

Public Document Pack



Tuesday, 21 June 2022

To: Members of the MCA - Transport and the Environment Board and Appropriate Officers

You are hereby invited to a meeting of the South Yorkshire Mayoral Combined Authority to be held at **11 Broad Street West, Sheffield, S1 2BQ**, on: **Thursday, 30 June 2022** at **10.00 am** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read 'D. Smith'.

Dr Dave Smith
Chief Executive/ Head of Paid Service



You can view the agenda and papers at www.sheffieldcityregion.org.uk or use a smart phone camera and scan the QR code

Member Distribution

Councillor Chris Read (Co-Chair)
Peter Kennan (Co-Chair)

Councillor Joe Blackham
Councillor Mazher Iqbal
Councillor James Higginbottom
Sarah Norman
Stephen Edwards

Martin Swales

Rotherham MBC
Private Sector LEP Board
Member
Doncaster MBC
Sheffield City Council
Barnsley MBC
Barnsley MBC
South Yorkshire Passenger
Transport Executive
SYMCA Executive Team

MCA - Transport and the Environment Board

Thursday, 30 June 2022 at 10.00 am

Venue: 11 Broad Street West, Sheffield, S1 2BQ

SOUTH YORKSHIRE
SYMCA



**MAYORAL
COMBINED
AUTHORITY**

Agenda

Agenda Ref No	Subject	Lead	Page
1.	Welcome and Apologies	Chair	
2.	Declarations of Interest by individual Members in relation to any item of business on the agenda.	Chair	
3.	Urgent items / Announcements	Chair	
4.	Public Questions of Key Decisions	Chair	
5.	Minutes of the last meeting	Chair	5 - 14
6.	Matters Arising / Action Log	Chair	15 - 16
7.	Bus Operational Update (Verbal)	Stephen Edwards	
8.	Net Zero Programme Update	Richard Sulley	17 - 24
9.	Post-Integrated Rail Plan Presentation (Verbal)	Chloe Shepherd	
10.	Rail Update Report	Alex Forrest	25 - 30
11.	CRSTS Programme and Levelling Up Fund Submission Update	Alex Linton	31 - 36
12.	Programme Approvals	Joe Gardner	37 - 86
13.	Any Other Business	Chair	
Date of next meeting: Thursday, 1 September 2022 at 10.00 am			
At: 11 Broad Street West, Sheffield, S1 2BQ			

This page is intentionally left blank

MCA - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

THURSDAY, 17 MARCH 2022 AT 11.00 AM

VIRTUAL MEETING



Present:

Councillor Chris Read (Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Joe Blackham	Doncaster MBC
Councillor Douglas Johnson	Sheffield City Council
Stephen Edwards	South Yorkshire Passenger Transport Executive
Martin Swales	SYMCA Executive Team

In Attendance:

Alex Linton	LTP Programme Manager	Local Transport Plan
Colin Blackburn	Assistant Director - Housing, Infrastructure and Planning	SYMCA Executive Team
Joe Gardner	Programme & Performance Manager	SYMCA Executive Team
Pat Beijer	Business Development Director	South Yorkshire Passenger Transport Executive
Chloe Shepherd	Senior Programme Manager	SYMCA Executive Team
Lisa Reed (Minute Taker)		South Yorkshire Passenger Transport Executive

Apologies:

Councillor Dominic Beck	Rotherham MBC
Councillor Chris Lamb	Barnsley MBC
Sarah Norman	Barnsley MBC

1 Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies for absence were noted as above.

2 Declarations of Interest by individual Members in relation to any item of business on the agenda.

No declarations were made.

3 **Urgent items / Announcements**

None.

4 **Public Questions of Key Decisions**

None.

5 **Minutes of the last meeting held on 10 February 2022**

P Kennan would like item 9 of the previous minutes amending to read 'Ipsos Mori' not 'I Murray'.

RESOLVED – That the minutes of the meeting held on 10 February 2022 be agreed as a true record.

6 **MCA Levelling Up Fund Round 2 Bid**

A Linton provided an update on the Government's Levelling Up Fund and informed TEB of the report being presented to the MCA Board on 21st March 2022, seeking delegated approval to submit the bid.

A Linton informed the Board that the bidding process opened last year. Each MCA was eligible for one successful bid capped at £50m. A Linton confirmed that SYMCA's first round bid was unsuccessful and shared the feedback from DfT with the Board.

A Linton confirmed that only one MCA was successful in the first round of bidding.

A Linton confirmed that the submission deadline for round two is 6 July and confirmed that work had already started on reviewing the feedback received from DfT to inform the development of our subsequent bid.

As the bid preparation is in its very early stages M Swales will bring back an update regarding bid content to the Leaders and co-chair in due course. M Swales confirmed that initial discussions with the MCA team and Heads of Service about the general theme of the bid had taken place. A workshop was to be arranged to discuss with Heads of Service/Heads of Transport to develop the detail. M Swales confirmed that the submission would be complementary to the current challenges facing public transport.

Cllr D Johnson asked if the Board would have an opportunity to input into the submission. M Swales confirmed that ideally the submission would be brought to Board but due to time constraints and the pre-election period, this may not be possible.

P Kennan highlighted that the work of TfN is aligned with the Region's key rail schemes and EV charging projects, as well as focussing on the 'Cost of Living' crisis. P Kennan would like to see activity included that addresses the 'Cost of Living' crisis and considered the role of EV charging in addressing this. P Kennan would welcome the opportunity to input into the submission.

Cllr D Johnson – questioned the role of EV charging points in the ‘Cost of Living’ crisis but agreed it would be beneficial to discuss some basic strategic points to address this in the bid.

P Kennan commented that surveys have revealed that most travel across the country is done by car and efforts needed to be made to decarbonise car travel.

RESOLVED – M Swales to circulate the submission to Board members.

7 Programme Approvals

J Gardner presented the report to Board.

Cllr D Johnson stated that he was impressed with the active travel schemes and asked whether any further walking/cycle infrastructure was planned for the schemes at Parkgate and Wakefield Road. J Gardener confirmed that cycle stands were planned at the Park & Ride sites and the procurement of the land enabled further development of wider footways/cycleways in addition to this project, future proofing the area for further active travel development.

Cllr D Johnson questioned whether the car park at Parkgate was to be used as a Park & Ride or just a car park. S Edwards confirmed that it was a Park & Ride scheme and was intended to provide additional capacity for tram train, the current arrangements were only a temporary measure. S Edwards confirmed that Park & Ride facilities are being looked at across the Tram network as many of the current Park & Ride sites are on private land.

Cllr D Johnson stated there were lots of positives in the schemes.

P Kennan welcomed the Parkgate scheme as a way of hopefully easing the congestion on the 34/33 bus corridor but would also like to see proposals developed for the inclusion of significant EV car charging facilities. P Kennan also questioned what the level of bus provision would be at this location? S Edwards confirmed that there is provision for EV charging, which will be installed when it is opened but also the potential to increase public transport capacity will require further investigation. S Edwards will review the buses that travel around Parkgate currently and also provide some more information about Active Travel access at the next meeting.

P Kennan commented that although the A61 scheme looked like a road scheme from the report, it is supportive of our overall Transport and SEP Agenda. P Kennan would have welcomed more information in the paper on the parallel Transforming Cities Fund A61 active travel scheme and encouraged Board members to view the paper in that context.

Cllr C Read welcomed the Tram/Train scheme and was pleased the improvements would open up the site to the wider area and ease congestion.

J Gardner provided a verbal update regarding the Active Travel Fund 2 / Gainshare programme consisting of 8 schemes across 4 South Yorkshire local authorities totalling £7.70m. A change request was presented, seeking endorsement prior to MCA Board approval to a) replace 1 scheme (Goldthorpe Active Neighbourhood) with an alternative in the same location and b) revise the deadline for the Active Travel Fund 2 delivery and expenditure until September 2022.

RESOLVED –

The Board endorsed

- (i) Progression of ‘T24 Parkgate’ to MCA for full approval and award of £11.55m grant from Transforming Cities Fund (TCF2) to South Yorkshire Passenger Transport Executive (SYPTTE) subject to the conditions set out in the Assurance Summary;
- A new link road across a former steelworks and railway siding site from the A6123 Aldwarke Lane into the rear of the Parkgate Shopping complex;
 - A 268 space Park & Ride car park with an 8 metre cycle parking facility primarily for the tram-train service which runs from the rear of Parkgate Shopping to Rotherham Town Centre, Meadowhall, Centertainment and Sheffield City Centre;
 - Widening to the southern entry and exit arms of the Taylors Lane roundabout on the A633.
- (ii) Progression of ‘T2 A61 Wakefield Road Bus Corridor’ to MCA for full approval and award of £13.29m grant from Transforming Cities Fund (TCF2) to SYPTTE subject to the conditions set out in the Assurance Summary;
- Old Mill Bridge Widening (Phase 1) to a 5 lane arrangement, 3 metres of which to be used as a cycle path;
 - Widening at Smithies Lane and Carlton Road (Phase 2) which would improve journey times for all traffic but most of all buses.
- (iii) Progression of ‘T28 Unity’ to MCA for full approval and award of £4.39m grant from Transforming Cities Fund (TCF2) to Doncaster Borough Council (DBC) subject to the conditions set out in the Assurance Summary attached at Appendix A3
- 14.1km of new segregated walking and cycling infrastructure;
 - 2.7km of new cycle quiet streets.

The Board ratified the approval of:

- (iv) Progression of 'O48 SCC Nether Edge and Crookes Active Neighbourhood' to full approval and award of £0.59m grant from Active Travel Fund 2/Gainshare (ATF2/Gainshare) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary;
- (v) Progression of 'G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement' to full approval and award of £0.77m from Getting Building Fund (GBF) to Rotherham Metropolitan Borough Council (RMBC) subject to the conditions set out in the Assurance Summary attached at Appendix B2;
- (vi) Release of development cost funding of £0.26m for 'O50 Sheaf Valley' from ATF2/ Gainshare to SCC.
- (vii) Progression of Active Travel Fund 2 / Gainshare programme change request to MCA for approval
- (viii) Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at 4-6 above.

8

SYMCA Response to the Government's Integrated Rail Plan

C Shepherd introduced the report to the Board.

C Shepherd confirmed that the Integrated Rail Plan (IRP) had been published in November 2021 regarding Government spending on rail in the North and Midlands, which impacts the efficiency of the rail network and delivers wider benefits. The IRP covers investment in HS2, NPR and other key elements across the Midlands and the North.

C Shepherd confirmed that the plans published in the IRP for HS2 are broadly in line with previous proposals but there is a disparity between what was proposed and what was published with regard to NPR. The paper sets out recommendations to develop a post IRP action plan in partnership with each Local Authority/LEP members to address the gaps. C Shepherd asked the Board to consider the list of schemes affecting South Yorkshire and invited any initial views/priorities from the list below:-

- A second fast train per hour from Sheffield to Leeds
- A third fast train per hour from Sheffield to Manchester
- Capacity enhancements at Sheffield Midland and Doncaster stations
- Securing Midland Mainline electrification and upgrade to Sheffield
- Input to the study on how to serve Leeds by HS2 with a focus on Sheffield to Leeds
- Ensuring the East Coast Mainline upgrade benefits Doncaster

P Kennan agreed that it was disappointing for the region that the IRP did not deliver all of the region's original priorities. P Kennan expressed his priority would be the Sheffield to Leeds connection, due to the Government's study on how to connect the East Midlands with Leeds via Sheffield. P Kennan expressed his concern that until the study is complete the residents and communities of South Yorkshire would continue to be impacted by blight.

P Kennan confirmed that TfN are still considering how this corridor can be developed and funded.

M Swales agreed that it is a very important issue and that a meeting to discuss the study had been arranged with Network Rail and each of the Local Authorities. M Swales stated that following the last TEB meeting the MCA team had done some work internally and confirmed that he is meeting with other Heads of Service next week and wanted to reassure Board members that a joint South Yorkshire approach was being taken to this issue.

M Swales informed the Board that there may be some disruption to the expected rail timetables due to run from May to December 2022 and would bring back further details to a future meeting. P Kennan confirmed that a backlog of driver training and increase in covid cases had contributed to the disruption.

Cllr D Johnson said he thought there was merit in progressing all of the projects and would be interested to see how they all fit together. Cllr D Johnson questioned what the purpose of responding to the IRP was and asked what the region expected to get out of it.

C Shepherd reiterated that the recommendation is to investigate further and produce an action plan regarding how to respond and how to secure additional investment. Cllr D Johnson requested figures to be provided for each of the proposals and C Shepherd confirmed this would form part of the process.

Cllr C Read agreed with the strategic approach suggested by P Kennan.

Cllr C Read expressed concern at the possibility of losing the Rotherham and Goldthorpe stations which would be transformational in those regions or the Tram/Train extensions and would like these schemes to be included as well as the larger strategic schemes.

P Kennan confirmed that a wish list of all the big rail schemes had been produced – including the railway Gateway East and Dearne Valley Parkway - and that these need to be added to the list with some costings. P Kennan stated that he has been having meetings with LEP members in Leeds and Ben Still to make sure they're aware of the issues.

M Swales expressed the importance of a South Yorkshire position on the IRP and our role as a LEP/MCA combined in how we position ourselves with government on this issue.

P Kennan confirmed that Ministers seem very open to schemes like this.

RESOLVED – Approved the action plan being created.

