



# Doncaster Council

## Report

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14 December, 2022

To: Cabinet

**Report Title: Acceptance of City Region Sustainable Transport Settlement Revenue Funding (CRSTS).**

Relevant Cabinet Member(s)	Wards Affected	Key Decision?
Cllr Joe Blackham	All	Yes

### EXECUTIVE SUMMARY

1. In May 2021, the Department for Transport announced the Intra City Transport Settlement, where Local Authorities were invited to submit a transport programme for the next 5 years of transformational projects aligned to sustainable transport criteria. During the summer of 2021 the programme was developed. The final South Yorkshire Mayoral Combined Authority bid was submitted in January 2022, the fund now being named the City Region Sustainable Transport Settlement.
2. In April 2022 an award was made to the SYMCA of over £570m. Of the £570m, the allocation for Doncaster is £72m plus the Highways Capital Maintenance and Integrated Transport Block.
3. In addition to the Transport Settlement, the Department for Transport also awarded Revenue Funding of £5.2m to the SYMCA to commence project feasibility work. The initial allocation, for a two year period, confirmed for Doncaster for this work is £2,248,688. In order to unlock this funding the Strategic Transportation team have to submit a business case to SYMCA that outlines the projects we intend to undertake and how they align with the CRSTS programme.

4. The proposed CRSTS projects include;

<b>Scheme</b>	<b>Description</b>	<b>Budget from CRSTS Capital</b>
Gateway East Station	A new rail connection to the GatewayEast growth hub, known as GatewayEast Rail. The preferred option identified was for a connection between the East Coast Main Line and the Doncaster to Lincoln Line, with a new station close to Doncaster Sheffield Airport within the GatewayEast estate	£30m
Local Centre Accessibility Improvements and TPT upgrades	Improvements in accessibility to north western local centres including Carcroft, Skellow, Adwick and Askern. Improvements to surfacing and condition of Trans Pennine Trail.	£12m
Mexborough - Transport Network Sustainable Improvements	Delivering a series of transport interventions in Mexborough to improve access to the town centre.	£8m
Cleveland Street Junction Bus Priority Improvements	Remodelling of roundabout to improve bus journey times.	£3.5m
Shaw Lane Bus Lane	Creation of additional capacity on Shaw Lane to improve journey times for buses.	£4m
Sidings Junction Bus Priority Improvements	Remodelling of roundabout to improve bus journey times.	£2.5m
East Doncaster Active Travel and Passenger Transport Connectivity	Improvements to the A630 between junction 4 of the M18 motorway to the A18 (Thorne Road) and between the A18 and A630 Wheatley Hall Road. Including bus lanes and dedicated active travel facilities. Investigation of a P&R for that corridor.	£12m
<b>Total</b>		<b>£72m</b>

5. The revenue funding will be used to accelerate business case development including data collection, transport modelling, staff resources and support the delivery of revenue services

6. An indicative allocation of the proposed revenue spend is shown below. At this stage of the CRSTS programme the budget needs to remain flexible to meet the demands of the programme;

	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
Staff costs	£220,000	£220,000	<b>£440,000</b>
Professional Fees	£200,000	£400,000	<b>£600,000</b>
Consultation costs	£25,000	£45,000	<b>£70,000</b>
Design fees	£200,000	£488,688	<b>£688,688</b>
Other (Please Specify)	£180,000	£270,000	<b>£450,000</b>
<b>Total</b>	<b>£825,000</b>	<b>£1,423,688</b>	<b>£2,248,688</b>

## **EXEMPT REPORT**

7. N/A

## **RECOMMENDATIONS**

8. Accept the CRSTS revenue funding of £2,248,688
- Add the funding to the Council's revenue budget
  - Give delegated authority to the Director or Economy & Environment and Corporate Resource, in consultation with the Portfolio Holder for Highways, Infrastructure and Enforcement, to enter into a funding agreement with SYMCA to allow draw down of funding.
  - Give delegated authority to the Director or Economy & Environment and Corporate Resource, in consultation with the Portfolio Holder for Highways, Infrastructure and Enforcement, to enter into contracts to assist in the delivery of the CRSTS programme.

