

Public Document Pack



4th June 2021

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

You are hereby invited to a meeting of the Sheffield City Regional Mayoral Combined Authority to be held virtually on: **Monday, 14 June 2021** at **2.00 pm** 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



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)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Joe Blackham	Doncaster MBC
Councillor Chris Lamb	Barnsley MBC
Karen Beardsley	Private Sector LEP Board Member
Damian Allen	Barnsley MBC
Martin Swales	MCA Executive Team

MCA - Transport and the Environment Board

Monday, 14 June 2021 at 2.00 pm

Venue: Virtual Meeting



Agenda

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SCR - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

THURSDAY, 4 MARCH 2021 AT 10.00 AM

11 BROAD STREET WEST, SHEFFIELD, S1 2BQ



Present:

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Joe Blackham	Doncaster MBC
Councillor Chris Lamb	Barnsley MBC
Councillor Julie Grocutt	Sheffield City Council
Karen Beardsley	Private Sector LEP Board Member
Sarah Norman	Barnsley MBC
Mark Lynam	MCA Executive Team

In Attendance:

Colin Blackburn	Assistant Director - Housing, Infrastructure and Planning	MCA Executive Team
Sue Sykes	Assistant Director - Programme and Performance Unit	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team/SYPTE
Jenny Holmes	Interim Assistant Director for Strategic Transport	MCA Executive Team
Charli Taylor	Senior Programme and Performance Manager	MCA Executive Team
Pat Beijer	Director of Transport Operations, SYPTE	South Yorkshire Passenger Transport Executive
Peter Zanzottera	Active Travel Project Director	MCA Executive Team
David Malsom		David Malsom
Daniel Perruzza		Transport For the North
Paula Finn		Transport For the North
Nick Chamberlain		Transport For the North
Melanie McCoolle (Minute Taker)		

Apologies:

Stephen Edwards	SYPTE
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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.**

P Kennan had recently stepped down from his role of South Yorkshire Bus Commissioner, as this would have presented a potential conflict of interest in his appointment of Co-Chair to the Board.

3 **Urgent items / Announcements**

None

4 **Public Questions of Key Decisions**

None

5 **Minutes of the last meeting**

In response to a question received from Councillor Grocutt, Councillor Read referred to the guidance provided by D Smith which clarified that local authority officers were welcome to attend meetings of the Board to provide support to the Lead Members, however they would not be able to participate in the meetings.

RESOLVED – That the minutes of the meeting held on 7 January 2021 be agreed as a true record.

6 **Northern Powerhouse Rail – update from TfN**

Members were provided with an update on the Northern Powerhouse Rail.

At the TfN Board meeting held on 18 February 2021, the preferred NPR network had been confirmed in line with the initial decision that had been made at its meeting held in November 2020; no changes had been required to the phasing plan. The Board had agreed to the request for the completion and submission of the Northern Powerhouse Rail Strategic Outline Case which would be delayed until after the publication by the Government of the Integrated Rail Plan which was envisaged to be published during March 2021.

A letter had been sent to the Transport Secretary to provide statutory advice to confirm the TfN Board's agreement to the preferred way forward and to seek assurance that TfN would be consulted and involved in the development of the government's Integrated Rail Plan. A press release had been issued on the TfN website on 2 March 2021, which had summarised the details contained within the statutory advice.

Members noted the preferred network of the Sheffield to Leeds corridor that had been agreed to upgrade the existing railway line north of Sheffield linking into HS2 at Clayton Junction. A total of four NPR train services per hour would run on the HS2 mainline to HS2 proposed high speed platforms at Leeds. The Board noted the significant upgrades and journey time improvements to the Hope Valley route on the Manchester to Sheffield corridor. Two options on the Manchester to Sheffield corridor have been retained:- Option MS2G16 had

been progressed forward as the preferred NPR network together with an acknowledgement of the retained option of MS2C16, with the requirement for further work. Scoping work was underway for a series of targeted studies for concept 2C and 2G, to provide additional evidence to enable a decision to be made on a single route option.

Since the TfN Board meeting held in November 2020, a range of revised rates had been incorporated following a cost challenge exercise that had been undertaken with Network Rail. The costs had now been reassured by Network Rail. A number of further cost reduction opportunities had been identified, which would be included within the Strategic Outline Case. The updated economic model had been utilised to better capture the benefits whilst using the 2040 forecast. Work had continued to improve the BCR's whilst following the Green Book guidance.

It was anticipated that the delivery of the two new stations at Barnsley Dearne Valley and Rotherham Main Line would be operational by mid-2020's. The Barnsley Dearne Valley station would be situated north of the existing Goldthorpe station, and the Rotherham Main Line would be situated at the Forge Way site to facilitate a connection to the tram-train. Acceleration of the two new stations formed part of the economic recovery plan. A technical feasibility study had been undertaken to identify the risks at both sites and to determine further works. Liaison had been made with Cross Country, Northern and Trans Pennine Express train operating companies to include their input into the operational modelling business case activities. Work continued with partners to refine the aspects of the tram-train proposal to understand the opportunities and associated benefits.

It was anticipated that the Government would publish the Integrated Rail Plan during March 2021. It was envisaged that a meeting with the Prime Minister, Chancellor Gove and Secretary of State for Transport would be held imminently to discuss and agree the MPR Integrated Rail Plan. Following which, the Prime Minister would make an announcement in Parliament. In the event that the announcement was not made prior to 24 March 2021, then no further action could be taken until after the election period. This would have a knock-on effect on the delivery of the Strategic Outline Case.

RESOLVED – That Members noted the update.

7

SCR Net Zero Work Programme

A report was submitted which presented the SCR Net Zero Work Programme and provided an overview of the work being undertaken to deliver the Work Programme activities.

The Work Programme consisted of a culmination of the Climate and Environmental Emergency that had been declared by the SCR and MCA in November 2019 and the Climate Response Framework that had been approved by the MCA in January 2020, with a view to achieving a Net Zero economy by 2040. The first Net Zero Partnership Board meeting had been held in February 2020 to oversee the further development and delivery of the Climate Response Framework. The initial long list of projects and programmes

had been reduced down to a total of 18 actions which included collaborative leadership, reviewing how to embed electric and hydrogen buses into the network post Covid-19, reviewing the development of on-street vehicle charging, together with consideration of food and agriculture which contributed to the carbon emissions.

A recruitment process was currently underway for the Net Zero Project Director position. Subject to successful recruitment, it was envisaged that an announcement of the appointment would be made in early April 2021, with a view to the individual commencing in post between May – July 2021.

The Board noted the need for stronger alignment and stronger strategic approach in the implementation moving forwards. In terms of the policy, the four district authorities were currently reviewing what was required to achieve the Net Zero target. The Work Programme would continue to be maintained as a fluid document.

RESOLVED – That the Board:-

- i) Noted the Net Zero Work Programme and the planned next steps.
- ii) Agreed for progress updates on the Work Programme activities to be reported to future meetings of the Board.

8 Transforming Cities Fund and Intra City Transport Fund

A report was presented which provided a progress update on the Transforming Cities Fund Tranche 2 ('TCF Programme') review and the new Intra-City Transport Fund.

A grant award of £166.3m had been approved by the DfT in March 2020 for the MCA's Transforming Cities Fund Tranche 2 programme aspirations. The grant had been allocated for the period April 2019 to March 2023 to resource a programme of transformational public transport, active travel and rail initiatives. The creation of the Intra-City Transport Fund had been confirmed in the March 2020 budget, which consisted of £4.2bn which was available for eight MCAs from 2022/23. Through agreement with central government and based on plans put forward by MCAs, the £4.2bn would be delivered through a five year consolidated transport settlement.

Members requested an opportunity in the future to review the detail of some of the schemes, which would enable a greater oversight of where the risks laid in terms of deliverability. Members also requested further information regarding the pipeline and how the projects fit into the Strategic Overview of the SCR to enable a transparent approach.

Members noted that in the future, information would be presented in draft form to more informal sessions, which would enable a collaborative approach to be taken between the Elected Members and officers within a timely manner.

RESOLVED – That the Board:-

- i) Discussed the findings of the TCF Programme review.
- ii) Agreed the proposed remedial actions for the TCF Programme as detailed in section 2.4 of the report.
- iii) Agreed the proposed approach to the flexible management of capital programmes in relation to the end of the TCF Programme and the start of investment from the Intra-City Transport Fund as detailed in Section 2.5 of the report.
- iv) Endorsed the creation of a prioritised pipeline of transport schemes in anticipation of the ICTF programme for consideration at a future TEB meeting.

9 **2021/22 Local Transport Capital Programmes**

A report was submitted to present the draft 2021/22 Integrated Transport Block and Highways Capital Maintenance Fund programmes and to request approval to submit these for inclusion in the March 2021 MCA Capital Programme report, subject to further revisions of schemes following confirmation of the SCR MCA allocation.

Members noted that since the draft programmes had been identified and submitted into the approval process, notification of the award values for the year had been received. The 2021/22 funds were slightly different in comparison to previous years. This included an additional £65k for the Integrated Transport Block, the net amount for the Highways Capital Maintenance was an additional £3.5m. Work was underway to establish how to utilise the additional funding. There was an additional element within the allocation which related to the Highways Maintenance allocation, known as the Incentive element, which was dependent upon the submission of a self-assessment from each of the three reciprocal local authorities which were due to be submitted by 5 March 2021. A Linton had received confirmation that the S151 officers at the three local authorities had received the necessary information. It was expected that all three of the local authorities would be placed within the highest band, which was the full allocation, as identified by the DfT to be received in 2022.

RESOLVED – That Members approved the draft Integrated Transport Block and Highways Capital Maintenance programmes for inclusion in the Capital Programme submission to the MCA subject to further revisions of schemes following confirmation of the SCR MCA allocation.

10 **TCF - Expressions of Interest**

(PLEASE NOTE THAT THIS ITEM WAS TAKEN BEFORE 2021/22 LOCAL TRANSPORT CAPITAL PROGRAMMES)

A report was presented which provided details of the new schemes that had requested inclusion in the TCF programme for consideration. Schemes were accepted to reduce programme risk through over programming. Progression was entirely contingent on the funding being available within the TCF programme.

Members were referred to the five Expressions of Interest that had been

received to date, all of which had been received from BMBC:-

- Barnsley Active Travel Hub (total cost circa £2.4m).
- Darton Active Travel Hub (total cost circa £0.3m).
- Goldthorpe Active Travel Hub (total cost circa £0.5m).
- Darton Active Travel Link (total cost circa £1.6m).
- Dearne Valley Active Travel Link (total cost circa £0.5m).

RESOLVED – That the Board approved the inclusion of the five ‘Expressions of Interests’ as set out in Section 2.1 within the TCF programme for development to Outline Business Case.

