

**Committee Name and Date of Committee Meeting**

Improving Places Select Commission – 16 March 2021

**Report Title**

Transportation – Active Travel, Transforming Cities Update

**Is this a Key Decision and has it been included on the Forward Plan?**

No

**Strategic Director Approving Submission of the Report**

Paul Woodcock, Strategic Director of Regeneration and Environment

**Report Author**

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Interim Head of Transport Infrastructure  
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**Ward(s) Affected**

Borough-Wide

**Report Summary**

This report provides an overview and update on progress of the Council's Transforming Cities Active Travel Programme 2020-23

**Recommendations**

That the contents of this report be noted.

**List of Appendices Included**

Appendix 1 - RMBC Transforming Cities Fund Phase 2 Schemes 2020-23  
Appendix 2 - SYPTE Transforming Cities Fund Phase 2 Schemes 2020-23

**Background Papers**

None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## **1. Background**

- 1.1 The Transforming Cities Fund aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions and was first announced by Government on 20 November 2017.
- 1.2 The Strategic Outline Business Case (SOBC) for the Transforming Cities Fund (TCF) programme was submitted to the Department for Transport (DfT) by Sheffield City Region on 27th November 2019. The subsequent acceptance of the £166m grant from DfT was reported at the MCA meeting on 1st June 2020.
- 1.3 The development and delivery of a large capital programme requires significant early investment and resources. This is especially important with the TCF programme given the 3-year delivery timeframe. This paper provides an update on the current position with the programme, issues which could impact on the current profile approaches being used to mitigate them.

### **1.4 Transforming Cities Fund phase 1**

The first phase of the TCF programme attracted £980k of grant funding for the Council, and included the following schemes which were completed in 2020:

- Chantry Bridge/College Road cycle infrastructure and environmental improvements - £130k
- Fenton Road Greasbrough/Kimberworth Park cycle infrastructure - £850k

### **1.5 Transforming Cities Fund phase 2**

As part of the Sheffield City Region Transforming Cities Bid phase 2, Rotherham included a number of public transport and active travel projects. The original bidding strategy in 2018 involved identification of a range of projects within 3 funding ranges with a total value for Rotherham of up to £40,850,000. The Sheffield City Region bid consisted of a low, medium and high funding scenario in line with Department for Transport guidance.

The total value of projects in Rotherham in each funding scenario is below:

- Low funding scenario £33,250,000.
- Medium funding scenario: £37,050,000
- High funding scenario: £40,850,000

In early 2020 government announced funding at levels lower than the original ranges at £166m for the whole city region. As a result, the programme was reviewed and changes agreed between member authorities and the Sheffield City Region prior to the funding being accepted. The sum for Rotherham therefore stands at just over £29m for a 3-year programme from 2020-23. This programme comprises the following 9 schemes, six are being delivered by RMBC and three by SYPTE on the Council's behalf.

The projects include:-

**RMBC circa £12.02m 2020-23**

- Sheffield Road A6178 Cycle Scheme - a high quality cycle route between Rotherham Town Centre and Tinsley/ Meadowhall along the A6178 Sheffield Road.
- Manvers Way - cycle route between Manvers Way and Wath Town Centre
- AMP Waverley – a direct cycle route into the Advanced Manufacturing Park
- Maltby A631 - improvements to the bus corridor between Rotherham Town Centre and Maltby along the A631.
- Doncaster Road, Dalton - measures to reduce congestion at Mushroom Roundabout on the A630 and improve bus journey times and journey time reliability.

**SYPTTE circa £17.482m\* 2020-23**

- A633 Parkgate – a new access road into Parkgate Shopping to reduce congestion on the A633 and a park and ride facility for the Parkgate Tram Train stop.
- Parkgate Taylors Lane - measures to reduce congestion at Taylors Lane roundabout at Parkgate on the A633.
- Magna - a new Tram Train stop at Magna with park and ride facilities.

\* updated figures

Projects across Sheffield City Region have been prioritised by the Sheffield City Region team working closely with local authority partners, based upon Department for Transport guidance on the aims of the Transforming Cities Fund. Projects were also prioritised based upon our three transport corridors identified in the original Transforming Cities Fund expression of interest which include the River Don Corridor, Dearne Valley Corridor and Advanced Manufacturing Innovation District Corridor.