9

Delivering the South Yorkshire Enhanced Partnership

C Shepherd presented the report which sets out the result of the public and statutory consultation on the Enhanced Partnership Plan and Scheme for South Yorkshire and the recommended next steps. The report will be presented at the MCA meeting seeking approval on 21st March 2022 to 'make' the Enhanced Partnership Plan and Scheme. The report also outlines the principles of the supporting governance arrangements for the Enhanced Partnership Board, who will have responsibility for delivering the Enhanced Partnership Scheme.

C Shepherd confirmed that the consultation was positive overall so no changes will be made to the scheme, though the levels of support varied between questions.

Cllr D Johnson questioned why 11% of respondents have opposed a long term focus on reliability with a cleaner/greener fleet, and whether any groups had responded to the consultation.

C Shepherd confirmed that groups had responded to the consultation and that there was a larger report which will contain more detailed responses which will be published on our website in June 2022. This may provide more insight regarding why this answer was chosen as opposed to another.

C Shepherd confirmed that 22 groups had been consulted and as stated previously the larger report might contain more details of the responses received.

P Kennan referred Cllr D Johnson back to the previous bus review which contained responses from individuals and groups which may show a correlation with those answers received from the Enhanced Partnership (EP) consultation. C Shepherd stated it was important to keep the results separate as the EP consultation was on a specific issue. It was noted that despite conducting the consultation during a time of instability and against potential price rises, the consultation had a positive outcome overall.

C Shepherd confirmed that the larger report would offer more insight into any perceived anomalies.

Cllr D Johnson enquired as to whether there were already any forums for public members to voice their opinions at.

C Shepherd had covered in a previous meeting the need to establish a Bus Partnership Board, which would oversee the delivery and put the public voice back into bus policy. C Shepherd confirmed there was already a forum being considered surrounding the Enhanced Partnership, but members were yet to be decided and that the EP Board needed to be established first. S Edwards confirmed there were a number of user groups that already existed, and meetings took place on a regular basis.

P Beijer spoke about the consultation responses and that consideration should be given to how we could use these in the development and implementation of future schemes.

Cllr D Johnson questioned where Local Authorities fit in to the consultation and C Shepherd assured Cllr D Johnson that the EP Board would have a balanced structure and a link across to the TEB.

M Swales assured members that the appropriate governance process was being followed through TEB and which members would be selected.

S Edwards confirmed that although there will be an EP Board and forum elements of the Scheme will still have to go through TEB. S Edwards said all of the structures were still in the development stages but he would share them with members when confirmed.

Cllr C Read reiterated the need to finalise the legal governance surrounding this and that proper local engagement with correct arrangements would be encouraging as any hold up would want to be avoided if any areas did not have a representative.

RESOLVED - APPROVED

10 **Additional MCA Feedback - Options to Support the Delivery of the Regions Bus Service Improvement Plan – Verbal**

P Beijer gave a verbal update on the decision that was made on 4th March 2022 MCA meeting. The decision was made to give formal notice and P Beijer confirmed that the planning process has started, with completion due in around 12-18 months' time.

RESOLVED - APPROVED

11 **Bus Operations Update – Verbal**

S Edwards gave a verbal update on the funding that was being received from DfT and confirmed an extension on the current funding for bus and Light Rail had been granted.

S Edwards confirmed that although there has not been an official announcement it is expected that roughly £146m will be awarded to buses, of that roughly £39m will be coming to our Local Transport Authorities. There may be some changes to implement when the monies are received but that is currently being discussed as there is already an increased burden on transport from across the country.

S Edwards stated that the Light Rail funding still has not yet been agreed but the overall funding could be roughly £188m which is being discussed and confirmation should be given next week.

S Edwards confirmed that at present it is unclear how we will receive this, at present DfT are giving different views as to whether it will be split for bus and Light Rail, but neither us nor the operators are aware.

Discussions are still ongoing with operators and an update will be provided at the next meeting.

RESOLVED – S Edwards to confirm when DfT decide on funding and operators update at the next meeting.

12 **Any Other Business**

P Kennan would like thanks to be noted for Dame Sarah Storey, Active Travel Commissioner for South Yorkshire, who leaves at the end of March 2022.

P Kennan mentioned that the Great British Railways HQ tender submission bid had been submitted yesterday (16th March 2022) and had received a good level of support. The bid itself was across South Yorkshire with both public and private support. P Kennan will circulate to members and asked if elected members could support it as it runs through to the next stage.

P Kennan stated that at present there were no future meeting dates set. M Swales said he would pick this up and members would be invited accordingly.

In accordance with Combined Authority's Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed

Name

Position

Date

This page is intentionally left blank

Transport and the Environment Board

Action Log from 1 January 2022



Open and Recently Completed Actions

Meeting Date	Minute No	Action	Action Owner	Update	Status
10/02/2022	12	Any Other Business Members agreed that a provisional Board meeting would be arranged to be held during mid-March 2022.	M Swales & C Shepherd	A meeting was organised for the 17 th March 2022.	Complete – Ready for sign off by the board

Completed Actions

Meeting Date	Minute No	Action	Action Owner	Update	Status

This page is intentionally left blank



Transport and the Environment Board

30 June 2022

Net Zero Programme Update

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Richard Sulley
Richard.sulley@southyorkshire-ca.gov.uk

Executive Summary

This report advises the Board of current progress towards the net zero target of 2040 and highlights priority areas of impact, namely Domestic, Transport, Industry and Nature. Addressed at scale, these areas would give further impetus to SYMCA led decarbonisation commitments within the region. It is recommended that Board recognise the priority areas of impact and endorse the development of interventions within these areas. This report also highlights current areas of activity and the ongoing work programme.

What does this mean for businesses, people and places in South Yorkshire?

Climate change is impacting our homes and communities, our infrastructure, agriculture, water supplies, and natural environment in South Yorkshire and it will do so with increasing frequency and intensity in the years ahead. The impacts to our society and our economy will be profound. We all have a role to play and both co-operation on use of resources and collaboration at regional level will be of great benefit in addressing these challenges. Recent increases in energy costs have exacerbated the need for action across all sectors to reduce consumption and hence bills.

Recommendations

The Board is asked to:

- note progress made on delivering the net zero target and to support the development of programmes within priority areas of impact - namely Domestic, Transport, Industry and Nature - that will also directly contribute towards the Net Zero target whilst delivering additional social and/or economic benefits.

Consideration by any other Board, Committee, Assurance or Advisory Panel

N/A

1. Background

- 1.1 In November 2019, the MCA declared a Climate and Environmental Emergency. In January 2020, the MCA Board approved the Climate Response Framework (CRF) which split the challenge into five areas: Leadership, Carbon Reduction, Carbon Capture, Climate Adaptation, and Climate Economy to achieve a Net Zero economy by 2040.
- 1.2 The MCA's net zero work programme is cross cutting, being delivered through all policy themes. To achieve our net zero targets, we need to continue to harness the collaborative work of all functional areas
- 1.3 At present, MCA programmes covering transport, housing, infrastructure and the broader activities that the MCA supports, can and do have a beneficial effect on the climate goals of the region, but the impacts so far are modest.
- 1.4 The key net zero activities being undertaken or proposed are set out below. The information in Appendix A also illustrates the contributors to South Yorkshire's carbon emissions and both the reductions that have been made since 2005 and the projected pathway to meet the net zero target. It highlights that policy gaps are evident across a number of sectors, which will require interventions at scale to achieve the reductions necessary.

2. Key Issues

- 2.1 For South Yorkshire to meet its net zero target whilst growing the economy and improving opportunity for its residents, embedding sustainability within the decision-making structures of the MCA will be key. Carbon reduction needs to be woven through the activities and plans of the MCA and recognised as both the most important challenge we face and a key opportunity for developing an inclusive economy.
- 2.2 Opportunities exist across the identified main regional contributors to reduce the region's emissions as well as to increase the ability of our natural spaces to sequester carbon.
- 2.3 Whilst a significant proportion of total emissions are outside the direct control of the MCA or constituent Local Authorities, programmes undertaken at regional level can

and will drive down emissions, deliver added benefits and lay the groundwork for further reductions.

2.4 SYMCA officers are examining interventions to tackle carbon emissions and deliver co-benefits for the region across the four main priority areas of:

1. Domestic,
2. Transport,
3. Industry and Commercial sector,
4. Nature recovery.

2.5 The first three areas represent our major sources of emissions, and the fourth area represents an opportunity to develop natural solutions to sequester carbon.

2.6 **Domestic**

Officers are building the case for a South Yorkshire Retrofit Programme. Initial pre-feasibility and evidence collection has shown there are seven areas which will need to be examined in the development of this programme.

- Housing stock modelling and data management
- Independent technical assistance
- Publicity, outreach and community engagement
- Supply chain development and procurement
- Piloting / showcasing
- Skills development
- Leverage policy and funding

MCA Board approved this work in March 2022, with a view to requesting funding through the “Project Feasibility Fund” later in the year, for the formal business case development.

2.7 **Transport**

The Mayoral Combined Authority was successful in securing £1.85m from the Government’s Get Building Fund in 2020 for the purchase and installation of electric vehicle charging points (EVCP) and associated infrastructure for use by battery-powered electric vehicles across South Yorkshire.

The MCA has worked in partnership with the four South Yorkshire Local Authorities to develop an initial programme focused on LA and MCA public car parks. This focus was to enable early delivery (as land was in the ownership of Local Authorities) and to support wider public transport and active travel strategic policy ambitions set out in the SEP and Transport Strategy; and plans set out in the Net Zero Framework and Energy Strategy.

Following a procurement process, the MCA and partners have now entered into contract to deliver the SY EVCP programme. This will also support the national agenda to transition to low and zero emission vehicles set out in the Government’s Road to Zero Strategy, as part of enabling the phasing out of petrol and diesel passenger and light goods vehicles.

The Government recently published both its Electric Vehicle Infrastructure Strategy and information on potential additional funding opportunities available to support the proliferation of EVCPs

Further work is ongoing on delivering our wider transport strategies through the CRSTS (City Region Sustainable Transport Settlement), ZEBRA Funding and Enhanced Partnership within the bus delivery model. The impact of each of these programmes and their constituent schemes will need to be assessed to determine their contribution to wider environmental targets.

2.8 Industry and Commercial Sector

An ERDF funded scheme is operating in the region managed by Sheffield City Council which is offering targeted support to SMEs in the form of access to expertise in the first instance and the grant funding for decarbonisation projects. It has a target to deliver 280 audits and 140 project grants.

MCA Officers are investigating how best to work with our larger industrial and commercial emitters, to identify in what capacity the MCA can operate to accelerate the decarbonisation of these sectors.

2.9 Nature Recovery

The MCA will be the statutory body responsible for delivering a Local Nature Recovery Strategy, we still await details from DEFRA on the scope of this requirement and the resources that will be provided to deliver it.

2.10 South Yorkshire Sustainability Centre

In conjunction with the University of Sheffield, Sheffield Hallam University, our four Local Authorities and a host of private and voluntary sector organisations, SYMCA has created the South Yorkshire Sustainability Centre. The Centre's aim is to act as a hub for knowledge exchange, a way to identify the problems we face in our transition to a stronger, fairer and greener South Yorkshire and critically to work together to find the solutions. Sharing knowledge along the way, ensuring we maximise the impact of the research and innovation we have a global reputation for, to deliver benefits to our region. The centre will help provide the evidence base for our organisations, businesses and communities to make informed decisions, acting as the research arm of the region. This is truly an innovative way of working and has received the endorsement of Research England who have provided £5M in funding. Over time we hope to see the Sustainability Centre grow in capability, impact and reputation.

2.11 Citizen's Assembly

The new Mayor wishes to ensure better engagement with the public over both the need to act and the potential solutions to the climate emergency. Officers are working to understand the implications of this manifesto pledge.

2.12 Prioritising Net Zero Schemes

In the development of the programmes above, officers will determine the scale of interventions that may be required in each of the priority areas. In assessing each, the following tests will be applied;

- **Total carbon abatement:** the total potential reduction in the amount of carbon emissions from action.
- **Enabling potential:** this is particularly relevant for supply chain development, and engagement/communication.
- **Additionality:** ensuring SYMCA efforts are directed most effectively and not acting in opposition to existing programmes delivered by others.
- **Timeliness and control:** some interventions will be delivered more easily in the short-term and deliver more rapid benefits than others.
- **Co-Benefits:** Carbon Reduction projects have the potential to deliver significant additional benefits, in economic growth, reduction in fuel poverty, improved health and wellbeing, higher skills base, amongst others. Assessment of these is crucial to the business case development of programmes.

Availability of quality data to inform decision making remains an issue, the launch of the South Yorkshire Sustainability Centre as described in Section 1.14 is intended to remedy this. Access to co-designed research projects and quality data sources and analysis will improve the quality of investment decisions and the design of projects and programmes.

3. Options Considered and Recommended Proposal

3.1 Option 1

To note progress made on delivering the net zero target and to support the development of programmes within priority areas of impact - namely Domestic, Transport, Industry and Nature - that will also directly contribute towards the Net Zero target whilst delivering additional social and/or economic benefits.

3.4 Option 1 Risks and Mitigations

These activities alone will not enable us to meet our Net Zero Target. We will need to continue to develop programmes that contribute to the fulfilment of this target and ensure that the target is embedded in all the strategic, policy and investment decisions made by the MCA.