11 Transport Approvals

The Board was presented with a report which sought to seek:-

- Approval of four change requests for the Active Travel Emergency Fund Phase 1 (‘ATEF1’).
- Approval of early release of business case development cost funding for seven Active Travel Fund Phase 2 (‘ATF2’) schemes and progression to MCA for approval of early release of business case development cost funding for one AFT2 scheme.
- Approval of early release of business case development cost funding for four Transforming Cities Fund Tranche 2 (‘TCF2’) schemes and progression to MCA for approval of early release of business case development cost funding for one TCF2 scheme.
- Approval of progression of one TCF2 Outline Business Case (‘OBC’) to Full Business Case (‘FBC’) and early release of business case development cost funding.
- Approval of progression of one TCF2 FBC to full approval.
- Progression of one TCF2 FBCs to MCA for full approval.
- Progression of two TCF2 OBCs to MCA for approval to proceed to FBCs and early release of development cost funding.
- Progression of two TCF2 OBCs to MCA for approval to proceed to FBCs and delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer for early release of development cost funding.
- 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 points 1 – 7 as covered above.

RESOLVED – That the Board considered and approved:-

- Four change requests for Active Travel Emergency Fund Phase 1 (‘ATEF1’) to revise grant awards, as detailed in Appendix 1.
- Release of scheme development cost funding for seven schemes and progression to MCA for approval to release scheme development cost funding for one scheme, of up to £103k from ATF2 and up to £45k from Gainshare, to the four Local Authorities.
- Release of scheme development cost funding for four schemes up to £58k and progression to MCA for approval to release scheme development cost funding for one scheme up to £48k, from TCF2 to Barnsley Metropolitan

- Borough Council.
- iv) Progression of Manvers to Wath Cycle Route OBC to FBC and release of up to £31k business case development cost funding from TCF2 to Rotherham Metropolitan Borough Council subject to the conditions set out in the Appraisal Panel Summary Table at Appendix 2.
 - v) Progression of Fredrick Street Walking and Cycling Route FBC to full approval for award of £0.50m TCF2, towards total projects of £0.92m to Rotherham Metropolitan Borough Council subject to the conditions set out.
 - vi) Progression of Quality Streets - Active Travel and Digital Infrastructure FBC to MCA for full approval for award of £3.5m TCF2 towards total projects of £9.45m, to Doncaster Metropolitan Borough Council subject to the conditions set out in section 2.6 and the Appraisal Panel Summary Table attached at Appendix 4;
 - vii) Progression of A635 Active Travel Link OBC to MCA for approval to proceed to FBC and delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to agree an appropriate early release of development cost funding of up to £0.41m TCF2 to Barnsley Metropolitan Borough Council subject to the conditions set out in the Appraisal Panel Summary Table at Appendix 5.
 - viii) Progression of A61 Active Travel OBC to MCA for approval to proceed to FBC and delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to agree an appropriate early release of development cost funding of up to £1.72m TCF2 business case development cost funding to Barnsley Metropolitan Borough Council subject to the conditions set out in the Appraisal Panel Summary Table at Appendix 6.
 - ix) Progression of Parkgate Package OBC to MCA for approval to proceed to FBC and release of up to £1.01m TCF2 business case development cost funding to South Yorkshire Passenger Transport Executive subject to the conditions set out in the Appraisal Panel Summary Table at Appendix 7.
 - x) Progression of Rail Station Improvements OBC to MCA for approval to proceed to FBC and release of up to £0.17m TCF2 business case development cost funding to South Yorkshire Passenger Transport Executive subject to the conditions set out in the Appraisal Panel Summary Table at Appendix 8.
 - xi) Delegated authority be given to the Head of Paid Service in consultation with Section 73 and Monitoring Officer to enter into legal agreements for the points covered at 1 – 9 above.

12 **Performance Reports**

This item was exempt by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

A report was submitted which provided an update on the performance of key areas of SYPTE activity.

RESOLVED – That the Board noted the contents of the report.

13 **Any Other Business**

P Zanzottera referred to a total revenue of just over £1m for 2022 from the DfT

Capability Fund. This had arisen from a sustained period of time of lobbying the DfT to ascertain the position of the formerly known Sustainable Travel Access Fund.

P Zanzottera referred to the recently announced revenue allocation of just over £1m for 2022 from the DfT Capability Fund. It was proposed to provide Members with a paper to identify a number of options to divide the funding up, and to request a short extraordinary meeting to ascertain how the funding should be divided with a view to responding to the DfT by 19 April 2021. The two main criteria for the funding related to travel behaviour choice and building capacity to enable more schemes to be progressed. A key part of the Active Travel Implementation Plan was to have more schemes and to build a pipeline.

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

Transport and the Environment Board

14 June 2021

South Yorkshire Bus Improvement Programme Update

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Funding Stream:	Not applicable
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):

Chloe Shepherd

Executive Summary:

This report provides an update on the development of the South Yorkshire Bus Improvement Programme (SYBIP) developed in response to the Bus Review and considers the links to the recently published National Bus Strategy (NBS) and Bus Service Improvement Plan (BSIP) guidance. This report presents the first set of outputs from Work Package 1 (WP1) for discussion to shape their development and to ensure their alignment to the requirements of the Bus Service Improvement Plan (BSIP).

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

The recommendations of the Bus Review and the policy approach articulated in the NBS aim to improve the bus service offered to residents, visitors, and businesses in the region.

Recommendations:

- Note the linkages between the South Yorkshire Bus Improvement Programme (SYBIP), WP1 outputs and the requirements of the Bus Service Improvement Plan (BSIP)

- Discuss the emerging objectives identified and note their role in the wider SYBIP
 - Note the following phases of work and next steps in the development of the BSIP
-

1. Background

1.1 The Bus Review published in 2020 highlighted the challenges within the South Yorkshire bus system and made a series of wide-ranging, evidence-based recommendations for improvement. In January 2021, the Board agreed a paper that outlined how the 7-Point Plan developed in response to Bus Review was to be reconfigured in the light of the COVID-19 pandemic, with work starting on Work Package One (WP1), which would provide details on what a 'good' bus network looks like.

1.2 The publication of the National Bus Strategy "*Bus Back Better*" in March 2021 (NBS) articulated several requirements including;

- An ambition for every Local Transport Authority (LTA) and bus operator in England to be in a statutory Enhanced Partnership (EP) or a franchising arrangement;
- LTAs entering EP arrangements need to develop Bus Service Improvement Plans (BSIPs) with clear targets;
- A greater focus on more ambitious bus priority schemes in urban areas to make services faster, more reliable and more attractive to passengers; and
- Ambitious goals for simpler fares, integrated ticketing, modal integration, digital information, and zero emission vehicles

The requirements outlined in the NBS and the aims of the 7 Point Plan are closely aligned, which means South Yorkshire are well positioned to develop our improvement plans for bus.

1.3 As WP1 will provide many of the inputs required for the South Yorkshire BSIP, we have aligned the various components of the work programme following the publication of BSIP guidance in May. The first set of WP1 outputs are the objectives for the South Yorkshire bus network, which have been produced by the Route Analysis workstream and form a key input to the BSIP for October. A discussion around the objectives is sought from the Board, following which the outputs will be refined and work will move on to developing a network that will deliver the regions objectives.

2. Key Issues

2.1 Alongside the articulation of DfT's policy position on bus, the NBS set out some specific requirements of Local Transport Authorities (LTAs) and key deadlines that must be met in order to continue to receive Government subsidy for local bus services and to access transformational funding in the future. These are;

- If a formal franchising process has not yet started (as is the case in South Yorkshire), the LTA needs to commit by the end of June 2021 to develop an Enhanced Partnership.
- The Enhanced Partnership Plan will need to be agreed by April 2022 and the first Scheme implemented by this date.

- The LTA needs to prepare its first BSIP by the end of October 2021.

As an Enhanced Partnership is a statutory arrangement (under the 2017 Bus Services Act) between a LTA and local bus operators, the MCA is due to discuss this issue on the 7 June 2021 and a verbal update on the decision will be provided to TEB.

2.2 An Enhanced Partnership has two components, a Plan and a Scheme or Schemes. The EP Plan sets out the geography the Partnership applies to, the vision and objectives of the Partnership and the monitoring and reporting arrangements. The Scheme or Schemes set out the interventions and projects that will be delivered to achieve the objectives set out in the Plan.

2.3 Having reviewed the recently issued guidance on the BSIP that is required by the NBS, it is clear that there is a significant overlap between the two documents, and so our approach is that the South Yorkshire BSIP will act as the EP Plan, setting out the geography covered by the EP arrangements alongside;

- Identifying the network that LTA wants to see
- Setting targets for passenger growth and network satisfaction
- Identifying “ambitious” bus priority measures
- Setting targets for journey times and reliability improvements
- Outlining plans for fares, ticketing and integration
- Setting targets for carbon reduction

Government requires the submission of a BSIP in October 2021 and that the document is produced in partnership with bus operators and local stakeholders.

2.4 The South Yorkshire Bus Improvement Programme (SYBIP) was established following the publication of the Bus Review and prior to the publication of the NBS. It draws together the following elements of the 7 Point Plan alongside the specific work required to develop the BSIP and take forward the Enhanced Partnership;

- Route Analysis – to identify the level of service and connections required
- Quality Analysis - To quantify the quality of service passengers require
- Environment Analysis - Investment to deliver the MCAs net zero commitments
- Pricing Analysis - Ensure our pricing and ticketing framework and review concessions, to ensure they meet passenger needs
- Model Evaluation - Legal and financial implications of changing current delivery model
- Cost Model - A financial planning exercise involving Local Authorities and bus operators to produce a new cost model to achieve the 7 Point Plan objectives
- Governance - Begin the process for integrating the South Yorkshire Passenger Transport Executive (SYPTTE) fully within the Sheffield City Region MCA

The Route, Quality and Environment Analysis workstreams form WP1 and is in the process of being delivered.

- 2.5 The outputs from WP1 will form many of the inputs required for the development of our BSIP. The programme of work for WP1 has been reviewed alongside the BSIP development timeline, to crosscheck the information required will be available at the right time. The first outputs from the Route and Quality Analysis workstreams will set out the objectives underpinning the development of the network we would like to see, and the role of bus.
- 2.6 The articulation of South Yorkshire's priorities for the bus network and the role of the bus is important, as this will be used as a reference point for the development of the wider improvement programme. The BSIP also requires the articulation of a vision and objectives for the South Yorkshire bus system, therefore developing a set of objectives is critical to the wider bus improvement programme.
- 2.7 A workshop was held on 19/05/21 with Local Authority partners to gather information and views to inform discussions regarding the objectives that should be delivered by the South Yorkshire's bus system. This discussion was shaped by the existing policies relating to public transport in the region, to ensure the outputs reflected the work undertaken to date. The session indicated a set of priorities and the attributes that partners would like to be considered as part of a better bus system.
- 2.8 A meeting was held with Bus Operators on 26/05/21 to gather further information and views on the outputs of the discussion with partners and to identify whether there were any gaps. The operators added to the draft outputs and showed strong support for those areas identified by partners that related to the application of existing policy. Support was particularly strong for aligned land use policy and the role of parking policy in supporting efficient bus operation. Appendix 1 summarises the outcome of the initial discussions held with Local Authority partners and Bus Operators, to inform today's discussion.
- 2.9 To date, information and views have been sought from partners and bus operators to ensure the draft objectives reflect policy as well as operational challenges. The evidence from the Bus Review and customer insights from the Quality Analysis workstreams have also been used to inform this process to ensure customer needs are also reflected. The Board are now asked to discuss and develop the draft objectives, following which the outputs will be refined and work will progress to developing a network that will deliver the regions objectives.

