

## Mayoral Combined Authority Board

07 June 2021

### Capital Programme Approvals

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

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

**Report Author(s):**  
Sue Sykes  
[Sue.sykes@sheffieldcityregion.org.uk](mailto:Sue.sykes@sheffieldcityregion.org.uk)

**Executive Summary:**

This paper requests approval of one combined Getting Britain Building Fund (GBF) /Transforming Cities Fund (TCF2) funded scheme subject to any conditions to be set out in the Assurance Summary, progression of three TCF2 schemes to Full Business Case (FBC) and early release of up to £2.76m development costs subject to any conditions to be set out in the Assurance Summary and approval of 19 project change requests

**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 MCA consider and approve:

1. Progression of “Better Barnsley Market Gate Bridge” project to full approval and award of £4.8m grant to Barnsley Metropolitan Borough Council subject to the conditions set out in the Assurance Summary attached at Appendix A
2. Progression of “Doncaster Station Access OBC” to FBC and the release of development cost funding of £0.06m to Doncaster Borough Council subject to the conditions set out in the Assurance Summary attached at Appendix B;
3. Progression of “Sheffield City Centre OBC” to FBC and the release of development cost funding of up to £1.4m to Sheffield City Council subject to the conditions set out in the Assurance Summary attached at Appendix C;
4. Progression of “Sheffield Kelham OBC” to FBC and the release of development cost funding of up to £1.3m to Sheffield City Council subject to the conditions set out in the Assurance Summary attached Appendix D.
5. 19 Project change requests as detailed in Appendix E
6. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered above.

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

Assurance Panel

28 April 2021

Transport and the Environment Board

18 May 2021

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## **1. Background**

### **1.1 Getting Building Fund and Transforming Cities Fund Awards**

On 30th June 2020 the MCA was awarded £33.6m GBF to invest in ‘shovel-ready’ projects that will provide stimulus to local economies. Government conditions require the funds need to be defrayed by 31st March 2022 which allows an 18-month delivery window.

In March 2020 the Department for Transport (‘DfT’) approved a grant award of £166.3m from the Transforming Cities Fund (TCF). This grant was allocated from April 2019 to March 2023 resourcing a programme of transformational public transport, active travel and rail initiatives.

In March 2020 the MCA approved an approach to the early release of funding to support scheme development. The MCA agreed to:

- Release up to 2% of the total scheme cost (as included in the bid/SOBC) to facilitate the development of the OBC; and,
- Release further costs (based on a costed fee plan) following approval of the OBC to enable the schemes to progress to FBC.

## 1.2 Project Change Requests

In recognition of unforeseen circumstances that can arise during the project delivery phase, the approved Assurance Framework establishes a formal process for the acceptance of change requests. These change requests could be financial, requiring reprofiling of funds, or could be to amend deliverables or timescales.

## 2. **Proposal and Justification**

### 2.1 **Better Barnsley Market Bridge Project – GBF/TCF2 Fund**

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

#### The Project

This investment is for a £4.8m grant comprising of £2m GBF and £2.8m TCF2 towards total project costs of £7.62m.

This project is to design and construct a new equality accessible pedestrian and cycling bridge over the main Sheffield to Leeds railway line (Hallam Line) to replace the existing level crossing and provide an improved level of service over and above a standard footbridge. The bridge will link the existing public transport and parking provisions to the Glass Works and will create a new active travel link into the town centre.

#### The Benefits and Outcomes

The project will deliver -

- A new footbridge for pedestrian and cyclists
- A new/improved active travel route

The project will also contribute to the following outcomes -

- A 21% increase in walking journeys
- A 350% increase in cycling journeys
- Improved air quality and environmental impacts

The scheme has a strong strategic rationale in terms of supporting the economic growth and regeneration of the town centre by linking the east of the railway station with the west now that the level crossing is no longer operational.

By providing a more accessible route over the railway line for pedestrians and cyclists it will enable the permanent closure of the existing Jumble Lane temporary crossing. This project will extend the facility to existing cyclists and the mobility impaired, reducing crowding and congestion and catering for future growth.

The assurance summary notes some conditions of approval that will need to be resolved before contract execution, these are detailed in full within Appendix 2.

## 2.2 Station Access Package (OBC)

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

### The Project

This investment is for £6.01m from TCF2, with development costs to be released of £58k to DMBC.

The Stations Access package aims to enhance accessibility to/from and at rail stations within Doncaster, including Adwick, Bentley, Conisborough, Kirk Sandall, and Thorne North and South, and deliver interventions that support connectivity to future High Speed Rail 2/Northern Powerhouse Rail touchpoints so that the rail network can become a viable alternative to the private car.

The project complements other TCF intended works including a package focused upon rail station improvements including enhanced signage, CCTV and lighting, and a package of improvements to cycle parking at each of the stations.

### The Benefits and Outcomes

The project will deliver:

- 10.1km of improved walking and cycling infrastructure;
- 10.9km of new walking and cycling infrastructure; and,
- 30 junction improvements to benefit non-car modes.

