



Report

Date: 17/04/24

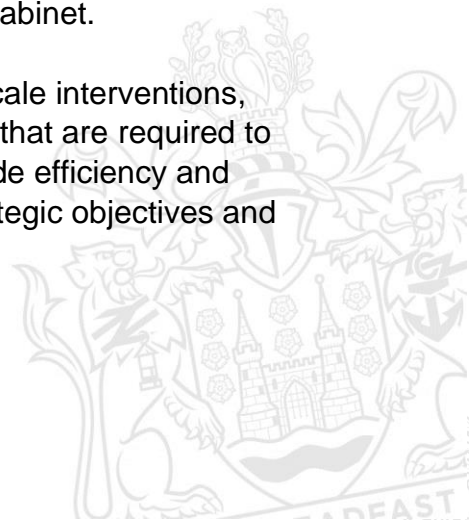
To: Cabinet

Report Title: Acceptance of Grant Funding for Delivery of the Local and Neighbourhood Transport Complementary Programme

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

EXECUTIVE SUMMARY

1. The Local and Neighbourhood Transport Complimentary Programme (LNTCP) was formerly known as the 'Local Transport Plan Integrated Transport Block' and is often just referred to as the 'Local Transport Plan' or 'LTP' programme. The LNTCP is now part of the City Region Sustainable Transport Settlement (CRSTS) funded by the Department for Transport and administered through the South Yorkshire Mayoral Combined Authority (SYMCA). Formerly an annual settlement the LNTCP is a now 5-year programme, running from 2022/23 to 2026/27, at £1,391,711 per annum, which is comparable to the previous annual programme model. However, the LNTCP funding does not have to be drawn down/spent in equal proportions across the five years.
2. Although most grant funding now comes to the Council following successful bids for specific (named) schemes (often needing delivery to tight timescales), the LNTCP still provides more local flexibility both in terms of what it can be spent on and when it has to be spent by. It can be carried forward for spend into future years.
3. As the grant agreement required is for a 5 year settlement to the sum of £6,958,555 this is now a key decision and must be made by Cabinet.
4. The Project will continue to deliver a broad range of smaller scale interventions, that are predominately reactive to issues raised and schemes that are required to complement the CRSTS capital scheme allocations and provide efficiency and effectiveness across the network upon which the regional strategic objectives and



investments can be delivered. Also delivering localised investments within communities to open up the network to all users and encourage sustainable access to leisure, facilities and employment.

5. The programme is broken down into five strategic investment themes;
 - a. Safer Road
 - b. Sustainable Choices
 - c. Network Management
 - d. Major Schemes
 - e. Cycling

6. The funding is aimed at delivering small scale interventions and being reactive to minor issues that are raised by residents throughout the year.

EXEMPT REPORT

7. N/A

RECOMMENDATIONS

8. The recommendations for this report are that Cabinet agrees to:
 - a. Accept Local and Neighbourhood Transport Complimentary Programme from SYMCA in the sum of £6,958,555;
 - b. Give delegated authority to the S151 officer and the Director of Place in consultation with the portfolio holder for Highways, Infrastructure and Enforcement to enter into grant agreement with SYMCA;
 - c. Give delegated authority to the Director of Place in consultation with the portfolio holder for Highways, Infrastructure and Enforcement to deliver the programme.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

9. Delivery of the programme provides many benefits for the residents of Doncaster by improving road safety, providing additional accessibility improvements to encourage safer connectivity; being responsive to requests made to the Council from its' customers; encouragement of more travel by active modes and public transport

BACKGROUND

10. The Local and Neighbourhood Transport Complimentary Programme (LNTCP) was formerly known as the 'Local Transport Plan Integrated Transport Block' and is often just referred to as the 'Local Transport Plan' or 'LTP' programme. The LNTCP is now part of the City Region Sustainable Transport Settlement (CRSTS)

funded by the Department for Transport and administered through the South Yorkshire Mayoral Combined Authority (SYMCA). Formerly an annual settlement the LNTCP is a now 5-year programme, running from 2022/23 to 2026/27, at £1,391,711 per annum, which is comparable to the previous annual programme model. However, the LNTCP funding does not have to be drawn down/spent in equal proportions across the five years.