3. Options Considered and Recommended Proposal

3.1 Option 1

The Board may decline to agree a shared set of objectives for the South Yorkshire bus network. This approach is not recommended due to the need for shared objectives in the development of the wider WP1 bus improvement work and the requirement for shared objectives in the BSIP and as part of the Enhanced Partnership.

3.2 Option 2

The Board may wish to see a smaller number of shared objectives that focus on a specific area of policy.

3.3 Option 3

The Board may wish to prioritise the objectives placing emphasis on certain aspects of policy, to better reflect the needs of the region.

3.4 Option 1 Risks and Mitigations

There is a strategic risk presented by the current lack of agreed objectives and vision for the South Yorkshire bus system. In agreeing a set of shared objectives, the impact of this strategic risk will be lessened, enabling a coordinated improvement of the bus system to be delivered.

3.8 Option 2 Risks and Mitigations

There is a strategic risk presented by the current lack of agreed objectives and vision for the South Yorkshire bus system. In agreeing a narrower set of shared objectives, the region can focus its response to improving the South Yorkshire bus system and potentially increase the impact of a smaller number of interventions delivered in the future.

3.12 Option 3 Risks and Mitigations

There is a strategic risk presented by the current lack of agreed objectives and vision for the South Yorkshire bus system. By prioritising a set of shared objectives for the region, the impact of this strategic risk will be lessened as activity aimed at delivering a better bus system can be targeted accordingly. A prioritised list allows a wider policy remit to be retained but also directs future activity based upon the priorities identified.

3.13 Recommended Option

Option 3

4. Consultation on Proposal

4.1 Views and information were sought from Local Authority stakeholders and bus operators to inform today's discussion.

5. Timetable and Accountability for Implementing this Decision:

5.1 Following the discussion at today's meeting, the objectives will be revised accordingly and work will progress on the development of a network that will deliver them, ahead of the submission of a draft BSIP in October 2021.

6. Financial and Procurement Implications and Advice

6.1 The procurement of support to deliver WP1 was secured following an open procurement exercise. The decision to enter EP arrangements will be taken by the MCA and if agreed, this will enable the continued receipt of local bus subsidy and enable access to future transformational funds.

7. Legal Implications and Advice

7.1 An EP is a statutory arrangement (under the 2017 Bus Services Act) between a LTA and local bus operators. Operators have been Invited to participate in the preparation of the EPP and EPS in accordance with 138F(4) of the Bus Services Act. The MCA is due to discuss this issue on the 7 June 2021. If it agrees to

proceed a formal notice of intention to prepare an EPP and EPS will be issued to persons in the MCA area. The notice will set out the proposed geographical area of the EPP and a contact point at the MCA for further information in accordance with section 138F(1)(a) Bus Services Act.

8. Human Resources Implications and Advice

8.1 There are no HR implications as a result of this paper.

9. Equality and Diversity Implications and Advice

9.1 The agreement of a set of objectives will underpin the improvement of the South Yorkshire bus system for all residents, businesses and visitors.

10. Climate Change Implications and Advice

10.1 The Board are asked to share their policy priorities to inform the shared set of objectives for South Yorkshire's bus system. The Board may wish to prioritise those policies that have a stronger impact on the climate or to narrow the objectives in support of those that focus on reducing greenhouse gas emissions. In any event, improving the regions bus system will provide a viable alternative to the private car and could support the regions climate ambitions.

11. Information and Communication Technology Implications and Advice

11.1 None as a result of this report.

12. Communications and Marketing Implications and Advice. Please also refer to consultation undertaken as per Section 4

12.1 None

List of Appendices Included

A Emerging Objectives for Bus

B Acronyms

Background Papers:

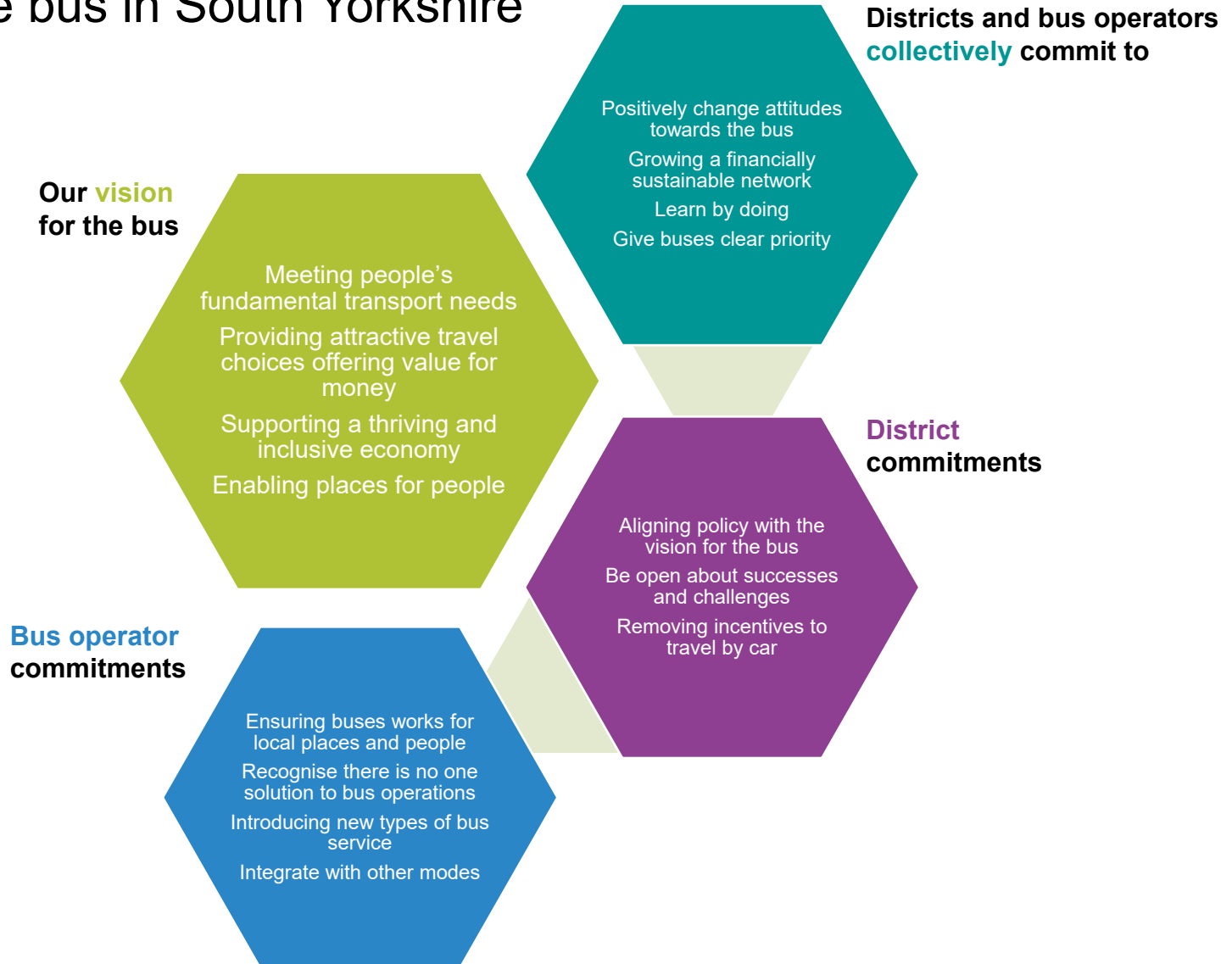
None

Emerging objectives for Bus

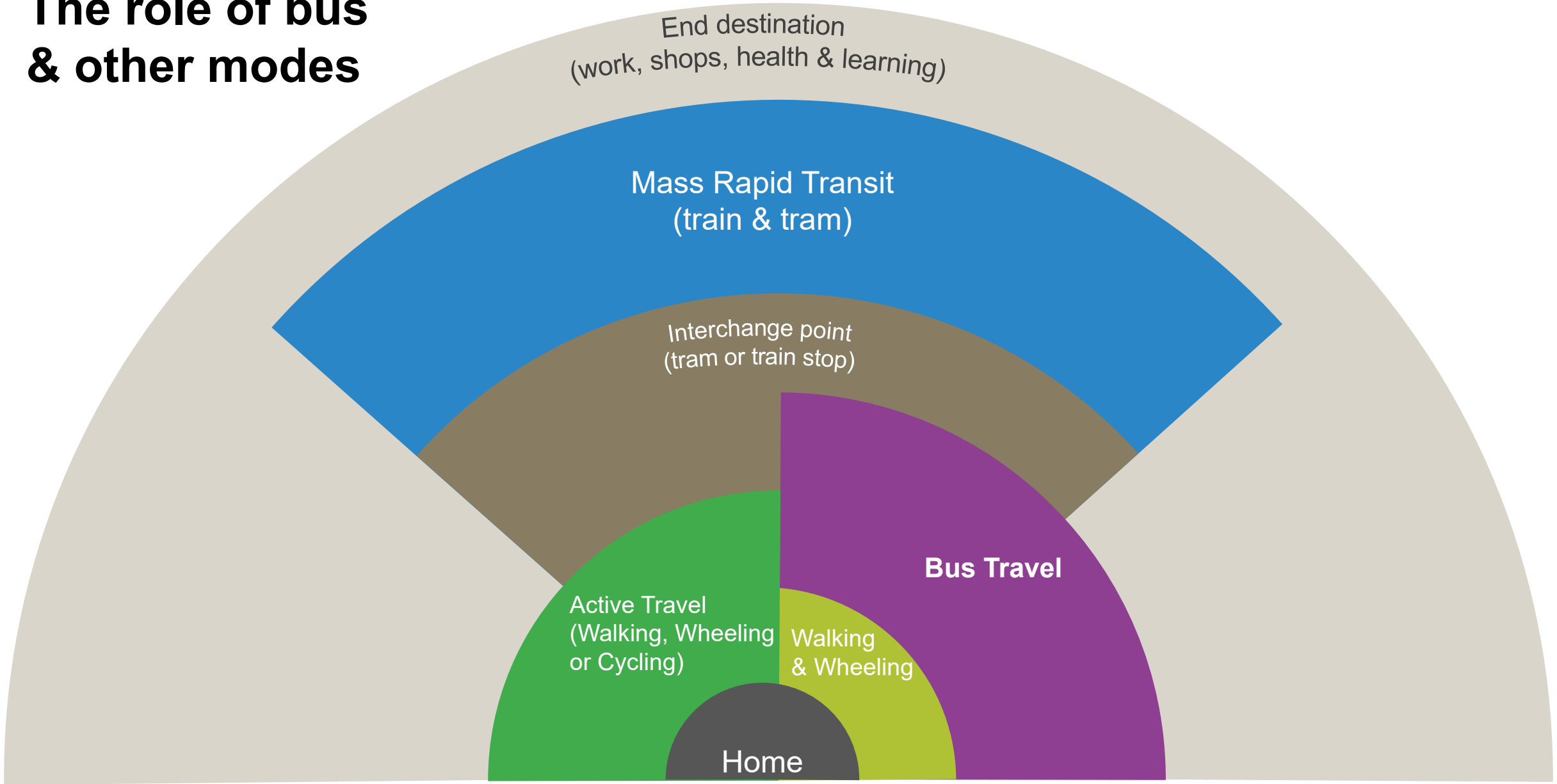
Shaping a vision for the network

A committed vision for the bus in South Yorkshire

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The role of bus & other modes