3.5 Option 2

None

3.6 Recommended Option

Option 1

4. Consultation on Proposal

4.1 None

5. Timetable and Accountability for Implementing this Decision

5.1 Not applicable

6. Financial and Procurement Implications and Advice

6.1 There are no Financial and Procurement implications as a result of this report

7. Legal Implications and Advice

7.1 There are no Legal implications as a result of this report

8. Human Resources Implications and Advice

8.1 There are no Human Resources implications as a result of this report

9. Equality and Diversity Implications and Advice

9.1 There are no Equality and Diversity implications as a result of this report

10. Climate Change Implications and Advice

10.1 Whilst a significant proportion of total emissions are outside the direct control of the MCA or constituent Local Authorities, programmes undertaken at regional level can and will drive down emissions, deliver added benefits and lay the groundwork for further reductions.

11. Information and Communication Technology Implications and Advice

11.1 There are no Information and Communication Technology implications as a result of this report

12. Communications and Marketing Implications and Advice

12.1 There are no Communications and Marketing Implications as a result of this report

List of Appendices Included

A Emissions Data

Background Papers

None

Item 11 Appendix A – South Yorkshire Carbon Emissions Data

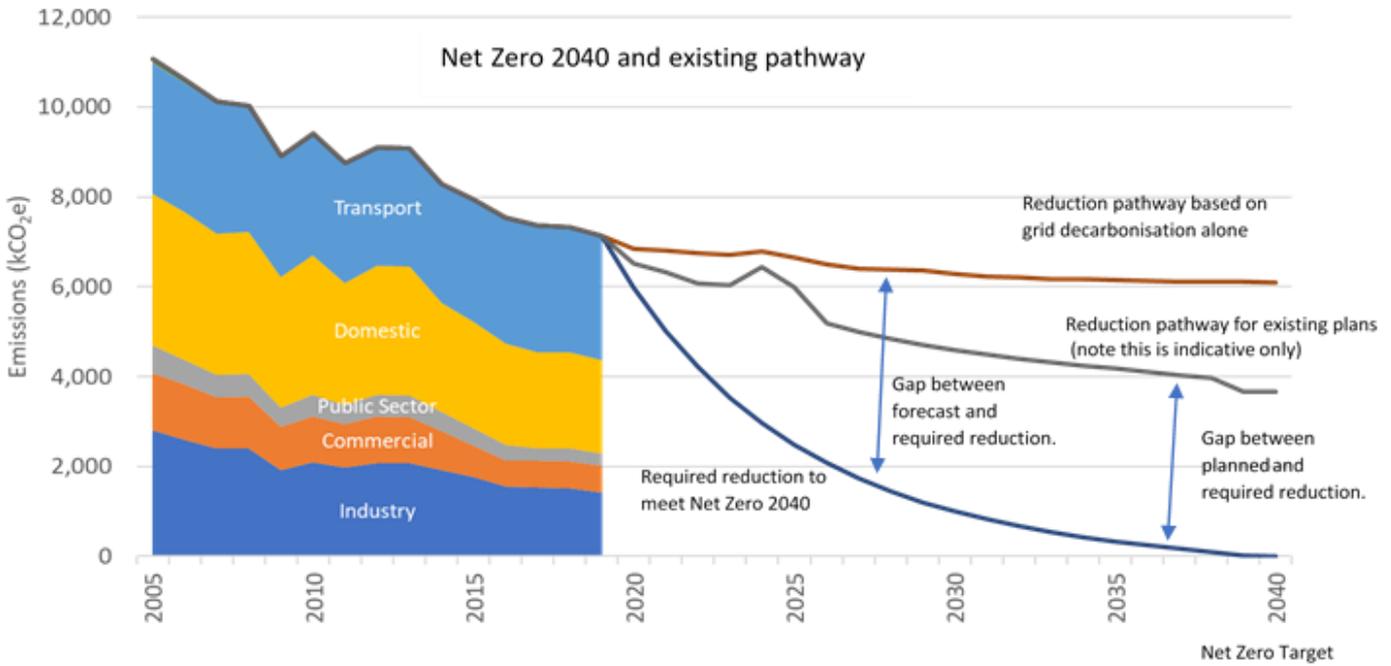


Figure 1 South Yorkshire Carbon Projection

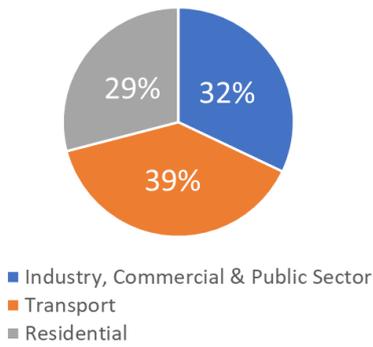


Figure 2 Emissions split by sector

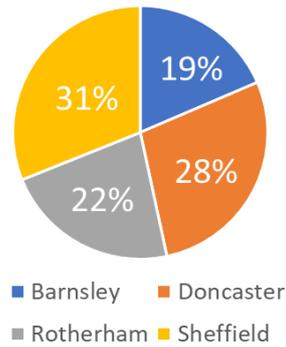


Figure 3 Emissions split by sub-region

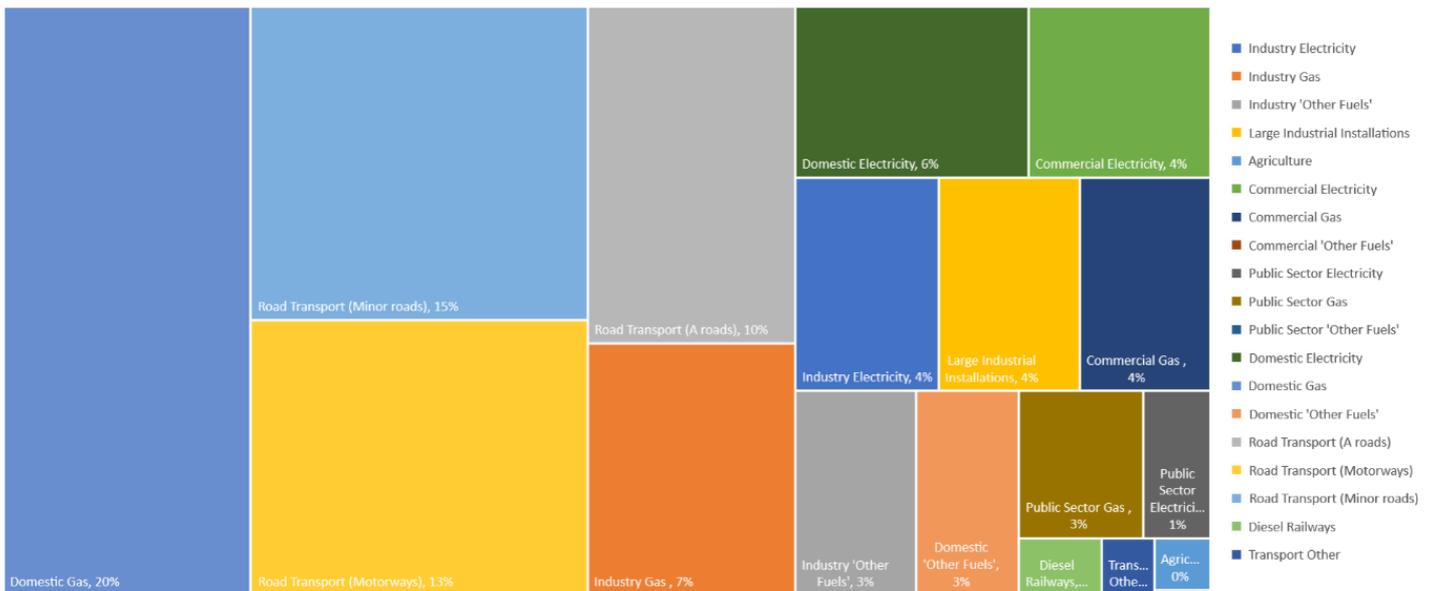


Figure 4 Emissions Contributors

This page is intentionally left blank



Transport and the Environment Board

30 June 2022

Update on Key Rail Issues Affecting South Yorkshire

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	No

Director Approving Submission of the Report:
 Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):
 Alex Forrest
 Alex.forrest@southyorkshire-ca.gov.uk

Rachel Sprigg
 Rachel.Sprigg@southyorkshire-ca.gov.uk

Executive Summary

This report provides the Transport and Environment Board (TEB) with an update on current rail related matters, covering shorter term operational issues and longer term strategic issues.

What does this mean for businesses, people and places in South Yorkshire?

Poor rail connections limit the flow of people, ideas and businesses both within our region and between South Yorkshire and other parts of the North and the rest of the country. The SYMCA Integrated Rail Plan sets out the network, services and investment that South Yorkshire requires to improve capacity, reliability, affordability, journey times and frequencies. Progress on the delivery of key elements of this Plan is provided in this report.

Recommendations

It is recommended that TEB members review the content of the report, discuss key issues and advise if there are items that should be considered in more detail at future Board meetings.

Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 This report provides an update on a range of strategic and operational rail matters at a time of change in the railway industry.

The Integrated Rail Plan for the Midlands and North (IRP) was published in November 2021 and set out the Government's rail investment plans for these regions over the next 20 years.

The Government has also embarked on the transition to Great British Railways, an arm's length public sector body which will subsume the responsibilities of Network Rail, most rail functions of the Department for Transport and many of the current Train Operator roles.

SYMCA continues to develop its proposals to re-open a number of rail lines to passenger services under the Government's Restoring Your Railways programme. Four of SYMCA's five bids were short-listed to receive funding for further business case development and are at various stages of progress.

- 1.2 The May 2022 rail timetable change introduced a number of further service cuts in South Yorkshire as well as the restoration of some services that were cut due to the Covid pandemic. Planning is well underway on future timetables and service enhancements, and SYMCA is engaging in this process to seek the full restoration of pre-Covid service levels. However, there remain considerable uncertainties due to on-going Covid related absences, training and resourcing, and industrial relations issues.

2. Key Issues

2.1 Response to Government's Integrated Rail Plan

The IRP set out the Government's plans for investment in major rail projects and improvements in the Midlands and the North over the next 20 years. A report on the implications of the IRP for South Yorkshire was presented to the December 2021 meeting of TEB.

Since the IRP was published, SYMCA has been developing its response, in consultation with our Local Authority and Local Enterprise Partnership partners. This response will focus on how to maximise the level of rail investment in South Yorkshire and neighbouring regions in order to deliver improved rail services and economic benefits. The outcome of this work will be a Post-IRP Strategic Positioning Plan setting out the priority schemes for investment and the action SYMCA needs to take to secure their implementation. This includes securing maximum benefit for South Yorkshire from planned IRP investment

and securing shorter term improvements outside of IRP investment through other rail programmes.

Once the Strategic Positioning Plan is finalised, this will be brought to TEB for a more detailed discussion on key rail priorities and positioning activity. Emerging priorities include securing the commitment to electrify the Midland Mainline to Sheffield; ensuring that the Sheffield to Leeds corridor is considered as part of the HS2 to Leeds study, and that improved services to Leeds are an outcome of the study as well as lifting the safeguarding of the HS2 Eastern Leg in South Yorkshire; ensuring that the upgrades to the East Coast Mainline (ECML) include capacity enhancements at Doncaster.

2.2 **Restoring Your Railways**

SYMCA submitted five bids to the Government's Restoring Your Railways programme, which aims to re-open disused or under-used railways lines for passenger services. There were three bidding rounds during 2020 and 2021. Four SYMCA bids were successful in being shortlisted to receive funding (up to £50k) to produce a Strategic Outline Business Case (SOBC). These are:

- Barrow Hill Line from Sheffield to Chesterfield via Beighton. SOBC submitted February 2021 and was approved to progress to Outline Business Case (OBC) on 18th June 2022. Sponsor: Lee Rowley MP (North East Derbyshire)
- Waverley new station– SOBC submitted November 2021 and a decision whether to progress to OBC is expected during 2022. Sponsor: Sarah Champion MP (Rotherham)
- Don Valley Line from Sheffield to Stocksbridge – SOBC being produced for submission in September 2022. Sponsor: Miriam Cates MP
- Askern Line from Doncaster to Knottingley / Leeds – SOBC being produced for submission in September 2022. Sponsor: Ed Miliband MP

Each scheme has a sponsoring MP as listed above and has strong local political and stakeholder support. Restoring Your Railways is a high profile Government programme and SYMCA was the most successful scheme promoter in the country in having four short-listed schemes. The Government approved the Barrow Hill Line scheme to progress to the next stage on June 18th 2022 with funding being made available to Network Rail to undertake further feasibility work. The Barrow Hill Line has synergies with Waverley new station and the Don Valley Line, as services could serve all three schemes. SYMCA is working closely with DfT, Network Rail and our local authority partners to develop the business case for these schemes

2.3 **Hope Valley Line Capacity Upgrade**

The long-planned £145m Hope Valley Line upgrade scheme will remove several bottlenecks to enable more reliable passenger journeys between Sheffield and Manchester by creating additional capacity for passenger and freight trains. Work has started at Dore and Totley station which will include installing a second track and platform and an accessible footbridge at the station. A passing loop is also being built near Bamford in Derbyshire.

In order to facilitate the work, Dore and Totley station car park will be closed for various periods and the line will also be closed on all Sundays in July and at various other times during the year. The scheme is due to be completed by December 2023.

The scheme will improve performance and reliability for existing trains on the line and facilitate the full restoration of the hourly Northern stopping service. However, one of the main outputs of the scheme was to be a third fast train per hour between Sheffield and Manchester. Due to capacity constraints in Manchester and Sheffield, this train currently cannot be introduced. SYMCA is working with Transport for the North (TfN) and Network Rail to secure the infrastructure investment that will allow this train to be introduced.