11. Although most grant funding now comes to the Council following successful bids for specific (named) schemes (often needing delivery to tight timescales), the LNTCP still provides more local flexibility both in terms of what it can be spent on and when it has to be spent by. It can be carried forward for spend into future years.

12. As the grant agreement required is for a 5 year settlement to the sum of £6,958,555 this is now a key decision and must be made by Cabinet.

13. The Project will continue to deliver a broad range of smaller scale interventions, that are predominately reactive to issues raised and schemes that are required to complement the CRSTS capital scheme allocations and provide efficiency and effectiveness across the network upon which the regional strategic objectives and investments can be delivered. Also delivering localised investments within communities to open up the network to all users and encourage sustainable access to leisure, facilities and employment.

14. The programme is broken down into five strategic investment themes;

- a. Safer Road
- b. Sustainable Choices
- c. Network Management
- d. Major Schemes
- e. Cycling

15. The split of investment in the programme is based on deliverability within the financial year, however if need is demonstrated some flexibilities can be applied.

16. 2023/ 2024 programme

Scheme	Description	Budget
Safer Roads		
Safer Communities - Boroughwide	Various Small Safety Improvements such as New Signing, Signing Upgrades, Road Markings	50,000
A19 Doncaster Rd/Rockley Ln Safety	Introduction of new Speed Limit, with associated New Signing & Lining, SID Signs Units	35,000

Beckett Rd/Wentworth Rd Traffic Signals	Priority Junction change to New Signalised Junction	180,000
A638 Gt N Rd/Coppice Rd Highfields Safety	Junction Improvement, New Splitter Island Installation & Carriageway Resurfacing.	35,000
Network Management		
Traffic Management Measures - Boroughwide	Various Small Local Traffic Management Improvements such as Minor Junction Alterations	70,000
Direction Signing	New and Upgrades to Local Direction Signing	40,000
Gliwice Way Signals improvements	Introduction of New Controller & Bus Priority reconfiguration	35,000
Nutwell Lane/Cow House Lane Junction Consolidation	Removal of Island Conversion to Conventional T Junction	60,000
A630 Sheffield Rd/Waites Right Turn Provision	Introduction of Right Turning Bay, including C/way Resurfacing.	20,000
Goodison Boulevard/Staunton Rd Junction Enhancement	Ditching, Bunding and Planting, to alleviate parking to village green	15,000
Station Road/Cuckoo Lane Layout	Not progressed due to on site complications,	30,000
Burghwallis Lane, Sutton	Introduction of New Passing Place	20,000
Sustainable Choices		
Dropped Crossings on ped routes	Installation of dropped crossings on pedestrians routes across the Borough	100,000
Travelwise Commuter Plan	Supporting businesses to be more sustainable in operation	20,000
Doncaster Bus Partnership Infrastructure	Funding allocated to support requests for improvements to bus stops/ shelters across the borough	45,000

Doncaster Bus Partnership Marketing	Supporting countrywide marketing campaigns	20,000
Automatic Traffic Counters	Funding allocated for the repair and renewal of ATCS across the borough	7,500
Minor Works Package/ Monitoring	Funding used for feasibility works and minor transport improvements	120,000
Footways	Allocated for the creation of new footways	40,000
Cycling		
Cycling Infrastructure	Allocated for the delivery of new cycling routes	100,000
Cycle Parking	For installation of cycling parking at schools	20,000
Major Scheme		
M18 Junction 3	Funding allocated for feasibility of designs and transport modelling for M18 J3	180,000
TCF match	Allocated to provided match funding for Transforming Cities Fund.	102,500
Total		£1,325,000

OPTIONS CONSIDERED

17. Two options have been considered;






Do something- Accept the grant funding and enter into funding agreements with South Yorkshire Mayoral Combined Authority to deliver the LNTCP.




Do nothing- Failure to accept the grant funds will result in Doncaster not benefiting from the investment in the transport network.