Policy Theme	Objectives				
Environment and Decarbonisation	Ensure future upgrades to the SCR bus fleet utilise 'green technologies' to support a zero-carbon transition.	Support a better street environment for all by promoting the advantages of travelling by bus, as well as the disadvantages of travelling by car			
Economic Recovery, Growth and Development	Support a thriving and inclusive economy by bus providing access to jobs, training and opportunities across the region	Connect significant emerging developments (including housing and employment) to encourage uptake	Create and maintain a resilient bus network with processes in place to acknowledge uncertainty, opportunities and challenges		
Page 22 Modal Shift	Actively attracts non-bus users by being more convenient than the car, supported by policies that promote bus use over cars	Improve journey speeds and reliability through bus priority enhancements and enforcement	Create a clear and consistent message about the value of the bus to change the mindset of politicians and to the public		
Levelling Up	Ensure communities facing transport poverty are not left behind by responding to local needs and ensuring that they are served by modes that work best for them	Ensure the bus service is accessible for all both physically and financially			
Passenger Experience	Provide an aspirational choice for travel that offers an alternative to the car that is transparently better value for money	Provide a simple, clean, safe and fun service that is designed with all users in mind, including women, children and the elderly	Offer a consistent gold standard level of customer service across the bus network to improve passenger confidence	Deliver a consistent bus timetable, numbering and branding that is easy for customers to understand	
Connectivity	A commercially sustainable network that supports the fundamental connectivity needs of passengers	A network that complements and integrates with train, tram and active travel links	Make better use of all assets across the network, including education and health transport to enhance connectivity	Embrace advances in technology to connect areas where it's not commercially viable to run frequent buses	

Appendix B – Acronyms

1. Department for Transport – DfT
2. Bus Service Improvement Plan – BSIP
3. Enhanced Partnership – EP
4. Local Transport Authority – LTA
5. National Bus Strategy – NBS
6. South Yorkshire Bus Improvement Programme - SYBIP
7. South Yorkshire Passenger Transport Executive – (SYPTE)
8. Workpackage 1 – WP1

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Transport and the Environment Board

14 June 2021

Intra-City Transport Settlement (ICTS)

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Discussion
Funding Stream:	Not applicable
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):

Alex Linton

alex.linton@syltp.org.uk

Executive Summary:

This report provides an update on the Government's approach to multiyear Intra City Transport Settlements for Mayoral Combined Authorities.

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

This Settlement provides funding and greater certainty for local transport investment in South Yorkshire enabling longer-term planning and improvements that connect people and places.

Recommendations:

That members of the Transport and Environment Board note the recent update from Government on Intra City Transport Settlements for Mayoral Combined Authorities and the need to commence activity on preparing a submission.

1. Background

- 1.1 In the 2020 Spending Review the Government confirmed Intra City Transport Settlements (ICTS) for eight Mayoral Combined Authorities. Funding totalling £4.2bn will be available starting in 2022-23 with revenue funding available in 21/22 to prepare. This report provides an update on further information received on the ICTS process.
- 1.2 It was previously agreed at TEB that further work needs to be undertaken to consolidate project information and agree a long term, multi fund investment plan for transport aligned to the SCR Transport Strategy and the ICTS opportunity will support this.
- 1.3 The Government has also provided the MCA with £5.2m revenue for transport purposes including preparing for ICTS, building longer-term local transport planning and delivery capacity as well as supporting bus reform plans. There are no time-limits placed on this funding, so it affords the MCA the opportunity to consider a longer-term approach to its deployment. Proposals for the investment of the £5.2m revenue funding will be brought to a future TEB meeting.
- 1.4 The Government has provided further detail on the approach to consolidated multi-year transport funding for MCAs. The purpose of the Intra City Transport Settlements (ICTS) is to:
 - 1) boost local growth and productivity which is particularly critical to recovery;
 - 2) level up opportunity including engaging with stakeholders to ensure that plans reflect local priorities and deliver for communities
 - 3) drive decarbonisation including emissions targets and credible strategies to achieve them
 - 4) provide long term fiscal sustainability including measures to develop fare boxes and other commercial revenue.
- 1.5 The ICTS approach is intended to move toward consolidation of transport funding however the Government has confirmed that the MCA will also still be able to access bus reform funding, local roads funding, Major Road Network and Large Local Majors, cycling and walking investment and local electric vehicle charging infrastructure. The Spending Review 2020 confirmed that funding for the first year of Intra-City Transport Settlements (2022-23) will include a portion of the final year of the Transforming Cities Fund. It is possible that other current funding streams, including operational transport grants such as Highways Capital Maintenance and Integrated Transport Block, will also be subsumed within the ICTS.
- 1.6 The allocation of funding will be determined through negotiations based on the development of local transport plans. To enter into negotiation with Government these plans must include a 'prioritised, disaggregated, profiled and costed list of projects' to deliver the objectives above. Government advice had been that these negotiations would take place over the second half of the year however the most recent update has indicated that this process will now need to be completed before the summer. Further written guidance is expected to be published in early June, this will include confirmed deadlines and an indicative funding envelope.

- 1.7 We have continued to seek further guidance from Government on the management of the TCF programme in relation to the ICTS. As discussed previously there is an overlap between the last year of TCF and the first year of ICTS and we have proposed to gain some flexibility between funds in order to support the delivery of transformational TCF Programme schemes as well as develop a robust pipeline of schemes for the new fund.

2. Key Issues

- 2.1 ICTS represents a significant change in the way local transport funding is awarded. The consolidation of multiple funding streams could give greater flexibility in how the investments within the region are prioritised and a five-year settlement gives greater certainty and supports a long term planned investment approach.
- 2.2 The guidance is awaited so the full details of submission requirements remain uncertain. Delivery of this submission will require the commitment of resources across multiple organisations at the same time as other pressures are impacting this resource capacity.
- 2.3 The plan needs to include a prioritised list of costed projects. MCA and Local Authority transport teams have begun to establish a pipeline of prospective projects however these are at varying degrees of readiness. This process will also surface intelligence to inform decisions on the investment of the ICTS revenue funding.

3. Options Considered and Recommended Proposal

3.1 Option 1

Work with stakeholders to develop and submit a transport plan for Government's Intra City Transport Settlement.

3.2 Option 1 Risks and Mitigations

We await guidance however we believe that there will be limited time to develop and approve the South Yorkshire submission. To mitigate this the submission will need to identify to Government what further work would still need to be completed and to retain some flexibility of this list ahead of any implementation.

- 3.3 In the longer term through planning and preparing a costed and prioritised investment plan across all modes the MCA will be able to reduce risk and maximise opportunities for investment.

3.4 Option 2

Do not submit a return by the deadline and request a longer development time from Government. This would provide more time to develop proposals and align with the development of the Bus Service Improvement Plan.

3.5 Option 2 Risks and Mitigations

Government have not given any indication that they are open to negotiation around the timescales. It is conceivable that the national fund will be over-subscribed and so not being included from the outset could potentially result in a significant reduction in the scale of the funding opportunity.

3.6 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 The South Yorkshire submission will be developed in partnership with Local Authorities. The letter from the Treasury highlights the importance of engaging with stakeholders to ensure that plans reflect local priorities and deliver for communities. Stakeholder engagement will be undertaken as part of the development of the South Yorkshire submission.

5. Timetable and Accountability for Implementing this Decision:

- 5.1 The Guidance has not been published by Government. It is our understanding at this stage that the submission deadline to Government is the end of July. It is therefore proposed that the South Yorkshire submission is considered for approval at the MCA Board on July 26th. This timeline will be revisited if the guidance suggests a different date or some flexibility. Activity to develop the priorities and details of the submission are to be commenced immediately.

6. Financial and Procurement Implications and Advice

- 6.1 This report notes a new funding stream that will be available to the MCA, subject to negotiation with central government. The longer-term nature of this funding and the accompanying revenue seed-fund, affords the MCA the opportunity to consider how this resource can enable its longer-term transport aspirations.

This report does, however, note that at the time of writing there was uncertainty around which existing funds will be consolidated into the new funding stream, and that the guidance that will support the development of an MCA bid was yet to be received. These issues add a degree of uncertainty over whether this new funding will be expected to deliver operational highways and transport maintenance programmes, or whether it can be focussed at strategic interventions.

7. Legal Implications and Advice

- 7.1 There are no legal implications at this stage, further legal review will be undertaken when more detailed guidance is made available.

8. Human Resources Implications and Advice

- 8.1 No specific human resource implications are considered at this stage

9. Equality and Diversity Implications and Advice

- 9.1 Equality, Diversity and Social Inclusion will be considered in the design and development of investment proposals for the ICTS.

10. Climate Change Implications and Advice

- 10.1 There are no climate change implications directly resulting from the approval to commence submission activity. Any programme developed from this will account

for the climate change priorities and advice. It is anticipated that the Government will publish the Transport Decarbonisation Plan before the Summer and the Treasury has already indicated that emissions targets should form part of the submission alongside credible strategies to achieve them.

11. Information and Communication Technology Implications and Advice

11.1 No specific information and communications technology implications are considered at this stage

12. Communications and Marketing Implications and Advice. Please also refer to consultation undertaken as per Section 4

12.1 No communications are proposed in relation to this report. A stakeholder engagement plan will be developed in due course.

List of Appendices Included

N/A

Background Papers

None

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Transport and the Environment Board

14 June 2021

Transforming Cities Fund – Expressions of Interest for inclusion of new schemes into the TCF programme

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
Purpose of this report:	Funding Decision
Funding Stream:	Transforming Cities Fund
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):

David Whitley

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Executive Summary:

To provide details of new schemes that are requesting inclusion in the TCF programme for consideration. Schemes are accepted to reduce programme delivery risk through over programming, but progression post outline business case stage is entirely contingent on funding being available in the TCF programme.

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

That the MCA can maximise spend within the TCF programme, but specifically through the development of an active travel scheme in the Broom area of Rotherham within the TCF programme.

Recommendations:

That members of the Transport Board:

- Approve the inclusion of the 'Expression of Interest' set out in Section 2.3 within the TCF programme for development to Outline Business Case.

1. Background

- 1.1 The Strategic Outline Business Case (SOBC) for the Transforming Cities Fund (TCF) programme was submitted to the Department for Transport (DfT) on 27th November 2019. The subsequent acceptance of the £166m grant from DfT was reported at the MCA meeting on 1st June 2020.
- 1.2 Following concerns on the pace of the programme's initial delivery, the Transport and Environment Board (TEB) approved a proposal to commence a programme review. The results of the initial review were reported to TEB in January 2021. A number of proposed steps to increase oversight on performance and mitigate some of the delivery risk were approved, including *'To increase the resilience, and therefore likely performance, of the programme a level of over-programming could be more actively developed, the review process has indicated that the current pipeline for eligible schemes is weak'*
- 1.3 All five scheme delivery partners have subsequently been given the opportunity to put forward schemes to be considered as over-programming. Schemes could either be variations of existing activity (for example, additional interventions at rail stations already in the programme or investing in rail stations not currently in the programme) or new activity. Variations of existing activity will be considered through the established business case process. This new activity has been considered through an Expression of Interest (EOI) process, the outcome of which is the subject of this report.
- 1.4 If a scheme is approved for inclusion in the TCF programme, the programme SOBC will need to be updated accordingly and the Board will have an opportunity to confirm its decision when it is notified at the next meeting. Approved schemes will be able to access the early release of scheme development funding to contribute towards the costs of delivering an Outline Business Case (OBC). In June 2020, MCA approved a release of 2% of the total scheme cost to contribute towards the costs of this task.
- 1.5 Development funding is made available to fund to OBC, progression beyond this point is contingent on schemes meeting TCF outcomes, providing value for money and headroom being available in the TCF programme to fund further development then delivery.
- 1.6 As a reminder, the following objectives were defined for the TCF programme:
 - 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 achieve the above in ways that address current health issues and improve air quality across the SCR

1.7 The TCF programme needs to be completed by March 2023.

2. Key Issues

2.1 Six EOIs have been received to date. Five were considered at January's TEB meeting, this report considers the one submitted since January.

2.2 The scheme is a contribution to an 'active travel' scheme in the Broom area of Rotherham. Looking at it in a bit more detail:

2.3 Rotherham, Broom Road Active Travel (£3.0m total - TCF contribution of £1.5m)

- The project consists of two elements –
 - Construction of cycleways along Wellgate and Broom Road, with associated works at junctions and crossings.
 - Works to provide improved conditions for walking and cycling along Broom Valley Road
- Complementary to TCF investment in other active travel routes both in Rotherham town centre and on other corridors into the town centre
- Originally planned to be delivered through approved Active Travel (£1.0m) and Gainshare (£0.5m) funding, but the design process has led to potential solutions that may better meet community preferences. However, this still needs to be tested through public consultation - the results of which would be presented in an Outline Business Case. The Active Travel Funds need to be spent by March 2022.
- TCF ask affords the project additional time and budget to include a greater number of options through public consultation in respect of Broom Valley Road and respond to feedback received.
- Any additional funding not required in meeting public expectations on Broom Valley Road would be planned to be invested in providing a greater length of cycleway on Broom Road itself, but this approach would need approval through the MCAs business case process.

3. Options Considered and Recommended Proposal

3.1 Option 1

Do-nothing – an 'acceptance' approach to current delivery concerns within the TCF programme. This could result in significant under performance of the programme targets and inability to deliver the objectives of the SOBC.

3.2 Option 1 Risks and Mitigations

The risk of under delivery is mitigated through an approach of accepting new schemes into a TCF 'pipeline'. This enables under-spend within the programme to be re-allocated quickly to schemes where initial development has already been undertaken. This strengthening of delivery through over-programming is an approach previously approved by TEB.

3.3 However, over programming will not be used to change or withdraw existing schemes without giving the Scheme Promotor the opportunity to rephase their

schemes. Deadlines have been set with Local Authorities on schemes that are not progressing to come up with their plans.

3.4 **Option 2**

The development of robust, transparent and proportionate business cases is a key part of managing a successful programme. Accepting new schemes into the TCF programme and 'advancing' capital monies to fund scheme development costs on schemes rather than leaving initial scheme development costs to be funded by sponsors. This could lead to projects being delivered in parallel which in turn could help maximise the number of schemes delivered within the programme.

3.5 **Option 2 Risks and Mitigations**

The key risk is that capital monies are 'advanced' to fund scheme development costs on schemes that may not then progress – and these costs should become a revenue liability. This liability must be retained by the promoting authority and not the MCA.

Development funding is made available to fund to OBC, progression beyond this point is contingent on schemes meeting TCF outcomes, providing value for money and headroom being available in the TCF programme to fund further development then delivery.

3.6 **Recommended Option**

Option 2

4. **Consultation on Proposal**

4.1 No specific consultation has been done on this proposal, other than through implementing a proposal that has been previously agreed by TEB.

5. **Timetable and Accountability for Implementing this Decision:**

5.1 The decision to accept this project into the pipeline can be made at this TEB meeting, with scheme development costs covered in a separate financial approvals later in the agenda.

6. **Financial and Procurement Implications and Advice**

6.1 Agenda item 10 concerns the recommendation to released scheme development costs for this Expression of Interest.

6.2 Development funding is made available to fund to OBC, progression beyond this point is entirely contingent on funding being available in the TCF programme.

6.3 Any costs of developing schemes that don't then progress would become a revenue liability, with repayment of any grant from MCA required as this risk would always need to be retained by the promoting authority and not the MCA.

7. Legal Implications and Advice

7.1 The MCA will enter into legal agreements to facilitate the release of any grant.

8. Human Resources Implications and Advice

8.1 No specific human resource implications are considered at this stage

9. Equality and Diversity Implications and Advice

9.1 No specific equality, diversity and social inclusion issues are considered at this stage, but one of the aims of the TCF programme included in section 1.6 is to better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way.

10. Climate Change Implications and Advice

10.1 Although there are benefits in the schemes promoting sustainable transport modes over the private car, there will be a variable impact depending on construction materials used. Climate change impact will be assessed as part of the assurance process for proposed schemes.

11. Information and Communication Technology Implications and Advice

11.1 No specific information and communications technology implications are considered at this stage.

12. Communications and Marketing Implications and Advice. Please also refer to consultation undertaken as per Section 4

12.1 No specific communications and marketing implications are considered at this stage.

List of Appendices Included

A Rotherham, Broom Road active travel

Background Papers:

None

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Transforming Cities Fund: Expression of Interest

1 PROJECT & APPLICANT'S INFORMATION	
Project Name:	Broom Road cycleways and associated traffic management <i>[The official name of the project]</i>
Project Location	Rotherham S60 <i>[Provide full details of the project location, including address, postcode and Local Authority area(s) - in addition please also append a site map/ plan]</i>
Applicant Organisation	Rotherham Metropolitan Borough Council <i>[Lead local authority]</i>
Contact Name and Role:	Mr Nathaniel Porter Senior Transport Planner <i>[Provide details of the project lead for this application within your organisation]</i>
Email:	nat.porter@rotherham.gov.uk <i>[E-mail address details for the project lead]</i>
Telephone:	01709 254377 <i>[Telephone number for the project lead]</i>
Other Delivery Partners and Roles:	Not applicable <i>[Provide details of other delivery partners and their role(s) in the delivery of the scheme]</i>
2 STRATEGIC CASE	
2.1 – Please provide a summary description of your overall project, appending any supporting graphics where relevant.	
<p>The project consists of two elements –</p> <ul style="list-style-type: none"> • Construction of cycleways along Wellgate and Broom Road, Rotherham, with associated works at junctions and crossings. • Works to provide improved conditions for walking and cycling along Broom Valley Road. <p>It was initially envisaged that the works on Broom Valley Road would consist of a simple point closure or bus gate along the route. However, since project inception and submission of the ATF SOBC -</p> <ul style="list-style-type: none"> • The Department for Transport has increased its expectations in respect of public consultation and support for Active Travel fund schemes; • Design development has identified that there exists considerable opportunity for different approaches to be taken to better meet (as yet unknown) community preferences. <p>This proposal therefore is to afford the project additional time and budget to conduct a greater level of public consultation in respect of Broom Valley Road, and to provide financial headroom to be able to respond to feedback received. Any additional funding not required in meeting public expectations in respect of Broom Valley Road would be re-invested in provide a greater length of cycleways on Broom Road itself.</p> <p><i>[A summary of the overall project – maximum 200 words]</i></p>	
2.2 – Specifically what are you seeking MCA funding for?	
The SCR funds will be used to pay for:	

- The preparation costs in relation to the design development of the preferred option. This will include both preliminary design, detailed design and related scheme promotion and consultation material.
- The construction of the scheme.

Our proposal is that works in 2021/22 would first be funded by tranche 2 Active Travel Fund (£1 million), with subsequent works funded by Transforming Cities Fund (£1½ million), and then SCR Gainshare (£½ million). This is intended to cash flow the project within the funding deadlines of external partners.

It is proposed the TCF ask is funded by deletion of the AMID to Brinsworth cycle route scheme from the TCF programme.

[Describe the specific elements of the project you expect the MCA to fund – approx. 200 words]

2.3 – Please set out the link to the TCF SOBC objectives:

- 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 achieve the above in ways that address current health issues and improve air quality across the SCR

The scheme is intended to affect a mode shift away from private car, and to enable cycling as a natural choice for shorter journeys.

Approximately 16,000 people travel in or out of Rotherham town centre via Wellgate in a typical weekday, per the SYPTC annual cordon count for 2019. Of these, around 17% arrive by non-motorised means (i.e. walking or cycling).

However, number of cyclists are low, making up around ½% of passenger traffic at the count point. These figures suggest public dissatisfaction with existing conditions for cycling for this entry into the town centre.

Transport models of commuting flows into central Rotherham suggest that, with high levels of investment to achieve safe and comfortable cycling conditions, cycle volumes on this corridor could be increased by as much as fifteen or twenty-fold. Whilst some of these will be abstracted from buses and walking, there is potential ultimately for around two-thirds of these trips to be abstracted from car use, as well as for additional trips to be generated by people who may not have access to cars or to public transport. Achieving these benefits will require much greater investment in infrastructure so as to achieve a network effect; however, this requires the first links to be provided.

This corridor was identified as a priority route in the City Region's LCWIP. As such, the scheme is also included in SCR Active Travel Implementation Plan. Moreover, this corridor is identified as being priority for intervention in the draft Rotherham Cycling Strategy (which is subject to public consultation), and is identified in the Propensity to Cycle Tool as being the corridor into central Rotherham with greatest potential for cycling uptake.

[Please specify the market failure or equity objective. Detail the opportunities/barriers that have been identified, supported by sufficient evidence. maximum 500 words]

2.3 – Please set out your SMART objectives

This must cover (a) short-term outputs, eg km of cycle route by x date and (b) medium-term outcomes, eg increase in cycling of x [number/%] by y [date]

a) Short-term SMART outputs

Objective 1 Delivery of outputs as set out in this document.
b) Medium-term SMART outcomes
Objective 2 Enable more travel by active modes Measure of success More people cycling Timescale 1 and 3 years post opening Indicators Number of people cycling along areas of intervention Dependencies, Risks, Constraints Unforeseen changes in demand for origins and destinations. Permanent changes in travel demand (especially commuting) arising from COVID-19 pandemic

3 ECONOMIC CASE		
Please indicate the potential for this project to support a Stronger Economy in South Yorkshire:		
Outcome	Rating +2 to -2	Justification of the score
Increase demand for active travel	+2	<p>The Propensity to Cycle Tool indicates this corridor as having the greatest potential for uplift in cycling into central Rotherham, and the third greatest potential of any corridor in the Borough, based on 2011 travel to work data.</p> <p><i>[max 100 words]</i></p>
Improve public transport / viability	+1	<p>Whilst the scheme may result in some increase in peak hour congestion, existing bus priority will mitigate this impact for buses.</p> <p>Buses may see some small benefit as consequence of seeing increased competitiveness relative to cars, but this will mostly arise from slightly worsened delays for cars.</p> <p>Abstraction from buses to cycling may have a small negative impact on bus service viability.</p> <p>The scheme does have a relationship to other Transforming Cities to make considerable improvement to bus journey times on the A.631 between Rotherham and Maltby. In this context, the impacts of the Broom Road scheme are considered to bring a slight additional benefit to bus services.</p> <p><i>[max 100 words]</i></p>
Unlock land for development	+1	<p>A number of housing sites are identified in south east Rotherham, and there are nodes on the highway network (notably Worrygoose Roundabout) operating at capacity. Supporting shifts for active travel will help mitigate these. This scheme won't deliver sufficient network to achieve significant relief of relevant bottlenecks in and of itself, but will form a first step in developing a network which would.</p> <p><i>[max 100 words]</i></p>
Improve highway capacity	-1	<p>The scheme will reduced highway capacity at Clifton Roundabout. Two approaches have been undertaken to testing</p>

		<p>this impact to date – one indicating the junction will operate at about practical capacity, the other indicating the junction will operate over practical capacity in peak hours. RMBC interpretation of the findings is to expect increased queueing on Broom Road in the AM peak.</p> <p><i>[max 100 words]</i></p>
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Please indicate the potential for this project to support a Greener Economy in South Yorkshire, specifically Net Zero Carbon. Consider the extent this scheme could reduce carbon emissions from a significant source of emissions

Qualitative	Rating +2 to -2	Justification of the score
Net Zero Carbon	+0	<p>Abstraction of car trips to cycling is an expected impact of the scheme, and this will result in reduction in CO₂ emissions.</p> <p>Initial estimates suggest this may be in the order of 350 kg CO₂ per annum, or about 0.04% of the circa 800,000 kg CO₂ p.a. estimated to be emitted by cars and taxis on Wellgate and Broom Road, between its junctions with Hollowgate and Broom Lane.</p> <p>Greater benefit may be achieved as other schemes add value over time, by virtue of network effect, although even this potential is estimated to only be around 4% of car emissions in Rotherham in optimistic scenarios. This is in part because carbon emissions from cars are principally driven by medium and longer distance travel, with 85% of car mileage accrued on trips exceeding 5 miles length, and so unlikely to be suitable for cycling in many cases (England, 2019) (National Travel Survey table NTS0308).</p> <p><i>[max 100 words]</i></p>

Please indicate any other benefits not included above which are important to demonstrate value for money of your scheme (eg air quality, health benefits etc- add lines as needed)

Qualitative	Rating +2 to -2	Justification of the score
Health	+1	<p>Initial appraisal work and experience of appraisal of similar schemes indicates health benefits will be the greatest monetisable benefit associated with the proposals.</p> <p><i>[max 100 words]</i></p>

4 COMMERCIAL CASE

How well understood is the potential procurement approach (mark one)?

<p>Tried and tested, risk largely with supplier: Established supplier market and promoter team have existing experience. Very Low risk</p>	
<p>Tried and tested, some risk sharing: Established supplier market and promoter team have existing experience. Expectation that risk sharing can be mitigated. Low Risk</p>	
<p>Emerging or some risk sharing: Potential new market or a small number of suppliers. Increasing levels of risk sharing or limits to the ability to mitigate. Medium risk</p>	
<p>Novel procurement or complex risk sharing: Uncertain supplier market, new product or service, limited promoter experience and potential for promoter bearing significant risks. High risk</p>	

Procurement route to be defined:	✓
5 FINANCIAL CASE	
A - Total Estimated Scheme Cost (£)	£ 3,000,000
B - Estimated TCF Grant Funding Sought (£):	£ 1,500,000
C - Total Estimated Investment from other sources (£):	£ 1,500,000
D - TCF as % of Total Estimated Scheme Investment:	50%

6 MANAGEMENT CASE	
What is your preferred target date to start and complete the scheme?	
Complete outline design	Broom Road cycleways – April '21 Broom Valley Road works – August '21
Issue Outline Business Case to MCA	June '21, plus update at September '21 to confirm Broom Valley proposals
Complete procurement	Broom Road cycleways – October '21 Broom Valley Road works – February '22
Start works	November 2021
Complete work / scheme opening	January 2023
What would you need to accelerate these dates?	
<p>Greater flexibility in SCR assurance processes, to allow for phased design and delivery, and to allow flexibility to conduct and respond to public consultation. For OBC, it is proposed to issue an OBC at June '21 in advance of confirmation of Broom Valley Road proposals, with an update at September '21 to confirm these post consultation. For Full Business Case, we would propose to submit an FBC in September 2021</p> <p><i>Please advise how the MCA or other external bodies could aid delivery eg: resources/ advice/ land/ powers etc</i></p>	
Please set out the top five delivery risks which could impact you completing the scheme within the TCF funding deadline of March 2024 and mitigations for this	
<p>Public consultation including TROs – public attitude to the proposals are untested and elements of the scheme may prove contentious. This proposal to use TCF funding is intended as mitigation to allow greater time and budget to resolve public concerns.</p> <p>Physical constraints resulting in challenging design and build – preliminary design on Broom Road indicates that the proposals are achievable, but this work as been conducted on OS data and does not include for elements of less than idea width. There are risks that topographic survey, or location of statutory undertakers equipment, may raise issues rendering the scheme infeasible or more expensive than information to date suggests. Mitigation includes early commissioning of surveys and detailed design tasks.</p> <p>Network management implications – there is a potential for increased peak hour congestion arising from the proposals. There is risk these may not be politically acceptable – this is mitigated for by early discussions with elected members (which indicate support based on information currently available). There is also risk around economic appraisal – this is mitigated for the early discussions with SCR assurance.</p>	

Alignment of funding streams and associated processes – The proposal would see the project delivered using three funding streams, each with different deadlines for defrayal. Whilst from a delivery perspective projects are to be twin-tracked, for assurance purposes the projects need to be appraised as a package to adequately convey the network effect achieved through alignment of interventions. However, different development timescales means limited information will be available for later works if business cases are submitted to timescales required for most onerous (in terms of financial profile) fund. Mitigation is early discussion with SCR with a view to securing flexibility in assurance process to enable delivery.

Procurement – increased project activity associated with greater amounts of funding potentially available to RMBC may raise challenges of capacity in construction sector. Intention is to deliver through direct award utilising existing framework; mitigation for risks around market capacity will be early discussion with relevant supplier(s) on the framwrok to establish capacity.

Please include any statutory processes which need to be followed.

Please provide evidence that you have sufficient backing from your organisation to progress this scheme to the timescale you have proposed.

Scheme proposals have been discussed and agreed to be progressed in discussions with council Leader and highways portfolio holder in advance of Active Travel Fund submission. Proposal to delete AMID to Brinsworth cycle route has been agreed by RMBC Major Projects Board.

NEED PAUL WOODCOCK CONSENT TO SUBMIT

Please provide the evidence here or append a letter or other evidence as appropriate.

Please confirm if an initial assessment of State Aid has been undertaken and is applicable to this scheme. Failure to consider State Aid may lead unrecoverable costs for the scheme promoter if the project is unsuitable for MCA funding.

Yes	No
	✓

[Details regarding State Aid can be found at: <https://www.gov.uk/guidance/state-aid>. Scheme Promoters must obtain their own legal advice on State Aid]

Transport and Environment Board

14 June 2021

Programme Approvals

Is the paper exempt from the press and public?	No
Reason why exempt:	Not applicable
Purpose of this report:	Funding Decision
Is this a Key Decision?	No
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):

Charli Taylor

Charli.Taylor@sheffieldcityregion.org.uk

Executive Summary:

This paper seeks -

1. Approval of progression of one Transforming Cities Fund Tranche 2 ('TCF2') Outline Business Case ('OBC') to Full Business Case ('FBC') and release of business case development funding;
2. Subject to approval of item 9, acceptance of one additional project onto the TCF2 pipeline to progress to OBC;
3. Approval of progression of two Active Travel Fund 2 ('ATF2') OBC's to FBC's and release of business case development funding; and
4. Delegated authority to be given to the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer to enter into legal agreements for the points covered above.

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 approve -

1. Progression of Doncaster College to Doncaster Station Outline Business Case ('OBC') to Full Business Case ('FBC') and release of up to £59k business case development cost funding from Transforming Cities Fund Tranche 2 ('TCF2') to Doncaster Metropolitan Borough Council ('DMBC') subject to the conditions set out in the Assurance Summary attached at **Appendix A**;
2. Subject to approval of item 9, progression of Broom Road Cycleways to OBC from TCF2 to Rotherham Metropolitan Borough Council ('RMBC');
3. Progression of Elsecar Active Travel Link OBC to FBC and release of up to £67k business case development cost funding from ATF2 to Barnsley Metropolitan Borough Council ('BMBC') subject to the conditions set out in the Assurance Summary attached at **Appendix B**;
4. Progression of Goldthorpe Active Neighbourhood OBC to FBC and release of up to £57k business case development cost funding from ATF2 to BMBC subject to the conditions set out in the Assurance Summary attached at **Appendix C**;
5. Delegated authority to be given to the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer to enter into legal agreements for the points covered above.

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

Assurance Panel

24 May 2021

1. Background

1.1 Transforming Cities Fund Tranche 2

In March 2020 the MCA was awarded £166.30m funding for the MCA's TCF2 aspirations. This grant was allocated from April 2019 to March 2023 resourcing a programme of transformational public transport, active travel and rail initiatives.

In June 2020 the MCA approved the early release of project funding to facilitate the development of the business cases. Funding is released upon progression through governance gateways as a percentage of the total funding envelope:

1. Up to 2% is released following SOBC approval; and
2. c.10% is released, subject to a costed plan, following OBC approval.

This paper requests approval of one business case and acceptance of two additional projects onto the programme pipeline, which will enable release of business case development funding as detailed in sections 2.1 - 2.2 of this report.

1.2 Active Travel Fund Phase 2

In December 2020 the MCA was awarded £5.46m funding for the ATF2 towards total programme costs of £7.70m, matched by £2.24m Gainshare. The grant was allocated to the 4 Local Authorities for active travel activity to March 2022 and builds upon the temporary provisions as proposed during ATEF1.

As noted in section 1.1, the MCA approved the early release of up to 2% of total scheme costs to facilitate the development of the business case.

This paper requests approval of two business cases which will enable release of business case development funding as detailed in sections 2.3 – 2.4 of this report.

2. Proposal and Justifications

2.1 Doncaster College to Doncaster Station (TCF2 OBC)

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

This investment is for £0.41m from TCF2, with development costs to be released of £59k to DMBC.

The project will deliver infrastructure and safety improvements to the active travel route from Doncaster College to Doncaster Station along Grey Friars Road.

Specifically -

- 1,600 sqm improved walking infrastructure
- 300sqm of new walking infrastructure
- Two junction improvements to benefit pedestrians
- Upgraded lighting on the underpass

The project fits well with the Strategic Economic Plan, the Transport Strategy, the TCF2 programme and national policies to encourage urban living and active travel. The Assurance Summary notes some conditions of approval that will need to be resolved before an FBC can be submitted, these are detailed in full within Appendix A.

2.2 Broom Road Cycleways (TCF2 Pipeline)

RMBC have proposed inclusion of a new £3m (£1.50m TCF2, £1m ATF2 and £0.5m gainshare) project onto the TCF2 pipeline, that will deliver new cycleways along Wellgate and Broom Road, Rotherham, alongside enhancement works for walking and cycling along Broom Valley Road.

A strategic review has been completed and item 9 recommends acceptance onto the pipeline with no request for development costs. Progression beyond OBC approval is entirely contingent on funding being available.

2.3 Elsecar Active Travel Link (ATF2 OBC)

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

This investment is for £0.67m from ATF2, with development costs to be released of £67k to BMBC.

The project will deliver a package of measures which seeks to promote walking and cycling connectivity between Elsecar Heritage Centre and Cortonwood Retail Park. The project also includes interventions to improve road safety on Wentworth Road and Wath Road (B6097). Specifically -

- Enhancement of the existing public right of way and Trans Pennine Trail via improvements, widening and resurfacing

- Introduction of zebra crossing on Wentworth Road and improved crossing facility on Wath Road
- 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
- Introduction of a wider 30mph speed limit within Elsecar to extend onto Wentworth Road.
- Introduction of 'dragons' teeth' road markings and speed roundels. A buffer speed limit of 40mph will also be introduced to between 60mph and 30mph zones.

The project aligns well with local and national policies and is considered good value for money. The assurance summary notes some conditions of approval that will need to be resolved before an FBC can be submitted, these are detailed in full within Appendix B.

2.4 Goldthorpe Active Neighbourhood (ATF2 OBC)

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

This investment is for £0.57m from ATF2, with development costs to be released of £57k to BMBC.

The project will deliver several treatments designed to remove rat running and traffic passing through housing areas in Goldthorpe by filtering permeability.

Specifically -

- 3.25km of Low Traffic Neighbourhood
- Point closures of main roads to through traffic, apart from buses, access and disabled
- Widening existing footway
- pedestrian and cycling zones and modal filters / filtered permeability
- Selective road closures using planters, cones or similar
- School streets with specific interventions being agreed with the schools involved
- One-way filters
- Controlled crossing at the junction of Doncaster Road / Beever Street
- Signage improvements

The project aligns well with local and national policies and is considered good value for money. The assurance summary notes some conditions of approval that will need to be resolved before an FBC can be submitted, these are detailed in full within Appendix C.

3. Options Considered and Recommended Proposal

3.1 Option 1

Do not approve the recommendations in this report.

3.2 **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.

3.3 **Option 2**

Award projects a smaller amount of grant funding.

3.4 **Option 2 Risks and Mitigations**

All funding awards associated with the projects have been fully appraised in line with the MCC Assurance Framework to ensure value for money. Funding for these projects is timebound by the funding bodies and any underspend will be returned to the Department for Transport.

3.5 **Option 3**

Approve all recommendations.

3.6 **Option 3 Risks and Mitigations**

By approving the recommendations the available programme funding will reduce, 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.

3.7 **Recommended Option**

Option 3

4. **Consultation on Proposal**

- 4.1 Once a project has been accepted onto a programme pipeline, the Value for Money Statement is published on the MCA website alongside a summary of the activity. This is updated periodically to include links to the key documents for each project and a record of progress. The MCA Executive Team collects any external comments on these schemes, and these are considered as part of the appraisal process. Project sponsors are also required to publish business cases on their own websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the next stages of the application process.

5. **Timetable and Accountability for Implementing this Decision:**

- 5.1 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.
- 5.2 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the MCA Assurance process.

6. **Financial and Procurement Implications and Advice**

- 6.1 The projects presented for approval today are profiled to drawdown £59k from the TCF allocation of £166.3m and £124k from the ATF2 allocation of £7.70m. All are forecast to be complete activity within the programme timeframes.

7. Legal Implications and Advice

- 7.1 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.
- 7.2 Prior to awarding the grants, the MCA shall ensure contracts are put in place to ensure the recipients comply with the grant conditions.

8. Human Resources Implications and Advice

- 8.1 Not applicable.

9. Equality and Diversity Implications and Advice

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

10. Climate Change Implications and Advice

- 10.1 A number of the programmes include new and/or enhanced active travel initiatives and improved infrastructure availability 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 MCA's climate change aspirations.

11. Information and Communication Technology Implications and Advice

- 11.1 Not applicable.

12. Communications and Marketing Implications and Advice. Please also refer to consultation undertaken as per Section 4

- 12.1 The approvals provide positive opportunities to highlight the difference the MCA's investments will make to people and passengers, businesses and places across South Yorkshire and how Members are taking action to support the region's recovery from COVID.

List of Appendices Included

- A Doncaster College to Doncaster Station Assurance Summary
- B Elsecar Active Travel Link Assurance Summary
- C Goldthorpe Active Neighbourhoods Assurance Summary

Background Papers

NA



Assurance Summary

Scheme Details

Project Name	T0017/2 – Doncaster College to Doncaster Station	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£408,878
MCA Executive Board	TEB	MCA Funding	£408,878
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i> Yes. Outputs shown below.</p>	
Strategic Case	
<p><i>Scheme Rationale</i></p>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>The scheme fits well with the SEP, the Transport Strategy, the TCF programme and national policies to encourage urban living and active travel.</p> <p>Specifically, “ the College have complained about the safety of the working route to the station. Some students have even said that they hire taxis for what is a 5-10 minute walk. A letter of support from the College notes that a consultation with students was undertaken into the issues surrounding the route in 2019 and their comments have fed into the design of the works. Investment has been also prioritised in this area to extend the reach of the high-quality walking and cycling infrastructure in the Town centre.” (source: Doncaster TCF College to Station OBC v2.0 200421).</p> <p>The scheme will see improvements made for pedestrians from Doncaster College to Doncaster Interchange along Grey Friars Road and will help provide students and staff with a more attractive active travel route along with greater security. The underpass lighting will be upgraded to detect when in use, saving energy as well as providing greater reassurance to users.</p>
<p><i>Strategic policy fit</i></p>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> The scheme is promoted as a key part of plans to achieve these aims.</p>
<p><i>Contribution to Carbon Net Zero</i></p>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes. The scheme is slight positive in this respect.</p>
<p><i>SMART scheme objectives</i></p>	<p><i>State the SMART scheme objective as presented in the business case.</i> <i>Is there a ‘golden thread’ between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p>

	<p>The Applicant has set out two broad SMART objectives:</p> <ul style="list-style-type: none"> • To create a cultural shift towards making cycling and walking the natural choice for shorter journeys • To achieve the above in ways that address current health issues and improve air quality across the SCR. <p>Outputs are:</p> <ul style="list-style-type: none"> • 1600 sq m of improved walking infrastructure • 300 sq m of new walking infrastructure • 2 junction improvements to benefit pedestrians. <p>Outcomes (measurable)</p> <ul style="list-style-type: none"> • More walking and cycling journeys • Improved air quality. <p>Distributional Impact screening proforma completed - further analysis to be undertaken for FBC.</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. Applicant has completed an options assessment, which includes the following:</p> <ul style="list-style-type: none"> • A high level sift, primarily around geographical fit and deliverability within the TCF timeframe • A more detailed sift, using the Department for Transport's Early Assessment Sifting Tool. • further refinement of the assessment based on more detailed delivery factors and benefits analysis • factoring in changes to SCR Active Travel standards to further prioritise specific scheme element
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No Statutory processes required. (Cabinet approval pending July)</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No. Applicant states "short term disruption to local businesses and the transport network during construction will be managed by using a phased approach to the areas of construction, ensuring businesses can operate during normal working / operating hours, and any social distancing measures required by the guidance at the time can be managed and adhered to by the public and contractors." In operation it is likely that the scheme will have minimal impact on other road users.</p>
Value for Money	

<p>Core monetised Benefits</p>	<p>Following engagement with the promoter, the uplift factor has now been reduced from 30% to 9.6% and the BCR is now 1.44. Benefits comprise:</p> <table border="1" data-bbox="517 225 1144 762"> <thead> <tr> <th></th> <th>£m</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Congestion benefit</td> <td>0.01</td> <td>3</td> </tr> <tr> <td>Infrastructure maintenance</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Accident</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Local air quality</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Noise</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Greenhouse gases</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Reduced risk of premature death</td> <td>0.25</td> <td>59</td> </tr> <tr> <td>Absenteeism</td> <td>0.05</td> <td>13</td> </tr> <tr> <td>Journey ambience</td> <td>0.11</td> <td>25</td> </tr> <tr> <td>Indirect taxation</td> <td>0.00</td> <td>0</td> </tr> <tr> <td>Total PVB</td> <td>0.42</td> <td>100</td> </tr> </tbody> </table> <p>Source: 129 Doncaster Station to College - Preferred Option (Core Scenario) 9.58% uplift.xlsx</p>		£m	%	Congestion benefit	0.01	3	Infrastructure maintenance	0.00	0	Accident	0.00	0	Local air quality	0.00	0	Noise	0.00	0	Greenhouse gases	0.00	0	Reduced risk of premature death	0.25	59	Absenteeism	0.05	13	Journey ambience	0.11	25	Indirect taxation	0.00	0	Total PVB	0.42	100	<p>Non-monetised and wider economic benefits</p>	<p><i>[Values/description – supplementary form]</i></p> <p>Per AST (to be updated):</p> <p>Neutral – Landscape, Townscape, Heritage, Water enviro. Mod. positive – Noise, LAQ, GHG</p>
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<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p>																																							
<p>The revised BCR has been tested, by the Assessors, for a range of uncertainties. As shown below:</p>																																							
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<p>Value for Money Statement</p>																																							
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i></p> <p>Yes, provided the uplift in walking demand from baseline exceeds 10%. The uplift used in the original submission was based on a case study that was later considered over-optimistic and an alternative estimate (9.6%) has been agreed by the promoter, although the OBC and AMAT calculations have not been revised by the promoter.</p>																																							
<p>Risk</p>																																							
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i></p> <p>The key risks from a delivery perspective relate to public consultation, working practices during COVID and skills shortages. The promoter has put forward adequate management and mitigation measures.</p>																																							
<p><i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i></p>																																							

No

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

No – 100% TCF funded

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

Competition for resources across the TCF programme could add to delay and cost. Any cost increases to be funded by promoter

Delivery

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

More detail regarding timetable is required.

Is the procurement strategy clear with defined milestones?

Yes – DLO to be used

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

60%. This is as expected for an OBC. Financial case says if unforeseen risk eventuate these will be covered by the Council..

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

Yes.

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

No

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

Yes. Elected members advised of proposal, College has provided letter of support, adjacent businesses, cyclists and disability groups will be engaged

Are monitoring and evaluation procedures in place?

Yes, a clear and comprehensive approach, with a detailed BRP, to be managed at Programme level has been outlined.

Legal

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

Legal opinion to be included within the OBC document as requested.