2.4 **Future Timetable and Service Enhancements**

The rail timetables change twice a year, in May and December and there are long lead-in times for these changes. Planning is now underway for the May 2023 timetable changes across all Train Operating Companies (TOCs).

Following the postponement of the proposed changes to the ECML May 2022 timetable, a revised timetable is being developed for May 2023. This is currently being discussed with TfN members with input from SYMCA. One of the priorities of the revised timetable is restoring the TPE service between Liverpool and Newcastle / Edinburgh. If this service is restored, there is a risk that services connecting Sheffield and Doncaster to the North East may be reduced due to capacity constraints. SYMCA will seek to ensure the timetable proposals do not have a detrimental impact on South Yorkshire in its response to the consultation on the timetable plans.

A proposal for a second fast train per hour between Sheffield and Leeds is being considered in the plans for the May 2023 timetable, to be operated by Northern Trains. SYMCA and WYCA have jointly pressed for the service to be introduced, as the current fast service offer between Sheffield and Leeds is limited to one train per hour operated by Cross Country. SYMCA will work with TfN and the DfT to seek to secure this service in the May 2023 timetable.

There was a commitment in the current East Midlands Railway (EMR) franchise to increase the frequency of the Doncaster to Lincoln service from the current five trains a day to a regular hourly service. However, there is currently no firm commitment to this enhancement. SYMCA will continue to seek this service enhancement, which will be a significant boost to connectivity on this corridor.

SYMCA is offering support to Kirklees Council who will be bidding in the Government's Levelling Up Fund round 2 for the infrastructure required to support a second train per hour on the Sheffield / Barnsley to Huddersfield Line via Penistone. This would benefit stations within South Yorkshire and significantly boost connectivity and economic opportunity on this semi-rural line.

2.5 **Station Improvements and Community Rail**

SYMCA and Northern were successful in securing £1m to improve the accessibility of 10 stations via the DfT Access for All programme, and a number

of small scale improvements are underway. SYMCA is also working with Northern to submit bids for lifts at Chapeltown and Penistone Stations. Work also continues to deliver the Transforming Cities Fund rail station improvements package, with completion expected by March 2023.

- 2.6 SYMCA continues to lead on community rail and inclusion projects across South Yorkshire by connecting local communities and working with them to deliver station enhancements that reflect the local character of the area. SYMCA recently supported Community Rail Week events at Sheffield Midland Station organised by the Penistone Line and Hope Valley Line Partnerships.

3. Options Considered and Recommended Proposal

3.1 Option 1

SYMCA continues to work closely with TfN, DfT and rail industry partners and processes to develop these proposals and secure improvements to South Yorkshire's rail network. In particular, this includes:

- Working closely with the partners on the SYMCA response to the IRP to maximise the benefits of planned investment and secure service and infrastructure enhancements;
- Continuing to work with partners to progress the business cases for the four SYMCA Restoring Your Railways schemes
- Continuing to promote South Yorkshire's interests in the timetable planning process and to seek the full restoration of pre-Covid services

3.2 Option 1 Risks and Mitigations

Despite our representations we are unable to progress developments and secure service and infrastructure improvements to the South Yorkshire rail network. The development of a clear Strategic Positioning Plan is therefore critical to ensure an influential approach.

3.3 Option 2

SYMCA does not actively engage with the rail industry to seek rail service and infrastructure enhancements.

3.4 Option 2 Risks and Mitigations

South Yorkshire does not secure significant rail service and infrastructure improvements.

3.5 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 Individual schemes and programmes referred to in this update report will each have their own arrangements for consultation and stakeholder engagement. Where appropriate, SYMCA will respond to external consultations with comments.

5. Timetable and Accountability for Implementing this Decision

5.1 Individual schemes and programmes referred to in this update report will each have their own delivery and accountability arrangements and timescales.

6. Financial and Procurement Implications and Advice

6.1 There are no financial and procurement implications arising from this report.

7. Legal Implications and Advice

7.1 There are no legal implications arising from this report.

8. Human Resources Implications and Advice

8.1 There are no Human Resource implications arising from this report.

9. Equality and Diversity Implications and Advice

9.1 There are no quality and diversity implications arising from this report. Equality and diversity are considered at a scheme and programme level.

10. Climate Change Implications and Advice

10.1 There are no climate change implications arising from this report. Climate change implications are considered at a scheme and programme level.

11. Information and Communication Technology Implications and Advice

11.1 There are no ICT implications arising from this report.

12. Communications and Marketing Implications and Advice

12.1 There are no communications and marketing implications arising from this report.

List of Appendices Included*

None



Committee/Board Name and Date of Meeting:
Transport and the Environment Board

Meeting Date:
30 June 2022

Report Title
CRSTS Programme and Levelling Up Fund Submission Update

Is the paper exempt from the press and public?	No
Reason why exempt: <i>(Definitions under the Local Government Act 1972 – please seek guidance from the Governance Team/ Monitoring Officer)</i>	Not applicable
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:
Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):
Alex Linton
Alex.linton@southyorks-ca.gov.uk

Executive Summary

This report provides an update for information purposes on the City Region Sustainable Transport Settlement (CRSTS) and the Levelling Up Fund (LUF) bid submission.

CRSTS is the Department for Transport's five-year local transport allocation which SYMCA and the department have been working on since summer 2021. The region has been awarded £570m with the detailed profile subject to some final queries on specific schemes from within the programme.

The Levelling Up Fund opportunity is the second, and potentially final round of funding from the Department for Levelling Up Housing and Communities. SYMCA are eligible for one successful submission, this was not achieved in the first round so a more innovative approach, responding to the evolving needs of the passenger transport network has been developed for round two.

What does this mean for businesses, people and places in South Yorkshire?

An effective sustainable transport system is a fundamental requirement of delivering a healthy and attractive region and supporting economic growth.

Recommendations

Board are asked to provide any comment on the status of each programme but no decisions are requested from this report.

Consideration by any other Board, Committee, Assurance or Advisory Panel

N/A

1. Background

- 1.1 The City Region Sustainable Transport Settlement (CRSTS) is DfT's five-year local transport funding programme running from 2022-27. The submission process commenced in June 2021 and resulted in a conditional award for South Yorkshire MCA of £570m.
- 1.2 The grant conditions applied relate to a small number of named schemes. SYMCA, DfT and HM Treasury have been working together to resolve the questions and a final position on these should be confirmed by Government prior to their summer recess.
- 1.3 The Levelling Up Fund (LUF) is led by the Department for Levelling Up Housing and Communities (DLUHC) and is designed to invest in infrastructure that improves everyday life across the UK, supporting town centre and high street regeneration, local transport projects, and cultural and heritage assets.
- 1.4 MCAs are eligible to receive funding for one transport submission, SYMCA were not successful in round one during 2021 and so are currently compiling a submission for round two of the programme. This is expected to be the final round of LUF offered by DLUHC.
- 1.5 Following a review of the feedback from our original LUF submission and successes from other regions, it was determined that resubmission of the last proposal was not suitable and a more innovative approach has been developed. This approach is centred on the establishment of a SMART transport system to provide a greater customer offering and experience.
- 1.6 The proposal has three main pillars; the ability to plan better journeys through the provision of technology and customer information improvements, the ability to 'buy better' through an integrated and simple purchasing process and better travel opportunity through the creation of a new DRT service. Where there is physical integration of this with the bus network capital infrastructure measures to improve bus priority and customer satisfaction will also be developed.

1.7 Delegated approval to submit a bid was granted by the MCA at their March 2022 meeting. The final submission will be circulated to the delegated officers to request approval.

2. Key Issues

2.1 To achieve a resolution on the **CRSTS schemes** under review an additional workshop was held in May, attended by representatives of DfT, HMT, SYMCA and the project sponsor authorities. The schemes included were Gateway East led by DMBC, Rotherham Mainline Rail Station (RMBC) and Conisbrough Park & Ride (SYMCA).

2.2 The workshop was an opportunity for sponsors to present further information to support the schemes' inclusion in the CRSTS programme and for civil servants from different teams within each Department to ask further questions.

2.3 The session was challenging but productive and allowed a much more comprehensive representation of the schemes than had been possible to date. The outcome of this session was a final set of questions and data requests sent out by Government for which responses were provided during week commencing 13th June.

2.4 The formal award notification from DfT is pending upon completion of this process and the full list of projects for inclusion will be confirmed once these final queries have been concluded.

2.5 The **LUF submission process** originally confirmed by DLUHC was for an online submission by 6th July. During May the advice was updated to confirm that in addition to this stage any successful large transport submissions would also require an Outline Business Case to be returned during the summer, before any final funding decisions would be made.

2.6 The extra stage in the submission process should not delay any final decision as this was expected to be announced in the Autumn. The OBC will allow more time for the refinement of the proposal, which could be particularly helpful.

2.7 Discussions have been held with other areas who have established these service and infrastructure improvements. One of the key elements of feedback from this for the DRT service was the importance of the existing demand case. There are a number of locations in the region where there is a strong case for DRT, and these are being investigated as starting options.

2.8 One of the strengths of DRT is that it not only responds to the needs of individual users but can be continually adapted to meet the needs of the broader passenger transport network. Locations can be revised and service delivery can be made bespoke to each zone so that the customer reach is maximised. Once the capacity to provide the service has been established it can evolve and be added to, creating benefits beyond the scope of the initial proposal and funding programme timescales.

3. Options Considered and Recommended Proposal

3.1 Option 1

To note updates on both CRSTS and LUF and provide comment on the progress of each programme.

3.2 Option 1 Risks and Mitigations

Final confirmation of CRSTS, and a successful LUF submission, would provide a significant boost to our plans for an effective sustainable transport system in South Yorkshire. Strong collaboration with DfT and the development of an innovative LUF proposal, taking into account feedback from previous submissions, should provide a strong approach to maximise these funding opportunities.

3.3 Option 2

None.

3.4 Recommended Option

Option 1

4. Consultation on Proposal

4.1 Local authority partners have been engaged through both the CRSTS and LUF processes. For LUF this engagement will increase as the proposal gains more definition and through the Outline Business Case phase.

5. Timetable and Accountability for Implementing this Decision

5.1 The CRSTS actions have been completed and we are now awaiting the final response from Government.

5.2 The deadline for submission of the LUF proposal is July 6th, the schedule for the subsequent phase has not yet been confirmed.

6. Financial and Procurement Implications and Advice

6.1 This report is for information only, and there are no financial implications arising directly from the recommendations. As noted in the March 2022 report to this Board, the LUF programme requires the submitting Authority to provide match funding at 10% of the overall bid. The ability to deliver this quantum of match funding is being actively considered as part of the overall bid preparation, as are any requirements for ongoing revenue support to the proposed schemes.

7. Legal Implications and Advice

7.1 The report is for information and comment only and as such does not in itself raise any legal implications.

7.2 Further detailed legal advice will be given throughout the process as both the CRSTS programme and LUF funding bid progress.

8. Human Resources Implications and Advice

8.1 None directly arising from this report

9. Equality and Diversity Implications and Advice

9.1 All schemes and interventions within both programmes will be designed in full compliance with equality and diversity legislation and expectations.

10. Climate Change Implications and Advice

10.1 Surface transport in South Yorkshire accounts for around 37% of our total carbon footprint and has additional impacts on air quality and road safety. Currently private car use is around 60% of that figure.

10.2 Modal shift from cars to public transport is critical to the delivery of the region and members net zero goals and keeping us within the 6th carbon budget.

10.3 Investments made in improving the bus service have the potential to produce a two-fold environmental impact, both in increasing use rates and also in decarbonising the fleet.

11. Information and Communication Technology Implications and Advice

11.1 None directly arising from this report

12. Communications and Marketing Implications and Advice

12.1 Once an award has been fully confirmed and grant conditions provided it is expected that there will be a duty for SYMCA to publish details of the award on the website.

12.2 Community and stakeholder consultation will be undertaken for all schemes and interventions within both programmes.

List of Appendices Included

None

Background Papers

None

This page is intentionally left blank

Transport and the Environment Board

30 June 2022

Programme Approvals

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:
Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):
Joe Gardner – Head of Contracts
Joe.gardner@southyorkshire-ca.gov.uk

Executive Summary

This paper requests approval/endorsement to progress 3 schemes:

- Progression of 1 scheme for full approval at the MCA Board
- In principle progression of 1 scheme for full approval at the MCA Board
- In principle approval of 1 scheme from Outline Business Case (OBC) to Full Business Case (FBC) with release of development cost funding
- progression of 1 scheme from Outline Business Case (OBC) to Full Business Case (FBC) to MCA Board with release of development cost funding

subject to the conditions set out in the Assurance Summaries. The paper also requests delegated authority to enter into necessary legal agreements for the schemes.

The paper notes the decision of MCA Board to progress 4 schemes to full approval.

What does this mean for businesses, people and places in South Yorkshire?

This report is seeking approval to progress business cases and enter into contract for a number of investment proposals which will support the MCA's aspirations.