The project will also contribute to the following outcomes:

- More walking and cycling journeys across the Sheffield City Region;
- Increased rail patronage; and,
- Increased satisfaction with public transport.

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.

## 2.3 Sheffield City Centre (OBC)

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

### The Project

This investment is for £14.28m from TCF2, with development costs to be released of up to £1.39m to SCC.

Sheffield City Council are seeking to enhance the city centre, by improving the legibility of active travel routes, improving the public transport network and enhancing the city's public realm. This will create an attractive, welcoming and safe environment to attract more visitors to the city. This in turn will facilitate sustainable economic growth, support the clean air zone and provide the enabling infrastructure to densify land uses in accordance with aspirations of the Local Plan and the Central Area Strategy.

### The Benefits and Outcomes

The project will deliver:

- 5 - Improved bus stops
- 9 – New bus stops
- 500m - Length of new bus lanes
- 4 - Bus Gates
- 1km - New fully accessible cycle route
- 4 – New pedestrian crossing facilities
- 4 - Improved pedestrian crossing facilities
- 13000m<sup>2</sup> - Public realm improvements 10.1km of improved walking and cycling infrastructure;

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.

## 2.4 **Sheffield Kelham (OBC)**

Appendix D provides a summary of the scheme assurance and the suggested conditions of award.

### The Project

This investment is for £11m from TCF2, with development costs to be released of up to £1.29m to SCC.

Sheffield City Council are seeking to enhance transport connectivity between the areas of Kelham Island, Neepsend and Burngreave by enhancements to active travel infrastructure, and from those areas to the city centre by active travel modes and public transport. Priority for public transport will enhance journey times to and from the city centre along the corridor in the direction of Hillsborough and beyond.

### The Benefits and Outcomes

The project will deliver improved walking and cycling infrastructure:

- 5 junction improvements
- 2 bus gates
- 0.11km of bus lane / bus priority
- 6 new bus stops
- 2km of fully accessible cycle route
- 0.75km segregated cycle track
- 1 cycle gate
- 13 road humps
- 5 improved pedestrian crossings
- 17 new pedestrian and cycle crossings

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 D.

## 2.5 **Project Change Requests**

The Assurance Framework established that some change requests will be presented for approval to the relevant Thematic Board, in line with their agreed delegation levels whilst others will require the approval of the MCA Board. In line with the agreed Assurance Framework, there are 19 change requests proposed through this report which require MCA approval. These are detailed in Appendix E

## 3. **Options Considered and Recommended Proposal**

### **Option 1**

3.1 Do not approve the projects and change requests presented.

### **Option 1 Risks and Mitigations**

3.2 **Development Costs** - Inability to release development costs or approve the project presented may result in a slower pace of delivery and loss of activity/spend to the programme.

**GBF** – Guidance received from Government states that the MCA will be expected to deliver the agreed projects by March 2022 and any significant change requests for the projects will be discussed and agreed with the Government in advance. Non approval will impact on the benefits of the scheme.

**Project Change Requests** - If the scheme change requests are not approved, then the schemes would become undeliverable within the current timeframe and cause significant risk to the scheme promoters.

### **Option 2**

3.3 Award projects a smaller amount of grant funding

### **Option 2 Risks and Mitigations**

3.4 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 has to be returned.

### **Option 3**

3.5 Approve all recommendations.

### **Option 3 Risks and Mitigations**

3.6 By approving the recommendations, the available programme funding will reduce, however the schemes were included in the bids submitted to the funding bodies and are strategic priorities for the sponsors.

3.7 **Recommended Option**

Option 3

#### **4. Consultation on Proposal**

- 4.1 Once a project has been accepted onto the programme pipeline, the VfM Statement is published on the MCA website alongside a summary of the SBC. 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 their SBC's 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 (Outline Business Case and Full Business Case)

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

- 5.1 Subject to MCA approvals, the statutory officers will move to affect the recommended grant awards.
- 5.2 Schemes securing approval at SBC or OBC will progress in accordance with the assurance process agreed by members.

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

- 6.1 The projects presented for approval today are profiled to drawdown £2m from the GBF allocation of £33.6m and £2.76m from the TCF2 allocation of £166m.

The GBF change requests reprofiling will not have an adverse effect on the overall target of £33.6m due to be fully defrayed by March 2022.

The funding for the LGF projects has no impact on the target for LGF programme due to the management and use of recycled repayments of funding.

The STAF programme was due to complete in March 2021. DfT have in principle agreed an extension to the programme subject to detail of the agreed changes being provided. The change control results in grant of £55k remaining which will be discussed with DfT.

#### **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 by the Assurance Panel as presented in the supporting information

#### **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 assessment of the project business cases

**10. Climate Change Implications and Advice**

10.1 None.

**11. Information and Communication Technology Implications and Advice**

11.1 None.

**12. Communications and Marketing Implications and Advice.**

12.2 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 Better Barnsley Market Gate Bridge Assurance Summary
- B Doncaster Station Access Assurance Summary
- C Sheffield City Centre Project Assurance Summary
- D Sheffield Kelham Project Assurance Summary
- E Project Change Requests