Recommendation and Conditions

Recommendation	Approved for FBC
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

The following are required as part of the FBC:

- 1. results of the user survey;**
- 2. a revised Economic Case, updated AMAT forms and Economic Appraisal report including sensitivity tests using latest version of AMAT toolkit;**
- 3. final scheme costs;**
- 4. further discussion of how the scheme designs out crime, improves safety and connects public transport to skills/education;**
- 5. SCRMCA Appendices**
- 6. a legal view on Subsidy control**
- 7. more detail/update of procurement strategy**
- 8. further clarity and update on FBC timescales and key milestones for delivery.**

Record of Recommendation, Endorsement and Approval

Project Name

Appraisal Panel Recommendation

Board Endorsement

MCA Approval

Date of Meeting

Date of Meeting

Date of Meeting

**Head of Paid Service
or Delegate**

Ruth Adams
Deputy CEX

**Endorsing Officer
(Board Chair)**

**Approving Officer
(Chair)**

Signature

Signature

Signature

Date

Date

Date

**S73 Officer or
Delegate**

Gareth Sutton
Finance Manager

Statutory Finance Officer Approval

Signature

Name:

Date

**Monitoring Officer or
Delegate**

Steve Davenport
SCR CA Solicitor

Signature:

Signature

Date

Date:



Assurance Summary

Scheme Details

Project Name	O0044 – Elsecar Active Travel	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£667,194
MCA Executive Board	TEB	MCA Funding	£667,194
Programme name	ATF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes. Outputs shown below.	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> 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> The scheme is promoted as a key part of plans to achieve these aims.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Although it aims at mode switch from car, no modelling has been done to ascertain the extent of this, although if the scheme is acceptable to residents, the potential for this is significant, given the low cost of the scheme, the presence of a significant tourist attraction and the growth in housing planned locally.
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> SMART objectives are given as: Short term 1. Encourage more cycling/walking; 2. Create an environment that is safer for both walking and cycling to replace journeys made by car; Long term

3. To create a cultural shift towards making cycling and walking the natural choice for shorter journeys
4. 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
5. To improve air quality and environmental impacts within the Dearne Valley Corridor

Outputs are:

- Enhancement of the existing Public Right of Way (PRoW) and Trans Pennine Trail (TPT) via improvements, widening and resurfacing;
- Introduction of zebra crossing on Wentworth Road and improved crossing facility on Wath Road;
- 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;
- 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).

Measurable Outcomes

This is an extract from the Benefit Realisation Plan provided in the OBC (this is the same as that for Goldthorpe ATN):

Outcome	Target
Improve facilities and access by all modes.	Increase trips by 21% walking and 350% cycling Achieve Mode Share target of <ul style="list-style-type: none"> • 9% walking • 11% cycling
Increase levels of physical activity	Increase trips by 21% walking and 350% cycling Achieve Mode Share target of <ul style="list-style-type: none"> • 9% walking • 11% cycling
Enhance Green Infrastructure	Increasing footfall in urban centres by 15% due to improvements to public realm.
Improve accessibility to employment	Contribute towards increasing GVA through increasing the number of economically active people living within 30 minutes of key employment sites
Improve Air Quality and noise levels	Reductions in levels of pollutants to 40 µg / m ³ within 5 years of opening
Improve levels of road safety	Reduction in reported casualties of 4% per year

Pedestrian and cycle counts, attitude surveys, and air quality measurement will be undertaken as part of the M&E of the scheme.

Options assessment

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?

	<p>The Applicant has used MCD analysis to identify the best combination of routes, measures and facilities to maximise net benefits to transport users and providers. All but the preferred option were discarded as failing to meet all objectives. In particular the high cost option was ruled out as taking longer than available within the programme. It would be useful to know if this is the Applicant's ambition longer term and whether they would expect more demand to eventuate.</p>		
<p><i>Statutory requirements and adverse consequences</i></p>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>Yes – temporary and permanent TROs required – tbd at detailed design stage Cabinet approval likely July 2022</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No</p>		
<p>Value for Money</p>			
<p>Core monetised Benefits</p>	<p>Not calculated</p>	<p>Non-monetised and wider economic benefits</p>	<p><i>[Values/description – supplementary form]</i></p> <p>In main OBC: On a scale -2 to +2: 2: Increased demand for AT, net zero carbon, health, economics. 0: Improved PT viability, Social value</p> <p>In transport Supplementary form: Mod. Beneficial: physical activity, accessibility Slight Beneficial: Noise, LAQ, GHG, Safety, security, severance Neutral: personal affordability</p>
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>The AMAT run indicates that although the BCR on the assumptions made is 0.82, the BCR could reach 1 with a moderate increase in AT forecasts above the ones used. It is recommended for the FBC that further work is done to examine the robustness of these forecasts in light of the expansion in housing expected locally. The experience of the Applicant in schemes of this type makes it likely that the costing is accurate.</p>			
<p>Value for Money Statement</p>			
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i></p> <p>Unknown, but scheme is relatively low cost with a large potential for effecting mode shift. Further quantification is required for FBC.</p>			
<p>Risk</p>			
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i></p> <p>The key risks from a delivery perspective pertain to delays due to need for safe working practices on site and need for political support throughout. Unexpected utilities' costs are also highlighted. Maintaining political support is also a key risk. Further public consultation is recommended if not already planned.</p> <p>The Applicant has put forward suitable mitigating responses to these.</p>			

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 – 100% ATF funded

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

Competition for resources across the TCF programme could add delay and cost.

Delivery

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

It appears to be. Assuming Cabinet approval (April 2021) - FBC approval Nov 2021 Start on site Dec 2021, completion March 2022.

Is the procurement strategy clear with defined milestones?

Yes. DLO most likely.

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

60%. This is as expected for an OBC. Applicant will reduce scope or seek more funding within any available TCF headroom

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

Yes.

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

Names typed in only.

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

Yes. Surveys and virtual meetings with residents, visitors and business owners have taken place and the Applicant is prepared to carry out more. Details required for FBC.

Are monitoring and evaluation procedures in place?

Yes, a clear and comprehensive approach has been outlined.

Legal

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

Legal opinion is included within the OBC document (7.7)

Recommendation and Conditions

Recommendation	Approved to proceed to FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p><i>The following recommendations must be satisfied by the FBC.</i></p> <ul style="list-style-type: none">• Commitment to further public consultation throughout detailed design.• QRA to be updated with p50 costs included in bid.• Optimism Bias to be deleted from bid amount, any certainties to enter risk register or base costs.• Forecasts of demand be revisited and sensitivity tests run.• Completion of SCR Appendices of cost, outcome and output profiles	

Record of Recommendation, Endorsement and Approval

Project Name

Appraisal Panel Recommendation

Board Endorsement

MCA Approval

Date of Meeting

Date of Meeting

Date of Meeting

**Head of Paid Service
or Delegate**

Ruth Adams
Deputy CEX

**Endorsing Officer
(Board Chair)**

**Approving Officer
(Chair)**

Signature

Signature

Signature

Date

Date

Date

**S73 Officer or
Delegate**

Gareth Sutton
Finance Manager

Statutory Finance Officer Approval

Signature

Name:

Date

**Monitoring Officer or
Delegate**

Steve Davenport
SCR CA Solicitor

Signature:

Signature

Date

Date:

Assurance Summary



Scheme Details

Project Name	O0043 – BMBC Goldthorpe Active Neighbourhood	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£568,175
MCA Executive Board	TEB	MCA Funding	£568,175
Programme name	ATF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes. Outputs shown below.	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> 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> The scheme is promoted as a key part of plans to achieve these aims.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Although it aims at mode switch from car, no modelling has been done to ascertain the extent of this, although if the scheme is acceptable to residents, the potential for this is significant, given the low cost of the scheme and the growth in housing planned.
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> SMART objectives are given as: Short term 1. Encourage more cycling/walking; 2. Create an environment that is safer for both walking and cycling to replace journeys made by car; Long term 3. To create a cultural shift towards making cycling and walking the natural choice for shorter journeys

4. 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
5. To improve air quality and environmental impacts within the Dearne Valley Corridor

Outputs are:

- 3.25km of Low Traffic Neighbourhood;
- Point closures of main roads to through traffic, apart from buses, access and disabled;
- Widening existing footway;
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability);
- Selective road closures using planters, cones or similar;
- School streets with specific interventions being agreed with the schools involved.
- One-way filters;
- Controlled crossing at the junction of Doncaster Road / Beaver Street;
- Signage improvements.

Measurable Outcomes

This is an extract from the Benefit Realisation Plan provided in the OBC:

Outcome	Target
Improve facilities and access by all modes.	Increase trips by 21% walking and 350% cycling Achieve Mode Share target of <ul style="list-style-type: none"> • 9% walking • 11% cycling
Increase levels of physical activity	Increase trips by 21% walking and 350% cycling Achieve Mode Share target of <ul style="list-style-type: none"> • 9% walking • 11% cycling
Enhance Green Infrastructure	Increasing footfall in urban centres by 15% due to improvements to public realm.
Improve accessibility to employment	Contribute towards increasing GVA through increasing the number of economically active people living within 30 minutes of key employment sites
Improve Air Quality and noise levels	Reductions in levels of pollutants to 40 µg / m ³ within 5 years of opening
Improve levels of road safety	Reduction in reported casualties of 4% per year

Pedestrian and cycle counts, attitude surveys, and air quality measurement will be undertaken as part of the M&E of the scheme. Distributional Impact screening proforma completed - further analysis will need to be undertaken for FBC.

Options assessment

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?

	The applicant has used MCD analysis to identify the best combination of routes, measures and facilities to maximise net benefits to transport users and providers. All but the preferred option were discarded as failing to meet all objectives		
<i>Statutory requirements and adverse consequences</i>	<i>Does the scheme have any Statutory Requirements?</i>		
	Yes – temporary and permanent TROs required – tbd at detailed design stage Cabinet approval likely July 2022		
	<i>Are there any adverse consequences that are unresolved by the scheme promoter?</i>		
	Not explored in detail – the hope is if most residents change their behaviour (ie mode of travel to town) the re-routing impacts will be minimised.		
Value for Money			
Core monetised Benefits	Not calculated	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> On a scale -2 to +2: 2: Increased demand for AT, net zero carbon, health, economics. 0: Improved PT viability, Social value
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>			
There is not enough information in the bid to judge the VfM of the scheme, although it looks “promising”. Maintaining local support for measures that inconvenience car drivers will be crucial to achieving expected benefits. The experience of the Applicant in schemes of this type makes it likely that the costing is accurate.			
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>			
Unknown, but scheme is relatively low cost with a large potential for effecting mode shift. Further quantification is required for FBC.			
Risk			
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>			
The key risks from a delivery perspective pertain to delays due to need for safe working practices on site and need for political support throughout. Unexpected utilities' costs are also highlighted.			
The Applicant has put forward suitable mitigating responses to these.			
<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 – 100% ATF funded

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

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Recommendation and Conditions

Recommendation

Approved to proceed to FBC

Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p><i>The following recommendations must be satisfied by the FBC.</i></p> <ul style="list-style-type: none">• Commitment to further public consultation throughout detailed design• QRA to be updated with p50 costs included in bid• Optimism Bias to be deleted from bid amount, any certainties to enter risk register or base costs• AMAT tool be used to estimate benefits• Corrections to OBC as agreed	

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Project Name

Appraisal Panel Recommendation

Board Endorsement

MCA Approval

Date of Meeting

Date of Meeting

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**Head of Paid Service
or Delegate**

Ruth Adams
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(Board Chair)**

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Gareth Sutton
Finance Manager

Statutory Finance Officer Approval

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Name:

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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