Recommendations

The Board consider and endorse:

1. In principle progression of 'O110 Zero Emission Bus Regional Areas (ZEBRA)' FBC to MCA for full approval and award of £2.68m grant from City Region Sustainable Transport Fund (CRSTS) to South Yorkshire Mayoral Combined Authority (SYMCA) subject to the Assurance Summary attached at Appendix A1;
2. Progression of 'T21 Magna Tram Train' FBC to MCA for full approval and award of £6.54m from Transforming Cities Fund (TCF2) to South Yorkshire Mayoral Combined Authority (SYMCA) subject to the Assurance Summary attached at Appendix A2;
3. In principle approval of 'CRSTS03-1 Darton Active Travel Hub' OBC to FBC and release of development cost funding of £0.08m from City Region Sustainable Transport Settlement (CRSTS) to Barnsley Metropolitan Borough Council (BMBC), subject to the conditions set out in the Assurance Summary attached at Appendix B1;
4. Progression of 'T6 South West Bus Corridors' OBC to MCA for approval to proceed to FBC and release of development cost funding of £0.38m grant from Transforming Cities Fund (TCF2) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix B2;
5. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at above.

The Board note:

1. MCA Board has approved progression of "Sheaf Valley Cycling Route" project to full approval and award of £2.3m grant from TCF2 to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix C1
2. MCA Board has approved progression of "A630 Bus Improvements" project to full approval and award of £1.6m grant from TCF2 to Doncaster Borough Council (DBC) subject to the conditions set out in the Assurance Summary attached at Appendix C2
3. MCA Board has approved progression of "Goldthorpe Station Access" project to full approval and award of £0.55m grant from Active Travel Fund 2 (ATF2) and Gainshare to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix C3
4. MCA Board has approved progression of "Elsecar Active Travel Scheme" project to full approval and award of £0.57m grant to Barnsley Metropolitan Borough Council (BMBC) subject to the conditions set out in the Assurance Summary attached at Appendix C4

Consideration by any other Board, Committee, Assurance or Advisory Panel

Assurance Panel	23 May 2022
Assurance Panel	07 June 2022
Assurance Panel	21 June 2022

1. Background

- 1.1 This report seeks approval for the progression of schemes funded from multiple funding streams. The paper also requests delegated authority to enter into legal agreements for the named schemes.

This report seeks approval for the progression of 2 schemes funded from CRSTS. The Department for Transport (DfT) are pending approval of the specific list of projects for inclusion within the CRSTS programme and on that basis this request is made as an in-principle approval, subject to the necessary programme approvals from DfT.

The paper also requests delegated authority to enter into legal agreements for the named schemes.

1.2 In principle progression of schemes to full approval and award of funding

The paper is seeking progression of 1 scheme to MCA for full approval and award of funding and in principle progression of 1 scheme to MCA for full approval and award of funding for 1 scheme. The amount of funding requested is £6.54m from TCF2 towards total costs of £7.22m. The scheme is located in Rotherham. The amount of funding requested in principle is £2.68m from CRSTS towards total costs of £15.59m. The scheme is located across Barnsley, Doncaster, Rotherham and Sheffield.

Full details of the schemes and risks is included are Appendix A.

1.3 Progression of schemes from OBC to FBC with release of development cost funding

The paper is seeking in principle approval of 1 OBC and progression of 1 OBC to MCA for full approval and release of development cost funding. The total amount of funding requested is £0.08 from CRSTS (in principle) and £0.38m from TCF2. The schemes are located in Barnsley and Sheffield. The assurance summary includes conditions of approval to proceed to FBC.

Full details of the schemes and risks are included in Appendix B.

1.4 MCA Board Approvals to note

On 6th June 2022 the MCA Board approved progression of 4 schemes to full approval and award of funding. The total funding approved was £3.9m from TCF2 and £1.12m from ATF2 / Gainshare.

The Transport and Environment Board (TEB) Co-Chairs approved this intention due to the absence of Board meetings during the pre-election period and the need to expedite delivery to enable scheme completion within programme timescales.

Full details of the schemes and risks are included in Appendix C

2. Options Considered and Recommended Proposal

2.1 Option 1

Do not approve the recommendations in this report.

2.2 Option 1 Risks and Mitigations

Inability to approve the projects presented or release development costs may result in a slower pace of delivery and loss of activity/spend to the programmes.

2.3 **Option 2**

Award projects a smaller amount of grant funding.

2.4 **Option 2 Risks and Mitigation**

All funding awards associated with the projects have been fully appraised in line with the SYMCA Assurance Framework to ensure value for money. Funding for these projects is timebound by the funding bodies and any deliverability issues will be managed via alternative funding sources.

2.5 **Option 3**

Approve all recommendations.

2.6 **Option 3 Risks and Mitigations**

By approving the recommendations, the available programme funding will reduce subject to the caveats in section 1.1. However, the projects were included in the bids submitted to the funding bodies and/or are considered a strong strategic fit in line with investment aims.

2.7 **Recommended Option**

Option 3

3. **Consultation on Proposal**

- 3.1 Project sponsors are required to publish business cases on their websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the stages of the application process.

4. **Timetable and Accountability for Implementing this Decision**

- 4.1 Subject to the approval of the recommendations, the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer will progress to enter into legal agreements with each promoter.
- 4.2 The projects endorsed and progressed to the MCA shall be decided at the 25th of July 2022 meeting
- 4.3 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the SYMCA Assurance process.

5. **Financial and Procurement Implications and Advice**

- 5.1 The projects presented for endorsement today are profiled to draw down up to £6.92m from the TCF2 allocation of £166.37m and £2.76m from the CRSTS allocation of £570m (in principle) subject to the caveats as noted within section 1.1

6. **Legal Implications and Advice**

- 6.1 The legal implications of the projects have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed within the Assurance Summaries as presented in the Appendices.

6.2 Prior to awarding the grants, the SYMCA shall ensure contracts are put in place to allow conditions of grant to be discharged.

7. Human Resources Implications and Advice

7.1 Not applicable.

8. Equality and Diversity Implications and Advice

8.1 Appropriate equality and diversity considerations are taken into account as part of the assurance of the project business cases.

9. Climate Change Implications and Advice

9.1 A number of the programmes include new and/or enhanced active travel initiatives and improvements to public and community transport infrastructure thereby shifting private vehicle use to more sustainable modes of transport. This aims to deliver huge benefits for health and the prosperity of cities, positively contributing to the SYMCA's climate change aspirations.

10. Information and Communication Technology Implications and Advice

10.1 Not applicable

11. Communications and Marketing Implications and Advice

11.1 None arising from this report.

List of Appendices Included

- A Progression of schemes to full approval and award of funding
- A1 Assurance Summary O0110 ZEBRA (CRSTS FBC)
- A2 Assurance Summary T21 Magna Tram Train (TCF2 FBC)
- B Progression of schemes from OBC to FBC with release of development cost funding
- B1 Assurance Summary CRSTS03-1 Darton Active Travel Hub (CRSTS OBC)
- B2 Assurance Summary T6 South West Bus Corridors (TCF2 OBC)
- C MCA Board approvals to note
- C1 Assurance Summary O50 Sheaf Valley Route ATF2 Gainshare FBC
- C2 Assurance Summary T13 A630 Bus Improvements TCF2 FBC
- C3 Assurance Summary O43 Goldthorpe Station Access ATF2 Gainshare FBC
- C4 Assurance Summary O44 Elsecar Active Travel Scheme ATF2 Gainshare FBC

This page is intentionally left blank

Appendix A - Progression of schemes to full approval and award of funding

A.1 O110 Zero Emission Bus Regional Areas (ZEBRA) CRSTS FBC

Appendix A1 provides a summary of the project assurance and any suggested conditions of award.

This investment is for £2.68m from City Region Sustainable Transport Settlement (CRSTS) to South Yorkshire Mayoral Combined Authority (SYMCA) towards total project costs of £15.59m. The Department for Transport (DfT) are pending approval of the specific list of projects for inclusion within the CRSTS programme and on that basis this request is made as an in-principle approval to progress to MCA, subject to the necessary programme approvals from DfT.

The project will roll out Zero Emission Buses across the region.

The Benefits and Outcomes –

The project will deliver the following outputs

- 20 single decker electric buses are proposed for the 221 and 22x commercial bus services (with an additional 3 buses used as contingency)
- 3 single decker electric city centre shuttle buses across Sheffield (with an additional 1 shuttle bus used as contingency)

The project will also contribute to the following outcomes

- Reduced emissions in urban centres
- Improved public transport accessibility to key sites
- Improved journey times and reliability of buses
- Increased patronage

The project contributes to all 3 objectives of the SEP and is compliant with the target date for a zero-emission bus fleet of 2040 in the Transport Strategy/Local Transport Plan 2018.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A1.

A2 T21 Magna Tram Train TCF2 FBC

Appendix A2 provides a summary of the project assurance and any suggested conditions of award.

This investment is for £6.54m from Transforming Cities Fund (TCF2) to South Yorkshire Mayoral Combined Authority (SYMCA) towards total project costs of £7.22m.

The scheme will introduce a new stop along the Tram Train route at Magna along with the creation of a new Park & Ride site, serving both Sheffield and Rotherham, utilising existing under used car parking spaces at the Science & Adventure Park.

The Benefits and Outcomes –

The project will deliver the following outputs

- 2 new staggered platforms
- Fully accessible footbridge with lifts and stairs
- Passenger Information
- Passenger Shelters
- Platform Lighting
- Security/CCTV
- P&R car park improvements (150 spaces)
- Safe and secure active travel/pedestrian link to/from the new tram train stop
- Cycle Storage

The project will also contribute to the following outcomes

- Increased Tram Train and public transport patronage
- Higher levels of passenger satisfaction
- Increased walking and cycling journeys
- Increased park and ride usage
- Modal shift

The project contributes to all 3 objectives of the SEP and is aligned with the Carbon Net Zero target.

The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix A2.

1 – SCHEME DETAILS

Project Name	Zero Emission Bus Regional Areas (ZEBRA)	Type of funding	Grant
Grant Recipient	SYMCA	Total Scheme Cost	£15,588,978
MCA Executive Board	Transport	MCA Funding	£2,683,051
Programme name	CRSTS	% MCA Allocation	17.2%
Current Gateway Stage	FBC	MCA Development costs	£0
		% of total MCA allocation	0%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

Yes, see FBC section 4.2, summarised as:

- Diesel equivalent plus 25% of the price premium for 4 new electric buses (with battery replacements in year 8) to be owned by SYMCA but operated and maintained by an operator under tender for a new service;
- 25% of the price premium over diesel for 23 new electric buses (batteries to be replaced by operator) to be owned, operated and maintained by Stagecoach (75% from ZEBRA funds);
- 25% of the net infrastructure costs at RTI and STI (75% from ZEBRA)

3. STRATEGIC CASE

<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes , to address the climate emergency in partnership with national Government and a local commercial bus operator
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Fully addresses all three objectives of the SEP and is compliant with the target date for a zero-emission bus fleet of 2040 in the Transport Strategy/LTP 2018.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes.

SMART scheme objectives	<i>State the SMART scheme objective as presented in the business case.</i>	
	Scheme objective	Measured by-
	1. Decarbonisation	Electric buses purchased, in operation and no of diesel buses replaced
	2. Air Quality/Climate emergency	Change in diesel and electric vehicle mileage and fuel consumption;
	3. Provide shuttle bus service in Sheffield centre	As 1, in Sheffield city centre
	4. Increase bus patronage	Bus boarding data from operator
	<i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes	
Options assessment	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes. A number of alternatives have been considered – mainly in terms of corridors - but only the preferred option meets the strategic objectives across the county and has therefore been appraised in detail, against BAU. There remain several possible technical specifications which will be resolved within the procurement activity.	
Statutory requirements and adverse consequences	<i>Does the scheme have any Statutory Requirements?</i> No. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No.	
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<i>Does the scheme still align with strategic objectives?</i> N/A <i>Have the conditions of approval granted at OBC been complied with?</i> N/A	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£1.137m	G
Benefit Cost Ratio / GVA per £1 of SYMCA Investment	1.34	G
Cost per Job	N/A	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>	Noise reduction, local air quality and improved image	

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?

No, Low value for money.

5. RISK

What are the most significant risks ?

- Capacity of the bus and charger manufacturers
- DNO works and connections
- Uncertainty over the revenue funding to support the city centre shuttle bus element of the proposal
- Alignment of the City Centre Shuttle Bus ZEBRA project with Sheffield City Council's Transforming Cities Fund developments in the city centre

.....and is there evidence that these risks are being mitigated?

Yes. This is detailed in section 7.1 of the FBC and in Appendices A

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No. DfT contribution secured, Stagecoach contract nearly finalised, SCC contribution tbf but alternative routes available.

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes and achievable before end of programme, although there has been 2 months slippage in the start date

Is the procurement strategy clear with defined milestones?

Yes

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

75%. Yes. Some items are more certain than others.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Yes – but SYMCA is the promoter

Has the promoter demonstrated clear project governance and identified the SRO?

Yes.

Has the SRO or other appropriate Officer signed off this business case?

Yes. Chief Exec Officer has signed the FBC

Has public consultation taken place and if so, is there public support for the scheme?

No. An information and promotion programme is planned. Letters of Support are appended to the FBC (Appendix D) from all LA's and Stagecoach.

Are monitoring and evaluation procedures in place?

Yes. Monitoring to be carried out by SYMCA, evaluation to be carried out by DfT. (See FBC section 7.14)

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes. The promoter is aware that by supporting Stagecoach the emerging Subsidy Control Law is applicable to some elements of the proposal and will be following this up, possibly by adjusting the level of grant to ensure it was no larger than necessary to ensure the conversion.

