

12<sup>th</sup> June 2020

## Active Travel Emergency Fund Programme Approvals

### Purpose of Report

In line with the agreed Assurance Framework this paper seeks approval of four schemes with a total value of £1.401m and seeks delegated authority to the Head of Paid Service in consultation with the S73 and Monitoring Officer to enter into legal agreements for the schemes.

### Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

### Freedom of Information and Schedule 12A of the Local Government Act 1972

This paper will be available under the Combined Authority Publication Scheme.

### Recommendations

Members are asked to consider and approve:

1. Progression of Active Travel Emergency Fund Programme (BMBC) to full approval and award of £241,000 grant to Barnsley Metropolitan Borough Council
2. Progression of Active Travel Emergency Fund Programme (RMBC) to full approval and award of £265,000 grant to Rotherham Metropolitan Borough Council
3. Progression of Active Travel Emergency Fund Programme (DMBC) to full approval and award of £311,000 grant to Doncaster Metropolitan Borough Council
4. Progression of Active Travel Emergency Fund Programme (SCC) to full approval and award of £584,000 grant to Sheffield City Council
5. Delegated authority be given to the Head of Paid Service in consultation with the s73 and Monitoring Officer to enter into legal agreements for the schemes covered in 1-4 above.

## 1. Introduction

- 1.1 On the 1<sup>st</sup> of June the MCA agreed to accept the Emergency Active Travel Grant Funding from the government and confirmed that proposals for investment should be determined by the Transport Board based on the LCWIP (Local Cycling and Walking Investment Plan). The schemes are to include:

- Re-allocating road space to active travel, including the use of cones etc.
- Routing car travel away from congested places
- Engaging with employers with information and measures to support active travel
- Reducing speed limits
- Creating pop-up features such as park and ride and temporary cycle parking

- 1.2** This paper requests approval for four schemes with a total value of £1.401m. These are detailed in sections 2.1 to 2.4 below.

## **2. Proposal and justification**

### **2.1 Barnsley Metropolitan Borough Council**

This investment is for £241,000 grant.

The scheme aims to deliver additional active travel space by rapid deployment of carriageway re-allocation through a network of pop-up cycle routes around the town centre, this will include –

- segregated and contraflow cycle lanes;
- re-timing of signals on crossings to maintain flow of active travellers; and
- crossing improvements around the town centre.

### **2.2 Rotherham Metropolitan Borough Council**

This investment is for £265,000 grant.

The scheme aims to deliver additional active travel space by rapid deployment of carriageway re-allocation on corridors around the town centre and within principal towns, this will include –

- suspension of parking bays to increase footpath widths /provide additional cycle lane length;
- crossing improvements and re-timing of signals in higher volume locations;
- implementation of one-way streets to prevent constriction of available space whilst enabling two-way cycling; and
- point closure to provide quiet streets and enable extended use of active travel.

### **2.3 Doncaster Borough Council**

This investment is for £311,000 grant.

The scheme aims to deliver additional active travel space by rapid deployment of carriageway re-allocation on corridors into the town centre and within principal towns, this will include –

- full pedestrianisation of the town centre between 10am and 4pm;
- reallocation of road space to create additional and extended cycle lanes;
- crossing improvements and re-timing of signals in higher volume locations;
- implementation of point closures to provide quiet streets for active travel and prevent displacement of motorised traffic into these areas; and
- managed access from side roads onto the new or extended cycle routes on the key network.

### **2.4 Sheffield City Council**

This investment is for £584,000 grant.

The scheme aims to deliver additional active travel space by rapid deployment of carriageway re-allocation on corridors into the city centre and surrounding areas, this will include –

- footway widening to encourage walking whilst enabling social distancing to be adhered to;
- cycle lane extension through reallocation of road space;
- implementation of temporary road closures in the city centre to create additional active space and support social distancing; and
- crossing improvements and re-timing of signals in higher volume locations.

### **3. Consideration of alternative approaches**

- 3.1** Do nothing – Due to time constraints set by the Department for Transport ('DfT') if the schemes are not approved, then the funding will be lost to the region. SCR considered allocating funding in different ways, for example in line with the delivery of the Active Travel Implementation Plan. However, given the emergency nature of this funding and that the Department has stipulated funding criteria and will appraise proposals, this is not recommended.

### **4. Implications**

#### **4.1 Financial**

If work has not started within four weeks of receiving the first tranche of funding, or if work has not been completed within eight weeks of starting, the DfT reserves the right to claw the funding back by adjusting downwards a future grant payment. This will have a material impact on SCR's ability to secure any funding in tranche 2.

#### **4.2 Legal**

The legal implications of each project have been fully considered by a representative of the Monitoring Officer.

#### **4.3 Risk Management**

Risks and Issues management will be reported to the SCR Executive as part of contract monitoring

There are risks of non-delivery of these funds due to resourcing constraints or shortages of required materials. Reallocation of resources to these schemes could risk slowing down progress on the development of other transport programmes.

#### **4.4 Equality, Diversity and Social Inclusion**

The principles of equality, diversity and social inclusion are built into the approval process and continue to be considered and addressed.

### **5. Communications**

- 5.1** The approval of the schemes presents an opportunity for positive communications; officers from the SCR Executive Team will work with the relevant local authority officers on joint communications activity.

### **6. Appendices/Annexes**

- 6.1** NONE

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: