, this year the Council has embarked on the delivery of a number of key externally grant funded schemes as follows: -

- **A630 Parkway Widening project (£46m)** - gained Ministerial Approval on 16th October 2020. This scheme started in February 2021 and will be delivered by 2022-23.
- **Transforming Cities Programme (£29m)** - The Council has embarked on an ambitious active travel programme which will see completion of 9 key strategic active travel and public transport schemes across the borough by 2023. These include public transport improvements around Parkgate where the SYPTA are to provide a Park & Ride scheme adjacent the retail park, new link road and improvements to Taylors Road roundabout, and key strategic cycling route improvements along the A6178 Sheffield Road from the borough boundary with Sheffield to the centre of town. Other key active travel projects will be completed up to 2023 along Maltby Bus corridor, Doncaster Road, Dalton, Manvers Way and between Rotherham and the AMID/Waverley new development area. These improvements primarily consist of junction improvements and segregated cycle lanes where road space permits.
- **Greasbrough Road junction improvement schemes (£4.9m)** – development work has progressed on the Greasbrough schemes of Coach Road (£2.4m) and The Whins (£2.5m). The Coach Road Scheme commenced practical works delivery this financial year while development of the business case for the Whins Scheme is in progress with site assessment and design work underway following confirmation of funding for both schemes during 2020-21. The original intention was to deliver these schemes within the overall approved funding however additional costs arising from utility works on the Coach Road Scheme are expected to take up much if not all of the available risk allocation for that project. Should further funding be required this will be sourced from within the LTP programme from slippage or re-programming.
- **Active Travel Fund (£1.5m)** – A proposal was submitted for the DfT/MCA funded Active Travel Fund scheme for Broom Road which is awaiting final full award of the funding prior to delivery in 2021-22. If approved, this will deliver an innovative junction design at Clifton Road roundabout together with segregated cycle lanes along Broom Road and Westgate and additional more localised cycling enhancement works in the adjacent residential area.

2. Key Issues

- 2.1 In mid-February Government confirmed the level of funding for transport. This is awarded to Sheffield City Region as the Local Transport Authority. Once the funding allocation for member authorities is confirmed the programme will be adjusted to accommodate any changes to the amounts awarded either to increase or to decrease the programme value.
- 2.2 The proposed schemes detailed in Appendix 2 (Part 1) are indicative. The projects identified will be delivered provided the LTP funding is not called upon as risk contingency for the Council's existing transport projects detailed above. This is particularly the case for the two Greasbrough Road junction improvement schemes which may require additional funding due to the complexity of their design and construction. Should this risk contingency (currently estimated at £400,000) not be required for these key projects then funds will be released for the schemes proposed in Appendix 2 (Part 1).

3. Options considered and recommended proposal

- 3.1 Option 1 – Maintaining funding levels for transport in line with previous years' funding themes, updating to reflect an increased total sum granted from SCR and additional scheme development work. In relation to the structures schemes these can be approved within the current report which would ensure an early start is achieved for this urgent work. The work itself is of a routine nature so does not require further detailed consideration once the final scheme design is completed. This is the recommended option.
- 3.2 Option 2 – Allocating the total fund as one 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 is not recommended.
- 3.3 Alternatively a separate report could be presented for approval of each scheme as and when each scheme design is completed. This would take longer and the work could be delayed beyond the available environmental window for the works to be completed in a timely manner. This is not recommended.

4. Consultation on proposal

- 4.1 No community consultation has taken place as that is best delivered in parallel with transport strategy review work which offers the opportunity for more meaningful engagement.
- 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 capital budget on 3rd March 2021 the schemes referred to in this programme will be delivered as part of the 2021-22 capital programme of the Council.
6. **Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**
- 6.1 The reports sets out the proposed specific programme of transport capital works for 2021-22. Those projects in this report that are for delivery by the Council are included within the Council's Capital Programme for 2020-21 to 2023-24 as approved by Council on 3rd March 2021.
- 6.2 A number of procurement projects are already completed or in progress for these schemes. The Transportation Infrastructure Team will continue to work closely with the Procurement Service to plan upcoming projects, to ensure corporate priorities and policies are considered, and to ensure procurements are conducted in compliance with Public Contract Regulations.
7. **Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**
- 7.1 There are no specific legal implications associated with the programme but some projects within the programme will require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders.
8. **Human Resources Advice and Implications**
- 8.1 There are no Human Resources implications arising from this report. The schemes identified in Appendix 2 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 Some of the schemes are designed to specifically benefit young pedestrians such as 20mph speed limits outside schools, pedestrian crossings especially if located on key school access routes and active travel measures such as cycling and walking provision.
- 9.2 People with disabilities, including physical mobility and sensory problems, as well as learning difficulties, can experience problems in using the transport network, with issues such as inaccessible bus stops and difficulties crossing roads. Transport infrastructure schemes follow national design guidance which includes consideration of all road users and additional provision is accommodated where required.
10. **Equalities and Human Rights Advice and Implications**

- 10.1 Several of these schemes assist the visually impaired and those with mobility issues in crossing the road and accessing public transport by the proposed addition of Tactile paving, pedestrian refuges and the introduction of lower speed limits.

11. Implications for Ward Priorities

- 11.1 Engagement takes place with Ward Councillors as and when transport capital schemes are delivered in their Ward. As well as a wider technical set of criteria for identification of schemes reference is made to Ward Priorities in forming transport scheme priorities.

12. Implications for Partners

- 12.1 Transport infrastructure schemes carry implications for all road users, 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. 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	Click here to enter a date.
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	04/03/21
Head of Legal Services (Monitoring Officer)	Bal Nahal	04/03/21

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