The City centre shuttle will be operated by a third party through open competition.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to contract
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

The following conditions must be satisfied before contract execution.

1. Full approval of CRSTS funding for scheme

The following conditions must be satisfied before drawdown of funding.

2. Legal agreement with Sheffield City Council in place for revenue costs of bus operation for minimum 5 years
3. Approval of funding arrangements for battery replacement costs



1 – SCHEME DETAILS

Project Name	Tram Train Magna Stop including Park and Ride	Type of funding	Grant
Grant Recipient	SYMCA	Total Scheme Cost	£7,216,812
MCA Executive Board	TEB	MCA Funding	£6,537,935
Programme name	TCF	% MCA Allocation	91%
Current Gateway Stage	FBC	MCA Development costs	£367,893
		% of total MCA allocation	5%

Page 49

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

Yes.

- 2 new platforms
- Fully accessible footbridge with lifts and stairs
- Passenger Information
- Passenger Shelters
- Platform Lighting
- Security/CCTV
- P&R car park improvements (150 spaces)
- Safe and secure active travel/pedestrian link to/from the new tram train stop
- Cycle Storage

3. STRATEGIC CASE

Scheme Rationale	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes
-------------------------	---

Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>It meets all three objectives – Stronger, Fairer, Greener</p>									
Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes.</p>									
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>Increased tram AND public transport patronage High levels of passenger satisfaction Increased walking and cycling to new stop Increased P&R usage Mode shift</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>The scheme objectives are consistent with strategic objectives</p>									
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>No. Yes. The starting point for the scheme development is the existing tram-train extension to Rotherham and the need to encourage greater use of it by residents and visitors to destinations. The Magna Science Adventure Centre (a registered charity with RMBC a trust member) is located at Templeborough (close to the A6178) has recently received Levelling Up funding to expand its offering. It is the largest visitor attraction on the tram-train extension not to be served by the tram and the adjacent stops are over 2km away. An option to not improve the parking facilities to enable Park and Ride is presented in the shortlisted option. The promoter has clarified that the Park and Ride development cost is £0.5m - a very small proportion of the total scheme cost, but, based on modelling, it is likely to generate about half the scheme patronage, benefit and revenue, also contributing to decongestion along the route and improving the journey experience for existing bus users. The scheme will benefit the Magna site itself by making it more accessible.</p>									
he	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>Yes. Planning consent and Network Change. Expected completion March 2023. Station license and safety verification Nov 23. Land required from Magna. No issues expected.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No. Minimal operational and maintenance liabilities.</p>									
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i></p> <p>Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p> <p>Yes</p> <table border="1" data-bbox="562 1206 2004 1399"> <thead> <tr> <th data-bbox="562 1206 1473 1235">Condition at OBC</th> <th data-bbox="1473 1206 2004 1235">Response</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 1235 1473 1294">1. highlight P&R journey time savings for current commuters and others (to urban centres);</td> <td data-bbox="1473 1235 2004 1294">Appendix G para 2.5.4</td> </tr> <tr> <td data-bbox="562 1294 1473 1353">2. benefits of and to Magna to be highlighted – numbers currently visiting by car from tram-accessible origins could support the “need” argument.</td> <td data-bbox="1473 1294 2004 1353">Appendix G para 2.3.4</td> </tr> <tr> <td data-bbox="562 1353 1473 1399">3. Role of Magna – how dependent further development is on access. Views of management and other local stakeholders could be usefully included;</td> <td data-bbox="1473 1353 2004 1399">Appendix G para 2.3.4 and 3.4.3</td> </tr> </tbody> </table>		Condition at OBC	Response	1. highlight P&R journey time savings for current commuters and others (to urban centres);	Appendix G para 2.5.4	2. benefits of and to Magna to be highlighted – numbers currently visiting by car from tram-accessible origins could support the “need” argument.	Appendix G para 2.3.4	3. Role of Magna – how dependent further development is on access. Views of management and other local stakeholders could be usefully included;	Appendix G para 2.3.4 and 3.4.3
Condition at OBC	Response									
1. highlight P&R journey time savings for current commuters and others (to urban centres);	Appendix G para 2.5.4									
2. benefits of and to Magna to be highlighted – numbers currently visiting by car from tram-accessible origins could support the “need” argument.	Appendix G para 2.3.4									
3. Role of Magna – how dependent further development is on access. Views of management and other local stakeholders could be usefully included;	Appendix G para 2.3.4 and 3.4.3									

	4. Specific quantified targets for patronage, mode shift (from bus and car-all-the-way), P&R occupancy, based on modelling, needs to be included.	Appendix G para 2.3.1, 2, 3 and 4. Summarised in 2.3.6
	5. Total P&R occupancy currently across route would add to confidence in assumptions made;	Overall results stated to be consistent with demand observed at Rotherham Central and Parkgate
	6. Jobs by type currently within the walking catchment of the proposed tram-train stop and current mode shares.	Appendix G para 2.3.3
	7. A clearer statement than that provided in xxxx as to why the VDM model (SCRTM1) was considered inappropriate;	Appendix G para 2.3
	8. Appraisal results for Option B in more detail to highlight importance of P+R provision as well as access to Magna (by road and tram);	Appendix G para 3.1 FBC section 2.2 and 2.11
	9. Consideration of post COVID levels of congestion given lower demand growth. This could be done by adjusting the MECs assumptions;	A number of adjustments have been made to TAG and PDFH factors which account for changes to trip rates etc. It is largely recognised that trips are back to (if not exceeding) pre-covid levels, even if trip patterns are slightly 'flatter' (AM/PM peaks are less defined, and additional non-commuter trips to shops etc are happening on weekends as opposed to during the week).
	10. why mode shift from bus to tram-train is desirable, and the potential numbers of trips that may be diverted to P&R, or through mode-shift to tram-train from other modes, and the net impact on SYPTE's revenue budget of increased tram/reduced bus revenue;	Appendix G (the EAR) gives proportion of demand using carpark. This is based on PDFH methodology. Bus usage to Magna stated to be small in EAR
	11. Detailed QRA with p50 risks specified and base costs revised to Grip 5 levels of certainty;	Appendix H - but doesn't have monetised amounts
	12. A full DIA for impacts in-scope.	Appendix K
	13. Source of match funding.	ITB and revenue funds

4. VALUE FOR MONEY

Monetised Benefits:

<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£3.47m	
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	2.57	
<i>Cost per Job</i>	n/a	

Non-Monetised Benefits:

Non-Quantified Benefits

LAQ benefits only partially reflected in modelling

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?

5. RISK

What are the most significant risks and is there evidence that these risks are being mitigated?

The main risks and mitigation measures being taken are:

	Risk	Like- lihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1.	Supertram closure due failure to secure renewal funding	Low	High	Ongoing work on Mass Transit OBC	SYMCA
2.	Accuracy of estimates at current stage ES3	Med	Med	QCRA to be continually monitored	SYMCA (Project Manager) ; Network Rail
3.	Delay due no agreement on the future 'operating' model for the new Tram Train stop	Low	High	Discussions ongoing Linked to 1.	SYMCA (Project Manager /Legal/Tram Concession Manager)
4.	Planning Permission not being granted without onerous conditions	Low	Med	RMBC planning officer consulted	SYMCA (Project Manager)
5.	Performance of Network Rail (Delivery to programme and cost)	Low	High	Keep performance of NWR under review with regular cost monitoring.	SYMCA (Project Manager)

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, Yes

Is the procurement strategy clear with defined milestones?

Yes

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60% The promoter considers this may be pessimistic as the contractor NWR is very well aware of the scheme's requirements and costs. However, at FBC or GS5 it is required to be at 75%.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. Pat Beijer

Has the SRO or other appropriate Officer signed off this business case?

Yes (dry)

Has public consultation taken place and if so, is there public support for the scheme?

Yes. Feedback from consultation process indicated 90% respondents strongly support the scheme

Are monitoring and evaluation procedures in place?

Yes. See Appendix J

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes. No. Scheme is of no benefit to a specific commercial enterprise.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<i>The following conditions must be satisfied before contract execution.</i>	
1. Confirmation of approval to use "SYLTE IT Block" funding for scheme costs in excess of TCF2 allocation	
<i>The following conditions must be satisfied before drawdown of funding.</i>	
2. Confirmation of ongoing requirement for Magna tram stop in wider Mass Transit renewal OBC	

This page is intentionally left blank

Appendix B - Progression of schemes from OBC to FBC (and release of development cost funding)

B.1 T31 Darton Active Travel Hub (CRSTS OBC)

Appendix B1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.36m from CRSTS, with development costs to be released of £0.08m to BMBC. This project is seeking approval to progress to FBC, and in principle approval for release of development cost funding pending DfT approval of the specific list of projects for inclusion within the CRSTS programme.

The project is to convert an existing Council owned building into an Active Travel Hub. This building is located just off Church Street (B6131), close to Darton rail station and is on the route of the Dearne Way. The scheme will refurbish the existing building, make it DDA compliant, provide safe and secure storage for cyclists using the rail station and provide bike loan and hire for local residents.

The Benefits and Outcomes

The project will deliver the following outputs -

- new Active Travel Hub

The project will also contribute to the following outcomes -

- Increased walking journeys
- Increased cycling journeys

The project is considered a good strategic fit as all three of the MCA's inclusive economic growth policies within the Transport Strategy are supported and wider strategies. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC and taken into account once full approval is reached, these are detailed in full within Appendix B1.

B.2 T6 South-West Bus Corridors (TCF2 OBC)

Appendix B2 provides a summary of the project assurance and the suggested conditions of award.

This request is for £3.81m from TCF2, with development costs to be released of £0.38m to SCC. FBC Development cost funding capped at 10% of scheme value. Total OBC and FBC development costs are £1.026m (including £0.2m prepayment for stats). Development costs in excess of MCA funding awarded to be covered by alternative funding sources.

The project will deliver improved public transport connectivity within the Abbeydale Road and Ecclesall Road corridors in South West Sheffield both to and from the city centre.

The project will feature improvements to bus detection which will give buses priority at junctions to beat congestion, and red routes to allow enhanced enforcement of

illegal parking along with infrastructure improvements at junctions and bus stops which will deliver increased accessibility to the city centre as well as to local centres and other destinations along the route from large residential areas including Millhouses, Brincliffe and Parkhead.

The Benefits and Outcomes

The project will deliver the following outputs -

- Changes to the length of bus lanes along Abbeydale Road and Ecclesall Road, parking restrictions and crossings
- Traffic signal upgrades with buses given priority at junctions
- Infrastructure improvements at junctions and bus stops

The project will also contribute to the following outcomes –

- More consistent and reliable bus journey times
- A better-quality environment for waiting passengers and pedestrians
- Improved perception of bus reliability, punctuality, and satisfaction
- Enhanced access to employment and other services

The project has a clear strategic rationale and risks are considered manageable at this stage. The Assurance Summary notes a condition of approval that will need to be resolved within the submitted FBC, this is detailed in full within Appendix B2.

Appendix C2 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	T0013: A630 Bus Improvements (Junction Technology Upgrade)	Type of funding	Grant
Grant Recipient	South Yorkshire Mayoral Combined Authority	Total Scheme Cost	£1.60m
MCA Executive Board	TEB	MCA Funding	£1.60m
Programme name	TCF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£0.084m
		% of total MCA allocation	5.25%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

It is proposed to improve 15 junctions on a key link between Rotherham and Doncaster using the latest enhanced traffic signal technology strategies based on Microprocessor Optimised Vehicle Actuation (MOVA M8). (Basically, more, longer, green waves). The promoter expects this to provide flexible priority for buses potentially reducing delays by 30% - 60% without taking up road space.

3. STRATEGIC CASE

<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. Yes The current and potential future problems faced by buses on this growth corridor are clearly laid out and the opportunities for and the advantages brought by quicker bus journey times are well explained.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Very well. All three SEP policy objectives (Growth, Inclusion, Sustainability) are shown as being met. (The RAP is not mentioned). Eleven (11) separate policy documents at the national, regional and local level are listed and shown to have objectives in common with the scheme.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes

SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ol style="list-style-type: none"> 1. Improve the passenger perception (i.e. satisfaction survey) of bus services along the A630 through improved reliability, improved journey times and state of the art technology. 2. Reduce average bus journey time for all services that use the corridor. 3. Increase bus patronage along the corridor from current levels. 4. Reduce congestion at junction along the A630 corridor. 5. Contribute towards the modal shift from private modes to bus for commuter journeys to, from and within Doncaster and the City Region. <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes. The logic map and the timing of monitoring activities are shown in the Monitoring and Evaluation Plan (Appendix J).</p>	
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes - within the identified corridor – acknowledged to be the main public transport corridor between Sheffield and Doncaster. It would be possible to provide longer bus lanes but this would not be physically possible along the entire route without drastically reducing space for general traffic and not significantly improving queuing/congestion in the shared sections and at junctions. DMBC oppose this. Rail and tram options have been considered and rejected on practicality/efficacy grounds. Sections 2.7 and 2.8 (FBC) describes the shortlisted options – which are cumulative interventions along the corridor, with the option that maximises the number of bus operators on some or all of the corridor experiencing time savings and accessibility due to the proposals. This results in a preferred option that has a lower BCR than others, but the largest carbon saving</p>	
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> No. Works comprise mainly signalling equipment and processing units. No hard infrastructure so no TROs required. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No.</p>	
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i> Yes <i>Have the conditions of approval granted at OBC been complied with?</i> Yes</p>	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£2.825m	G
Benefit Cost Ratio / GVA per £1 of SYMCA Investment	3.8	G
Cost per Job	n/a	
Non-Monetised Benefits: 6t p.a. CO2e		

Non-Quantified Benefits	n/a
-------------------------	-----

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?
Yes, even with a 25% decrease in demand as possible.