## **WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?**

9. The CRSTS programme has the potential to improve the quality of life for residents of Doncaster. Creating improved sustainable access to employment hubs enables more opportunities for our residents.
10. The CRSTS programme will improve public transport and active travel in Doncaster which will allow improved accessibility to local facilities.
11. On 06/07/2022, Cabinet adopted the refreshed Get Doncaster Moving (GDM) physical activity and sport strategy, which makes a commitment to work with and support residents to be active in the ways that they have identified, such as:
- Moving as part of everyday life – at home, school, work, in the community
  - Access to safe and enjoyable parks and open spaces
  - Access to fun, affordable and local organised activities
  - Socialising with friends, family and community
  - Safe spaces to walk and cycle
  - Playing out, and play for all ages

## BACKGROUND

12. In May 2021, the Department for Transport announced the Intra City Transport Settlement, where Local Authorities were invited to submit a transport programme for the next 5 years of transformational projects aligned to sustainable transport criteria. During the summer of 2021 the programme was developed. The final South Yorkshire Mayoral Combined Authority bid was submitted in January 2022, the fund now being named the City Region Sustainable Transport Settlement.
13. In April 2022 an award was made to the SYMCA of over £570m. Of the £570m, the allocation for Doncaster is £72m plus the Highways Capital Maintenance and Integrated Transport Block.
14. In addition to the Transport Settlement, the Department for Transport also awarded Revenue Funding of £5.2m to the SYMCA to commence project feasibility work. The initial allocation, a for a two year period, confirmed for Doncaster for this work is £2,248,688m. In order to unlock this funding the Strategic Transportation team have to submit a business case to SYMCA that outlines the projects we intend to undertake and how they align with the CRSTS programme.
15. Criteria for the CRSTS bid was as follow;
- Driving growth and productivity through infrastructure investment
  - Levelling up services towards the standards of the best
  - Decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling
16. The proposed CRSTS projects include;

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Local Centre Accessibility Improvements and TPT upgrades	£12m
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<b>Total</b>	<b>£72m</b>

17. The revenue funding will be used to accelerate business case development including data collection, transport modelling, staff resources and support the delivery of revenue services

18. An indicative allocation of the proposed revenue spend is shown below. At this stage of the CRSTS programme the budget needs to remain flexible to meet the demands of the programme;

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Other (Please Specify)	£180,000	£270,000	£450,000
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19. Gateway East Rail remains in the programme whilst consultation remains open on the future of DSA, it is recognised that the viability of the Gateway East Rail scheme will be impacted by the decision on the closure of DSA. If removed there is potential that budget allocation of Gateway East will be reallocated to a number of additional schemes. Which may potentially have a greater resource need than the current programme.

### OPTIONS CONSIDERED

20. Two options have been considered:

**Do something-** Accept the funding, utilising the monies to develop the capital element of the CRSTS programme

21. **Do nothing-** Failure to accept the grant funds will result in Doncaster residents not benefiting from the programme and potentially jeopardising £72million of capital investment in the City's transport network.







### REASONS FOR RECOMMENDED OPTION



22. Accepting the revenue funding will allow the Council to develop and deliver the CRSTS programme, which when implemented will bring benefits to Doncaster.

### IMPACT ON THE COUNCIL'S KEY OUTCOMES

23.

<b>Great 8 Priority</b>	<b>Positive Overall</b>	<b>Mix of Positive &amp; Negative</b>	<b>Trade-offs to consider</b> –	<b>Neutral or No implications</b>
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			Negative overall	
 <b>Tackling Climate Change</b>	✓			
Comments The scheme could encourage a modal shift towards active travel away from car journeys which would lead to a reduction in emissions.				
 <b>Developing the skills to thrive in life and in work</b>				
 <b>Making Doncaster the best place to do business and create good jobs</b>	✓			
Accepting the revenue funding will although Doncaster to benefit in investment in its transport infrastructure, which will contribute to the resilience of the transport network.				
 <b>Building opportunities for healthier, happier and longer lives for all</b>	✓			
The schemes within the CRSTS will improve our active travel network, which may encourage more residents to use walking or cycling, which in turn will improve health and wellbeing of our residents.				
 <b>Creating safer, stronger, greener and cleaner communities where everyone belongs</b>	✓			
The CRSTS programme will create safer spaces for people to travel.				
 <b>Nurturing a child and family-friendly borough</b>				✓

 <b>Building Transport and digital connections fit for the future</b>	✓			
The revenue funding of CRSTS facilitates accessing the capital funding, which will improve Doncaster transport network.				
 <b>Promoting the borough and its cultural, sporting, and heritage opportunities</b>	✓			
Active travel is 1 of 9 ambitions within the refreshed GDM strategy, and therefore the programme directly aligns with the Get Doncaster Moving (GDM) ambitions and vision of healthy and vibrant communities through physical activity and sport.				
<b>Fair &amp; Inclusive</b>				✓

**Legal Implications [Officer Initials: NJD Date: 4<sup>th</sup> November 2022 ]**

24. Section 1 of the Localism Act 2011 gives the local authority the power to do anything that individuals may generally do.

25. As set out in the report, the Council will receive revenue funding from SYMCA to assist the Council in delivering CRSTS programme.

26. The Council will be required to enter into a funding agreement with SYMCA which is likely to set out certain project outputs, project outcomes and milestones for spend which the Council must be satisfied it can achieve. Failure to achieve these requirements or to comply with the terms and conditions of the funding agreement may invoke clawback of the funding. Legal advice should be sought once the funding agreement is received.

27. Part of the funding will be allocated to staff costs. Section 112 of the Local Government Act 1972 allows a local authority to appoint such officers as are necessary for the proper discharge of its functions, on such reasonable terms

and conditions as it thinks fit. Salary grade should be determined by job evaluation.

28. Fixed-term contracts can be used for employees to work for a specified length of time or to work on a set project. The expiry of a fixed-term contract is treated as a dismissal. Employees that have been employed for 2 years or more when their employment ends have the right to bring an unfair dismissal claim. In order for liability in relation to unfair dismissal to be limited there must be a legitimate reason for a fixed term contract and the employee must be made aware of this reason and of the anticipated length of the contract at the outset.
29. If the length of the contract exceeds 1 year upon termination the employee may be entitled to be placed on the redeployment register and after 2 years may be entitled to a redundancy payment.
30. Fixed-term employees who have been continuously employed for four years or more on a series of successive fixed-term contracts will automatically be treated as permanent employees unless the continued use of a fixed-term contract can be objectively justified.
31. The Fixed Term Employees (Prevention of Less Favourable Treatment) Regulations 2002 confirm that employees should not be treated less favourably on the ground they are fixed term unless this is objectively justified. Less favourable treatment means, but is not limited to pay and terms and conditions.
32. The Council should note that time spent on a fixed term contract immediately before a permanent contract will count towards continuous service in order for employment rights to be conferred.
33. The Council's recruitment, retention, and vacancy management policies should be followed and HR advice should be sought.

#### **Financial Implications [Officer Initials: JI | Date: 03/11/2022]**

34. This report seeks to accept the CRSTS revenue funding, to the value of £2,248,688 for Doncaster, where the funding will be used to accelerate business case development including data collection, transport modelling, staff resources and support the delivery of revenue services, leading towards the delivery of major capital schemes.
35. In order to unlock this funding the Strategic Transportation team have to submit a business case to South Yorkshire Mayoral Combined Authority (SYMCA) that outlines the projects we intend to undertake and how they align with the CRSTS programme.



36. The acceptance and proposed use of the grant will be subject to the Council signing a Funding Agreement with South Yorkshire Mayoral Combined Authority (SYMCA). This will set out the terms and conditions of the grant and cover issues such as eligibility, claims, risks, claw back, exit strategies etc. Any changes to the original spend profiles and allocations will need to be agreed by SYMCA and included in the Funding Agreement. Any expenditure incurred before all of these requirements are in place will be spent at risk.
37. It is assumed that the revenue funding will be on a claim type basis. In order to claim grant, all of the expenditure incurred in relation to the project(s) must be eligible and comply with the terms and conditions of the grant provider. Failure to do so could lead to claw back up to the value of the grant. The project manager must also administer the grant in line with the Council's Contract and Financial Procedure Rules.
38. FPR's also require that Directors are responsible for ensuring that action plans are in place (including exit strategies) for all external funding within the Directorate. This is particularly important where staff are concerned as those appointed will accrue employment rights and will be subject to the Council's redundancy and redeployment procedures.
39. The revenue funding will be monitored through the Councils' monthly monitoring process.

#### **Human Resources Implications [Officer Initials: DK | Date: 02/11/2022]**

40. There are no direct HR Imps in relation to this report, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

#### **Technology Implications [Officer Initials: PW Date: 01/11/22]**

41. There are no direct technology implications in relation to this update report. Any requirements for new, enhanced or replacement technology to support the delivery of the actions and priorities outlined in the report will need to be considered by the Technology Governance Board (TGB).

#### **RISKS AND ASSUMPTIONS**

42. The main risk around this funding, is that it is not approved by Cabinet this would result in Doncaster Council not been able to deliver the capital element of the CRSTS programme.

#### **CONSULTATION**

43. Consultation has been under taken with the relevant Cabinet members.

#### **BACKGROUND PAPERS**

44. N/A

## **GLOSSARY OF ACRONYMS AND ABBREVIATIONS**

45. CRSTS- City Region Sustainable Transport Settlement  
DfT- Department for Transport

## **REPORT AUTHOR & CONTRIBUTORS**

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