

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

B.1 T13 A630 Bus Improvements (TCF2 OBC)

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

This investment is for £1.6m from TCF2, with development costs to be released of £0.27m to SYPTE.

This project will improve 15 junctions on a key link between Sheffield and Doncaster using the latest enhanced traffic signal technology strategies based on Microprocessor Optimised Vehicle Actuation (MOVA M8). This is to provide flexible priority for buses potentially reducing delays by 30% - 60% without taking road space.

The Benefits and Outcomes

The project will deliver the following outputs -

- 15 new bus priority at traffic signals

The project will also contribute to the following outcomes –

- Reduce average bus journey times
- Increase accessibility
- Drive Investment
- Increase bus patronage
- Improve passenger perception of bus services
- Enable new employment and residential growth
- Broaden PT connectivity
- Contribute to modal shift from car
- Reduce congestion
- Reduce emissions

The project is considered a good strategic fit the SEP policy objectives of Growth, Inclusion and Sustainability. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B1.

B.2 T10 Barnsley Station Access Improvements (TCF2 OBC)

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

This request is for £1.34m, £1.09m is currently available from TCF2, with development costs to be released of £0.19m to BMBC.

The project will deliver a package of measures which seeks to improve walking and cycling connectivity to local Railway Stations at Goldthorpe, Bolton on Dearne, Thurnscoe, Darton and Elsecar.

The Benefits and Outcomes

The project will deliver the following outputs -

- 24km of improved walking and cycling infrastructure;
- 72km of new walking and cycling infrastructure;
- 20 junction improvements to benefit non-car modes, with 7 bus gates.

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

B.3 T17-3 Bennethorpe to Hallgate Cycleways (TCF2 OBC)

Appendix B3 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.92m from TCF2, with development costs to be released of £0.05m to DMBC.

The project will deliver off road cycle facilities along both sides of the carriageway, running from the South Parade / Thorne Road junction to the Bennethorpe / Roman Road junction. Along the south side of South Parade the 2.0m wide cycleway will be set back from the carriageway and run along Hall Cross Hill, a quiet cul-de-sac which provides on street parking to adjacent buildings. Along the north side of South Parade the scheme provides an off road 2.0m wide cycleway with a 3m wide bi-directional cycleway between Town Fields and a proposed new toucan crossing. The bi-directional section allows connectivity with the proposed new Unity cycle scheme package, in order to take cyclists safely across the carriageway and into the town centre.

The Benefits and Outcomes –

The project will deliver the following outputs –

- 1km of new segregated walking and cycling infrastructure
- 1 new toucan crossing

The project is considered a good strategic fit with the SEP and TCF2 programme. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B3.

B.4 O50 Netheredge Crookes (ATF2/Gainshare OBC)

Appendix B4 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.79m from ATF2/Gainshare, with development costs to be released of £0.06m from ATF2 to SCC.

The project will deliver an active travel neighbourhood through a combination of modal filters and other traffic management tools. It falls within a location where strategic traffic movements use residential streets to bypass queuing on radial corridors.

The Benefits and Outcomes

The project will deliver the following outputs -

- 4.2km of new active travel route
- 2 new crossings
- 5 improved crossings
- 1 new bus gate

The project is recommended for approval, noting that the scope of the project may change slightly due to the impact of public consultation that is currently underway. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B4.

B.5 T14 West of Doncaster Active Travel (TCF2 OBC)

Appendix B5 provides a summary of the project assurance and the suggested conditions of award.

This request is for £4.5m, £4.04m is currently available from TCF2, with development costs to be released of £0.05m to DMBC.

The project will enhance accessibility within the Doncaster urban area so that active travel can become a viable alternative to the private car, specifically –

- In Balby the scheme will provide a combination of off-road cycle facilities and on road quiet ways, in particular enabling cyclists to avoid and cross Balby Road by using a quieter route that runs parallel towards the Doncaster Town Centre
- Around Mexborough the scheme will improve active travel links in and around the town, providing an off-road link from the town to the Trans Pennine Trail
- The Edlington scheme will provide an off-road cycle route which will connect the existing and future planned residential neighbourhoods, to employment opportunities within Warmsworth

The Benefits and Outcomes

The project will deliver the following outputs -

- 11.1km of improved walking and cycling infrastructure
- 4.6km of new walking and cycling infrastructure
- 1 junction improvements to benefit non-car modes.

The project has a strong strategic rationale aligned to local and national policies. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B5.

B.6 O50 Sheaf Valley Route (ATF2/Gainshare OBC)

Appendix B6 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £2.3m from ATF2/Gainshare, with development costs to be released of £0.05m from ATF2 to SCC.

The project will deliver 4.2km of new active travel route between Sheaf Quay and Norton Hammer.

The Benefits and Outcomes

The project will deliver the following outputs -

- 4.2km of new active travel route
- 2 new crossings
- 5 improved crossings
- 1 new bus gate

The project provides a clear rationale for the investment, relating to the ability of active travel infrastructure to support behaviour change and drive non-transport benefits to society. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B6.

B.7 T8/1&3 City Centre to Attercliffe and Darnall Active Travel (TCF2 OBC)

Appendix B7 provides a summary of the project assurance and the suggested conditions of award.

This request is for £17.99m, £15.38m is currently available from TCF2, with development costs to be released of £1.2m to SCC.

The project will develop a core cycle route connecting the city centre towards Darnall, through Attercliffe and the Advance Manufacturing Park corridor. The route also includes a spur to the Olympic Legacy Park, with supporting measures to ensure comfort and safety of cyclists feeding into the core route from adjacent residential and employment areas.

The Benefits and Outcomes

The project will deliver the following outputs -

- 7.2km of new cycle infrastructure
- 1.6km of new pedestrian infrastructure
- 10 junction improvements
- 1.4km of new bus lanes
- 25 improved crossings
- 25 bus stop upgrades

The project is clear and well evidenced with strong strategic fit. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B7.