5. RISK

What are the most significant risks ?

1. Implementation Cost increases
2. Availability of road space to carry out works
3. Works are delayed due to adverse weather
4. Contractors and sub-contractors don't perform as expected....delays whilst remedy works
5. Brexit – Delay in delivery of traffic signal equipment

.....and is there evidence that these risks are being mitigated?

Costs are being monitored regularly, there has been engagement with DMBC Network management and a process is in place to monitor contractor performance through construction

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No. Existing FW used Procurement is complete

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Works are expected to commence October 2022 and complete April/ May 2023

Is the procurement strategy clear with defined milestones?

Yes – procurement complete

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

95%. Yes.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

The promoter states (5.7) that the risk allocation is sufficient for all contingencies.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. SRO is PB

Has the SRO or other appropriate Officer signed off this business case?

Pending
Has public consultation taken place and if so, is there public support for the scheme?
Yes. There is full support for the scheme by all stakeholder groups (see FBC section 6.8)
Are monitoring and evaluation procedures in place?
Yes. See FBC section 6.9

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?
Yes. No (See FBC section 6.4)

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>The following conditions must be included in the grant agreement</p> <ul style="list-style-type: none"> - Clawback on outputs and outcomes 	

Page 60

1 – SCHEME DETAILS

Project Name	Darton Active Travel Hub	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£357,272
MCA Executive Board	TEB	MCA Funding	£357,272
Programme name	CRSTS	% MCA Allocation	100%
Current Gateway Stage	OBC	MCA Development costs	£81,650
		% of total MCA allocation	22.8%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

- Refurbishment of the existing building to make DDA compliant
- Refit the building to create AT Hub – storage facilities
- Provision of bikes, e-bikes and ancillary equipment
- Submission of Planning Application (if required) for Change of Use
- Procurement of consultant to develop Delivery Model for this and the other 2 AT Hubs proposed (Goldthorpe and SEAM);
- Consultation events with key stakeholders in relation to the design and construction of the scheme to gauge opinion;
- Resolution of any issues arising;
- Data collection;
- Scheme evaluation and monitoring following completion of the scheme;
- Preparation of the Full Business Case;
- Internal Governance – Cabinet reports, Ward Member briefings etc;
- Procurement and construction, including contract administration, supervision and compliance with Construction Design Management (CDM) Regulations;
- Liaising with the local Cycle Forums and area Committees;
- Liaising with key businesses / stakeholders / residents.

3. STRATEGIC CASE	
Scheme Rationale	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. Whilst Darton's catchment area for cyclists is smaller, Barnsley's ATH established in 2016 has loaned over 800 bikes and 600 e-bikes and provided a repair and secure storage area for over 30 bikes at one time. Other facilities are provided. It is proposed to replicate this model in area where active travel is established, including Darton.</p>
Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>All three of the MCA's inclusive economic growth policies within the Transport Strategy are supported as well as the NPPF, ATIP and wider strategies</p>
Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes - it improves air quality through modal shift to active travel where possible</p>
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ul style="list-style-type: none"> • To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way • To affect a mode shift away from the private car on those corridors where new opportunities are likely to see an increase in demand or where growth could be stifled • To create a cultural shift towards making cycling and walking the natural choice for shorter journeys • To improve the safety of the transport corridor • To improve air quality and environmental impacts along the corridor <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>Yes – more cycling improves health outcomes and connectivity by bus and rail to development sites, encouraging mode shift from car and economic growth.</p>
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. The main "Do Something" choice is between various standards of refurbishment of the existing building or a new build. The latter would require more land, and therefore be more uncertain /delayed and be substantially more expensive for the public sector. Operational options will be investigated post OBC approval but could involve public or private ownership of the asset (public more likely) and public or private operation (private or voluntary sector more likely).</p>
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>None known</p>
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i></p> <p>n/a</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p> <p>n/a</p>

4. VALUE FOR MONEY		
Monetised Benefits:		
<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	-£42.05	R
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	0.87	R
<i>Cost per Job</i>	N/A	
Non-Monetised Benefits:		
N/A		
<i>Non-Quantified Benefits</i>	N/A	
Value for Money Statement		
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>		
No		
5. RISK		
<i>What are the most significant risks ?</i>		
<ul style="list-style-type: none"> • Failure to maintain political support • Statutory Undertakers Apparatus • Increase in cost of construction materials – risk with the tender process asking contractors to hold their price • Part 1 Claims 		
The demand is unlikely to be at a level sufficient to generate a BCR>1 and there are significant operational costs involved.		
<i>.....and is there evidence that these risks are being mitigated?</i>		
Yes. There is a current risk register with a mitigation strategy for construction costs. The p50 costs post mitigation are included in the scheme costs.		
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i>		
Yes. If there is no operator willing to bear the operating costs, and the scheme fails to Attract adequate users, it will have to close, risking taxpayers' money.		
<i>Are there any significant risks associated with securing the full funding of the scheme?</i>		
No additional capital contributions are sought but the scheme depends on ongoing revenue funding which has not been adequately defined – and could exceed likely income.		
<i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i>		
Yes – failure by the promoter to support the scheme long enough to generate benefits in excess of capital costs – ie 20 years.		

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes.

Is the procurement strategy clear with defined milestones?

No

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60%

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No

Has the promoter demonstrated clear project governance and identified the SRO?

Yes

Has the SRO or other appropriate Officer signed off this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

No

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes, No

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to FBC but with no prejudice to a decision to not fund
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>For FBC:</p> <ul style="list-style-type: none"> • Contract with 3rd party covering the net costs of income of services to be provided, operating arrangements. • Ongoing subsidy requirements agreed over project life. <p>Clawback:</p> <ul style="list-style-type: none"> • If a third-party commitment to bearing the operating risks (agreed operating costs-revenue) over 20 years cannot be found by year 5 and if the sponsor cannot continue to operate the facility, the MCA's contribution to be repaid at that point. 	



1 – SCHEME DETAILS

Project Name	South-West Bus Corridors (Public Transport)	Type of funding	Grant
Grant Recipient	SCC	Total Scheme Cost	£3.813m
MCA Executive Board	Transport	MCA Funding	£3.813m
Programme name	TCF	% MCA Allocation	100%
Current Gateway Stage	OBC	MCA Development costs	£0.38m (capped at 10% of total MCA allocation)
		% of total MCA allocation	10%

Page 65

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

The corridor improvements will benefit bus users and operators through the delivery of a range of interventions including:

- Changes to the length of bus lanes along Abbeydale Road and Ecclesall Road, parking restrictions and crossings.
- Traffic signal upgrades with buses given priority at junctions.
- Infrastructure improvements at junctions and bus stops.

3. STRATEGIC CASE

Scheme Rationale	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. The key outcomes of the scheme include:</p> <ul style="list-style-type: none"> • More consistent and reliable bus journey times. • A better quality environment for waiting passengers and pedestrians
-------------------------	--

	<ul style="list-style-type: none"> Improved perception of bus reliability, punctuality, and satisfaction. Enhanced access to employment and other services.
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>The SEP aims to ensure 'residents and businesses are connected to economic opportunity'. However, public transport operating in the corridors is limiting the opportunities and access to employment in the city centre and beyond, through delayed and unreliable journey times.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>The scheme is designed to achieve better connectivity which will be achieved via improved:</p> <ul style="list-style-type: none"> consistency and reliability across all time periods. <p>And manifest in:</p> <ul style="list-style-type: none"> Increased use of public transport in the corridors Increased population within 30 mins travel time by bus to the city centre <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes.</p>
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>Yes – TRO's. No land required.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>Yes, displaced parking on side streets. Whilst there is general support for the proposals, further engagement with residents is planned to optimise design and acceptability.</p>
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<p><i>Does the scheme still align with strategic objectives?</i></p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p>

4. VALUE FOR MONEY

Monetised Benefits:

<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£16.96m	G
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	6.25	G
<i>Cost per Job</i>	N/A	

Non-Monetised Benefits:

<i>Non-Quantified Benefits</i>	Slight Positive impacts – Noise, LAQ
--------------------------------	--------------------------------------

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?
Very good VFM

5. RISK

What are the most significant risks ?

Costs and delays - £40k included in budget.

.....and is there evidence that these risks are being mitigated?

Yes. By commissioning of contractors at an early stage likely issues can be identified.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No. The design and construction will be undertaken by Amey Hallam Highways Ltd through a direct award via Schedule 7 (Non-Core Design Services and Non-Core Scheme Construction Services) of the Streets Ahead PFI.

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes – FBC by Jan 2023 – Completion Dec 2023.

Is the procurement strategy clear with defined milestones?

Yes

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60%

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No

Has the promoter demonstrated clear project governance and identified the SRO?

Yes

Has the SRO or other appropriate Officer signed off this business case?

No

Has public consultation taken place and if so, is there public support for the scheme?

Yes, Yes – with some reservations re parking on residential side streets.

Are monitoring and evaluation procedures in place?

Yes.

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes, No.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<ol style="list-style-type: none"> 1. Completion of FBC to requisite standard 2. FBC Development cost funding capped at £381,300 (10% of scheme value). Total OBC and FBC development costs are £1.026m (including £0.2m prepayment for stats). Development costs in excess of MCA funding awarded to be covered by alternative funding sources. 	

This page is intentionally left blank

Appendix C – MCA Board Approvals to note

The schemes below were approved at MCA Board 6th June 2022

D.1 O50 SCC Sheaf Valley Cycling Route (ATF2 / Gainshare FBC)

This investment is for £2.3m to Sheffield City Council with total project costs of £2.38m.

The Scheme aims to provide new walking and cycling infrastructure to enable more journeys to be made by active modes will provide a viable alternative to the private car, especially for shorter journeys. This will contribute to reducing the reliance on carbon intensive modes and supporting decarbonisation of our transport systems which is essential in tackling the climate emergency.

The Benefits and Outcomes -

- Providing new walking and cycling infrastructure to enable more journeys to be made by active modes will provide a viable alternative to the private car, especially for shorter journeys. This will contribute to reducing the reliance on carbon intensive modes and supporting decarbonisation of our transport systems which is essential in tackling the climate emergency.
- 400m segregation
- 1 New controlled crossing
- 4 Improved controlled crossing
- 1 Improved uncontrolled crossing
- 2 Point closure - new
- 1 Point closure - relocated
- 1 Point closure - upgraded
- 200m Track widening
- 1780m Parking restriction
- 1 Bus gate
- 1 Junction improvement/Remodelling
- 20mph area

The Assurance Summary notes some conditions of approval, these are detailed in full within Appendix D1

D.2 T13 SYMCA A630 Bus Improvements (TCF2 FBC)

This investment is for £1.6m funding to South Yorkshire MCA.

The A630 is a road connecting the towns of Doncaster and Rotherham in South Yorkshire, facilitating a vital bus link between the two towns serving destinations such as Conisbrough, Warmsworth and Balby. The scheme is to improve 15 junctions using the latest enhanced traffic signal technology strategies based on Microprocessor Optimised Vehicle Actuation (MOVA M8). This aims to provide flexible priority for buses potentially reducing delays by 30% - 60% without taking up road space.

The Benefits and Outcomes –

Through the installation of 15 state of the art signals, the scheme will:

- Provide an innovative yet proven technological solution to improve bus journey times and reliability along the A630.
- Improve air quality through two air quality management areas by reducing congestion and improving traffic flow.
- Enhance the infrastructure provision for a low carbon mode using a method with extremely low construction impacts and associated carbon emissions / embedded carbon.
- Encourage modal shift to bus by improving the reliability and performance.
- Improve the transport connectivity to disadvantaged communities, supporting sustainable economic development.

The Assurance Summary notes some conditions of approval, these are detailed in full within Appendix D2

D3 O43 BMBC Goldthorpe Station Access - (ATF2/Gainshare FBC)

This investment is for £0.55m to Barnsley Metropolitan Borough Council.

The scheme is a package of measures which seeks to improve walking and cycling connectivity to the existing rail station at Goldthorpe. With plans through the Integrated Rail Plan to replace this station with a new “Dearne Valley Parkway” station, the links proposed will enable existing Public Rights of Way to be diverted to create the car park / increased station footprint.

The Benefits and Outcomes -

- 1.5km of new Active Travel route created;
- 7 improved crossings at junctions
- 20 Advisory Speed at Highgate Primary School;
- Improve facilities and access by all modes;
- Increase levels of physical activity;
- Improve accessibility to employment;
- Improve Air Quality and noise levels;
- Improve levels of road safety;
- Increase patronage on public transport

The Assurance Summary notes some conditions of approval, these are detailed in full within Appendix D3

D4 O44 BMBC Elsecar Active Travel Scheme - (ATF2/Gainshare FBC)

This investment is for £0.57m funding to Barnsley Metropolitan Borough Council

The Elsecar Active Travel Scheme consists of a package of measures which seeks to improve walking and cycling connectivity between Elsecar Heritage Centre and Cortonwood Retail Park.

