

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

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

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

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

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

The Benefits and Outcomes

The project will deliver the following outputs -

- new Active Travel Hub

The project will also contribute to the following outcomes -

- Increased walking journeys
- Increased cycling journeys

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

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

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

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

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

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

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

The Benefits and Outcomes

The project will deliver the following outputs -

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

The project will also contribute to the following outcomes –

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

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