REASONS FOR RECOMMENDED OPTION

18. Accepting the funding will allow Doncaster to deliver reactive improvements to the transport network, focusing on improving network management, safety, access to sustainable modes and developing a pipeline of major schemes.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

Great 8 Priority	Positive Overall	Mix of Positive & Negative	Trade-offs to consider – Negative overall	Neutral or No implications
 Tackling Climate Change	✓			
<p>Comments:</p> <p>Works that form the LNTCP will improve facilities for residents to make short journeys by sustainable modes.</p>				
 Developing the skills to thrive in life and in work				✓
<p>Comments:</p>				
 Making Doncaster the best place to do business and create good jobs	✓			
<p>Comments:</p> <p>The LNTCP programmes includes a provision for small scale improvements to network management which will positively impact on congestion.</p>				
 Building opportunities for healthier, happier and longer lives for all	✓			
<p>Comments:</p> <p>Delivering the LNTCP will improve road safety for residents and enable more active travel.</p>				
 Creating safer, stronger, greener and cleaner communities where everyone belongs	✓			

Comments: Increasing opportunity for active travel could positively impact on reducing emissions creating a cleaner greener Doncaster.				
 Nurturing a child and family-friendly borough				✓
Comments:				
 Building Transport and digital connections fit for the future				✓
Comments:				
 Promoting the borough and its cultural, sporting, and heritage opportunities	✓			
Comments: Increasing connectivity and accessibility across Doncaster will improve the opportunity for resident to access cultural, sporting and heritage opportunities.				
Fair & Inclusive	✓			
Comments: Improved infrastructure will adhere to latest design standards.				

19. Legal Implications [Officer Initials: NJD Date: 9th February 2024]

20. Section 1 of the Localism Act 2011 provides the Council with a general power of competence, allowing the Council to do anything that individuals generally may do. Section 111 of the Local Government Act 1972 gives the Council the power to purchase goods and services.
21. set out in the report, the Council will receive Local and Neighbourhood Transport Complementary Programme funding from SYMCA to deliver the project which is defined as delivery of a broad range of smaller scale interventions required to complement the CRSTS scheme allocations and provide efficiency and effectiveness across the network upon which the regional strategic objectives and investments can be delivered. Also delivering localised investments within communities to open up the network to all users and encourage sustainable access to leisure, facilities and employment

22. The Council will be required to enter into funding agreements with SYMCA which sets out what the funding can be used for, monitoring and reporting obligations and what the project outputs are which have to be achieved by 31st March 2027. Failure to achieve these requirements and or to comply with the terms and conditions of the funding agreements may invoke clawback of the funding.
23. Where the funding is used to deliver goods, works and/or services, those appointments should be procured in accordance with the Councils contract procedure rules and, if applicable, the Public Contracts Regulations 2015.
24. Further legal advice should be sought as this project progresses.

25. Financial Implications [Officer Initials: JI Date: 06/02/2024

26. On 6th March 2023 the South Yorkshire Mayoral Combined Authority (SYMCA) Board approved Funding Disbursement of the City Region Sustainable Transport Settlement Funding (CRSTS) - Local Neighbourhood Transport Complementary Programme to a total grant value of £6,958,555 to the City of Doncaster Council and is subject to the terms of the Funding Agreement.

27. The City of Doncaster Council has now received the Funding Agreement from the SYMCA for the delivery of the Local Neighbourhood Transport Complementary Programme. The Funding Agreement covers a five-year period commencing 1st April 2022 until the 31st March 2027, with an overall allocation of £6,958,555.

28. This report seeks to accept £6,958,555 of funding for delivery of the Local and Neighbourhood Transport Complementary Programme, through the City Region Sustainable Transport Settlement via the South Yorkshire Mayoral Combined Authority. Give delegated authority to Director of Place and Section 151 officer to enter into grant agreement with SYMCA. Give delegated authority for Director of Place to deliver the programme.