The Benefits and Outcomes -

- Enhancement of 2.8km of existing Public Right of Way and Trans Pennine Trail via improvements, widening and resurfacing;
- Introduction of zebra crossing and 2 further crossings on Wentworth Road.
- 2 improved crossing facilities on Wath Road and 1 improved crossing facility on Tingle Bridge Lane
- Wayfinding signage;
- Improvements to public realm, which will include improved footways within Elsecar Park, additional seating, greenscape improvements and route finders which will showcase Elsecar Heritage Centre attractions;
- Reduction of speed limit to 40mph on Water Lane;
- Introduce a wider 30mph speed limit within Elsecar and extend on Wentworth Road. Introduce 'dragons' teeth' road markings and speed roundels. A buffer speed limit of 40mph will also be introduced to between 60mph and 30mph zones.

The Assurance Summary notes some conditions of approval, these are detailed in full within Appendix D4

This page is intentionally left blank

Appendix C1 - Assurance Summary

VERSION 1 24.11.2021



1 – SCHEME DETAILS			
Project Name	O0050 Sheaf Valley Cycling Route	Type of funding	Grant
Grant Recipient	SCC	Total Scheme Cost	£2.386m
MCA Executive Board	TEB/MCA	MCA Funding	£2.3m (capped)
Programme name	ATF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£303k
		% of total MCA allocation	12.8%

2 – PROJECT DESCRIPTION		
<i>Is it clear what the MCA is being asked to fund?</i>		
Yes		
Intervention	No. /Length	Location
segregation	400m	various
New controlled crossing	1	Bramall Lane
Improved controlled crossing	4	Harmer lane, Shoreham st/ring road, Matilda/Shoreham
Improved uncontrolled crossing	1	Broadfield Road
Point closure - new	2	Cherry Street and Little London Road
Point closure - relocated	1	Rydal Road
Point closure - upgraded	1	Little London Road
Track widening	200m	Various locations
Parking restriction	1780m	Various locations
Junction improvement/Remodelling	1	Conversion of 5 arm R'about into T junction includes 2 closures
20mph area	1	Highfield
Total length of treatment	4.0k	

3. STRATEGIC CASE		
Scheme Rationale	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. As reported for the OBC, the rationale is clear and in line with SYMCA strategies.	
Strategic policy fit	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> The FBC very clearly links the scheme outputs to the SEP and Transport Strategy objectives.	
Contribution to Carbon Net Zero	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes , clearly,	
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ul style="list-style-type: none"> • Increase the use of existing and planned pedestrian and cycling facilities in the city centre • Improve the cycling environment that is safer for both walking and cycling to replace journeys made by car; • Improve access to key city centre destination for all modes including walking and cycling • To create a cultural shift towards making cycling and walking the natural choice for shorter journeys • That this route will form part of a local area network linking into the Nether Edge TCF and ATF proposals, and creating a longer much improved active travel route when combined with City Centre, HZN and AMID proposals. Ultimately forming a key piece of the citywide network so that all destinations within the city are accessible and safer by bike or foot. <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes, the scheme objectives are consistent with the vision of the SEP.</p>	
Options assessment	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes. The promoter has clarified that an appropriate filtering process to identify the best alignment in strategic terms regardless of costs and then the preferred route was considered in detail. Whilst this would appear to be not best practice, it is a proportionate approach in this case.	
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> Yes – ETROs and TROs</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> The FBC (7.12) lists a number of potential implications for traffic re-distribution and abstraction from public transport some of which could be beneficial. The M&E plan is being designed to measure these impacts.</p>	
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i> Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i> Yes. An updated QRA and a legible organogram are provided with the FBC.</p>	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£8.077m	G

<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	5.58	G
<i>Cost per Job</i>	n/a	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>	Not identified	
Value for Money Statement		
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>		
Yes. The benefits are sensitive to the assumed cycling uplifts (17%;64%;64% A;B;C) which whilst based on experience elsewhere in Sheffield (Penistone Rd) are still uncertain. However, if they prove to be optimistic (eg by 100%) the BCR would be >2 and the scheme worthwhile/good VFM.		
5. RISK		
<i>What are the most significant risks</i>		
The Risk Log (Appendix A.3) lists and assesses the expected impact on costs of:		
<ol style="list-style-type: none"> 1. Insufficient access to materials and resources. 2. TRO consultation for Shoreham Street receives objections 3. Costs exceed budget. 4. Covid restrictions introduced / Contractors workforce need to self-isolate 5. Events (sporting / other) planned throughout summer impact on construction timescales 		
The first of these is rated as high impact, high likelihood (EV=£65K).		
<i>....and is there evidence that these risks are being mitigated?</i>		
Yes. The promoter states that these possible events are being and will be mitigated as much as possible by early discussions with stakeholders and good communication with contractor and wider supply chain with regard to using alternative products if the desired ones are unavailable.		
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i>		
No.		
<i>Are there any significant risks associated with securing the full funding of the scheme?</i>		
No.		
<i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i>		
No. The work will be undertaken by SCCs Highway PFI contractor Amey.		
6. DELIVERY		
<i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i>		
Yes – milestones have been updated and they plan to advertise TROs as required by end April/beg May. Any objections to be reported to Committee for decision. No external procurement is required. Construction will commence at risk in May to minimise work post September 2022		
<i>Is the procurement strategy clear with defined milestones?</i>		
Yes. AMEY already onboard.		
<i>What is the level of cost certainty and is this sufficient at this stage of the assurance process?</i>		
95%		

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Sort of – more likely the scope will be reduced slightly unless they can find “another funding opportunity”.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. TFS is the SCC Project Sponsor (=SRO)

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes. Yes (see 7.11)

Are monitoring and evaluation procedures in place?

Yes. (see 7.12)

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes, although has not sought a legal opinion. No (the scheme is clearly transport infrastructure as usually funded by the public sector).

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>The following conditions must be satisfied before contract execution.</p> <ul style="list-style-type: none">• Confirmation of costs• Confirmation that ATF funded works be completed by September 2022 <p><i>The conditions above should be fully satisfied by 30.06.22. Failure to do so could lead to the withdrawal of approval.</i></p> <p>The following conditions must be included in the grant agreement</p> <ul style="list-style-type: none">• Clawback on Outputs and Outcomes	

Appendix C3 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	O0043 – BMBC Goldthorpe Station Access	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£550,176
MCA Executive Board	TEB	MCA Funding	£550,176
Programme name	ATF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£68,003
		% of total MCA allocation	12.4%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

There have been some changes to the scheme's scope since the OBC, as some improvements have been implemented by the promoter already.

The scope is now:

- Provision of an Active Travel route along Nicholas Lane, Thurnscoe Bridge Lane and Shepherd Lane;
- Widening of existing shared footways;
- Improvements to 7 uncontrolled crossings at junctions
- New signage / wayfinding.
- Bus stop improvements along the route

3. STRATEGIC CASE

<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Well. The scheme is promoted as a key part of plans to achieve these aims.

Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes</p>
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>SMART objectives are given as:</p> <p>Short term:</p> <p>Encourage more cycling/walking;</p> <ul style="list-style-type: none"> • Create an environment that is safer for both walking and cycling to replace journeys made by car; • To increase patronage on public transport • To provide safe, attractive and direct pedestrian and cycle routes to rail stations <p>Long term:</p> <p>To create a cultural shift towards making cycling and walking the natural choice for shorter journeys</p> <ul style="list-style-type: none"> • To affect a mode shift away from the private car in those areas where new opportunities are likely to see an increase in demand or where growth could be stifled • To improve air quality and environmental impacts within the Dearne Valley Corridor <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Each of these is specified in detail with targets that are measurable, with timescale, metrics and plans for measurement detailed in Appendix A (BR and M&E plans).</p>
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes – See Appendix J. The applicant has followed a logical and systematic process to define the optimal features of the scheme in comparison to high and low-cost alternatives and shown that the preferred option best meets strategic and economic objectives.</p>
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No</p>
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i></p> <p>Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p> <p>Yes :</p> <ol style="list-style-type: none"> 1. Commitment to further public consultation throughout detailed design ? Done QRA to be updated with p50 costs included in bid ? Done 2. Optimism Bias to be deleted from bid amount, any certainties to enter risk register or base costs ? Done 3. AMAT tool be used to estimate benefits ?

Done
 4. Corrections to OBC as agreed?
Yes

4. VALUE FOR MONEY

Monetised Benefits:

<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£517.44m	
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	1.33	
<i>Cost per Job</i>	n/a	

Non-Monetised Benefits:

<i>Non-Quantified Benefits</i>	On a scale -2 to +2: +2 For increased demand for AT, net zero carbon, health, economics. 0 For Improved PT viability, Social value
--------------------------------	--

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?
No. The scheme is of low value for money. (BCR<1.5)

5. RISK

What are the most significant risks and is there evidence that these risks are being mitigated?
 The promoter has been proceeding with construction in order to ensure completion of the scheme before May 2022. Earlier delays to the scheme start mean that some costs have risen faster than inflation and the P50 risk provision at December 2021 will therefore be required.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)
No

Are there any significant risks associated with securing the full funding of the scheme?
No

Are there any key risks that need to be highlighted in relation to the procurement strategy?
No

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?
Yes, No

Is the procurement strategy clear with defined milestones?

Yes - DLO

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

90%. Yes

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No – the question wasn't considered to be applicable

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. Yes

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes - public consultation took place in 2021, prior to site work commencing.

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes. No

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
The following conditions must be included in the grant agreement Clawback on outputs and outcomes	

Appendix C4 Assurance Summary

VERSION 1 24.11.2021



1 – SCHEME DETAILS			
Project Name	O0043 – BMBC Elsecar Active Travel Scheme	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£575,177
MCA Executive Board	TEB	MCA Funding	£575,177
Programme name	ATF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£78.504
		% of total MCA allocation	13.6%

Page 83

2 – PROJECT DESCRIPTION	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>There have been some small changes to the scheme's scope since the OBC, as some improvements have been implemented by the promoter already. The scope is now:</p> <ul style="list-style-type: none">• Enhancement of 2.8km of existing Public Right of Way (PRoW) and Trans Pennine Trail (TPT) via improvements, widening and resurfacing;• Introduction of zebra crossing and 2 further crossings on Wentworth Road.• 2 improved crossing facilities on Wath Road and 1 improved crossing facility on Tingle Bridge Lane• Wayfinding signage;• Improvements to public realm, which will include improved footways within Elsecar Park, additional seating, greenscape improvements and route finders which will showcase Elsecar Heritage Centre attractions;• Reduction of speed limit to 40mph on Water Lane;• Introduce a wider 30mph speed limit within Elsecar and extend on Wentworth Road. Introduce 'dragons' teeth' road markings and speed roundels. A buffer speed limit of 40mph will also be introduced to between 60mph and 30mph zones. (Please see scheme plans – Appendix B).	

3. STRATEGIC CASE	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. The scheme fits well with the SEP, the Transport Strategy, the Active Travel Implementation plan and national policies to encourage urban living and active travel.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Well. The scheme is promoted as a key part of plans to achieve these aims.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i> SMART objectives are given as: Short term: <ul style="list-style-type: none"> • Encourage more cycling/walking; • Create an environment that is safer for both walking and cycling to replace journeys made by car; Long term: <ul style="list-style-type: none"> • To create a cultural shift towards making cycling and walking the natural choice for shorter journeys • To effect a mode shift away from the private car in those areas where new opportunities are likely to see an increase in demand or where growth could be stifled • To improve air quality and environmental impacts within the Dearne Valley Corridor <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Each of these is specified in detail with targets that are measurable, with timescale, metrics and plans for measurement detailed in Appendix A</p>
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes – See Appendix J. The applicant has followed a logical and systematic process to define the optimal features of the scheme in comparison to high and low-cost alternatives and shown that the preferred option best meets strategic and economic objectives.</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i> Yes – TRO's currently being prepared <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No – this enhances an existing PWROW/TPT route</p>
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<p><i>Does the scheme still align with strategic objectives?</i> Yes <i>Have the conditions of approval granted at OBC been complied with?</i> Yes : <ol style="list-style-type: none"> 1. Commitment to further public consultation throughout detailed design ? Done </p>

	<p>2. QRA to be updated with p50 costs included in bid ? Done</p> <p>3. Optimism Bias to be deleted from bid amount, any certainties to enter risk register or base costs ? Done</p> <p>4. Forecasts of demand to be revisited and sensitivity tests done Done</p> <p>5. Completion of SYMCA Appendices Yes</p>	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£702.89m	
Benefit Cost Ratio / GVA per £1 of SYMCA Investment	1.77	
Cost per Job	n/a	
Non-Monetised Benefits:		
Non-Quantified Benefits	<p>On a scale -2 to +2: +2 For increased demand for AT, net zero carbon, health, economics. 0 For Improved PT viability, Social value</p>	
Value for Money Statement		
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> The scheme is of medium value for money (1.5<BCR<2)</p>		
5. RISK		
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> The promoter has been proceeding at risk with construction in order to ensure completion of the scheme before May 2022. Earlier delays to the scheme start mean that some costs have risen faster than inflation and the full P50 risk provision at December 2021 will be required.</p> <p><i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i> No</p> <p><i>Are there any significant risks associated with securing the full funding of the scheme?</i> No</p> <p><i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i> No</p>		

6. DELIVERY

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, Yes

Is the procurement strategy clear with defined milestones?

Yes - DLO

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

90%. Yes

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No –overruns will be discussed and a course of action agreed.

However, standard contract conditions apply

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. Yes

Has the SRO or other appropriate Officer signed off this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes – public consultation took place in 2021.

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes. No

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>The following conditions must be included in the grant agreement</p> <ul style="list-style-type: none"> - Clawback on outputs and outcomes 	