The annual allocations are as follows:

2022/23	2023/24	2024/25	2025/26	2026/27	Total (£)
£790,624	£1,325,000	£1,391,711	£1,391,711	£2,059,509	£6,958,555

29. The Project Manager must ensure all spend incurred is eligible to be claimed from the grant, eligible works are:

Partner	Scheme Reference	Scheme Title	Strategic Investment Theme
DMBC	D035	Safer Roads	Safer Roads
DMBC	D036	Sustainable Choices	Active Travel
DMBC	D037	Network Management	Network Management
DMBC	D038	Major Schemes	Network Management
DMBC	D039	Cycling	Active Travel

30. The Project will deliver a broad range of smaller scale interventions required to complement the City Region Sustainable Transport Settlements (CRSTS)

scheme allocations and provide efficiency and effectiveness across the network upon which the regional strategic objectives and investments can be delivered.

31. The Project Manager will be required to submit Grant Claims for eligible expenditure incurred. The Claims will be checked by the Principal Finance Officer before gaining approval from the Chief Financial Officer for CDC.
32. For avoidance of doubt, SYMCA will only pay Grant to the Recipient against qualifying Expenditure incurred up to the Completion Date for the Programme. Any Qualifying Expenditure defrayed by the Recipient after these dates will not be eligible to be claimed under the terms of this Agreement.
33. On approval of the Funding Agreement, schemes will need adding into the Place Capital Programme.
34. The scheme(s) will be monitored through the standard Collaborative Planning (CP) Capital Quarterly Monitoring, with any issues with delivery of the schemes raised at the earliest opportunity and reported to the Capital and Major Projects Board (CAMP).
35. There is no requirement for match funding to the Local Neighbourhood Transport Complementary Programme (LNTCP), however, the LNTCP funding can be used to support other capital schemes.
36. Should any ineligible spend be identified, or spend exceed the maximum grant allocations, then alternative funding sources would need to be identified to cover this spend by the Service.
37. The Service Area will need to ensure compliance with the grant terms and conditions issued. The following financial procedure rules should be considered and followed in respect of the grant funding:
38. E.11 Directors are responsible for ensuring that action plans are in place (including exit strategies and match funding arrangements) for all external funding within the Directorate.
39. E.12 The CFO, in consultation with the respective Director, is responsible for ensuring that all funding notified by external bodies is received and properly recorded in the Council's accounts. Directors are responsible for promptly informing the CFO about such funding and of any subsequent modifications to timing and amounts of anticipated funding.
40. E.13 Where the income is receivable against a grant claim, the respective Director is responsible for producing the grant claim and shall provide sufficient information to enable the claim to be signed by the Chief Executive, CFO or any other relevant person where appropriate.
41. The Service Area will need to ensure compliance with the grant terms and conditions issued. The following financial procedure rules should be considered and followed in respect of the external funding:

42. E.13 Directors are responsible for ensuring that action plans are in place (including exit strategies and match funding arrangements) for all external funding within the Directorate.
43. E.14 The CFO, in consultation with the respective Director, is responsible for ensuring that all funding notified by external bodies is received and properly recorded in the Council's accounts. Directors are responsible for promptly informing the CFO about such funding and of any subsequent modifications to timing and amounts of anticipated funding.
44. E.15 Where the income is receivable against a grant claim, the respective Director is responsible for producing the grant claim and shall provide sufficient information to enable the claim to be signed by the Chief Executive, CFO or any other relevant person where appropriate.

Any future major maintenance or updates for the schemes would be subject to a new Capital scheme with appropriate funding identified as required.

Human Resources Implications Officer Initials: AA | Date: 14/02/2024]

45. There are no HR Implications associated with this report.

Technology Implications [Officer Initials: NR Date: 07/02/24]

46. There are no specific technology implications. Any technology requirements to support the delivery of the proposed projects should be discussed with Digital & ICT as part of the development of the schemes, with reports for consideration and prioritisation by the Technology Governance Board, where applicable.

RISKS AND ASSUMPTIONS

47. The main risk to the programme is the resource available to deliver the schemes within the Council. The flexibilities of the funding over the programme period will help mitigate this.

CONSULTATION

48. The programme is developed in consultation with the Portfolio holder for Highways, Infrastructure and Enforcement. Schemes within the LNTCP are small scale and usually reactive to need identified within the same financial year. Any scheme delivered with the programme is consulted on with local wards members and then residents.

BACKGROUND PAPERS

49. N/A

REPORT AUTHOR & CONTRIBUTORS

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