**1.6 Current status of the RMBC programme**

TCF phase 1 scheme has been completed. TCF 2 is now underway and work is about to commence on the Sheffield Road A6178 Cycle Scheme. The outline business case (OBC) for this scheme was submitted to SCR for funding approval in October 2020 and received Transport Environment Board (MCA/TEB) approval in January 2021. The project is to be delivered in three phases as follows:-

Sheffield Road A6178 Cycle Scheme	Implementation		Forecast Grant Profile (estimated)
	Start	Finish	Total
1. Templeborough	2020	2021	£770,000
2. Bessemer to Ickles RAB	2021	2022	£2,250,000
3. Ickles to Westgate Main Street	2022	2023	£2,250,000

		Total	£5,270,000
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The first phase at Templebrough has been brought forward to coincide with the RMBC Highways Challenge Fund Scheme which is currently being delivered in 2020-21. This is to ensure efficiencies and savings are achieved and sequential disruption of the highway is avoided resulting in road user benefits.

The remaining 5 schemes being delivered by the Council are in business case development and awaiting further approval from Sheffield City Region prior to completion of detailed design and commencement of practical works. Details are provided in Appendix 1 of this report in table form.

- Manvers Way Scheme – the outline business case was submitted in January. The estimated value of the scheme is £400k and estimated delivery date is early 2022.
- AMP Waverley Scheme is currently in the early stages of design. The current estimated value within the programme is £1.5m and it is scheduled for delivery by December 2022 although this will be subject to review.
- Maltby Bus Corridor will be delivered in three phases. The estimated scheme value is £2.25m with a planned completion of early 2023 for the last of three phases of construction. The business case is due for submission to SCR in June 2021 with practical works expected to commence at the end of 2021/early 2022.

Maltby Bus Corridor	Implementation		Forecast Grant Profile (estimated)
	Start	Finish	Total
1. Braithwell Road Junction	2021	2022	£500,000
2. Brecks Bus Stop	2021	2022	£250,000
3. Denby Way to Addison Road Bus Lane	2022	2023	£1,500,000
		Total	£2,250,000

- Doncaster Road outline business case is due for submission in March. The current value of this scheme is estimated at £1.2m and the estimated completion date is September 2022.
- Rotherham Town Centre Schemes (Frederick Street and Forge Island Bridge). They are to be delivered as part of the wider town centre improvement and master planning work. These are being co-ordinated with town centre improvement projects. The transport business case for these was submitted in January and is due to be considered at the MCA on 4<sup>th</sup> March. They are currently valued at £1.4m with an estimated delivery date of late 2022, however these are subject to scheme review to ensure their delivery is synchronised within the wider town centre improvement programme.

Monitoring the Programme – the TCF programme with the Sheffield City Region is monitored both by the city region and within Rotherham’s own programme delivery arrangements such as reporting to the Transport Infrastructure Services’ Major Projects Board. Estimated values and timescales will be subject to a review of progress of designs and business cases for the programme as overall progress is monitored. The whole programme includes a process for risk assessment and allowance of contingency sums within scheme design and also at programme level within Sheffield City Region.

## **1.7 SYPTE Schemes**

The programme of TCF2 schemes being delivered by SYPTE is currently being designed and local Ward Councillor and community consultation has commenced. It is expected these schemes will be delivered during 2022-23. The three SYPTE schemes are detailed in Appendix 2 and can be summarised as follows:-

- A633 Parkgate – a new access road into Parkgate Shopping to reduce congestion on the A633 and a park and ride facility for the Parkgate Tram Train stop. Estimate value £3.33m and anticipated delivery by March 2023.
- Parkgate Taylors Lane - measures to reduce congestion at Taylors Lane roundabout at Parkgate on the A633. Estimated scheme value is circa £1.7m and completion is anticipated to be by March 2022.
- Magna - a new Tram Train stop at Magna with park and ride facilities. Estimated timescale for delivery on this is as yet to be confirmed by SYPTE. The expected value of the scheme is circa £5.4m.

## **2. Key Issues**

- 2.1** Overall programme delivery is a key issue currently in consideration within the Sheffield City Region. At a recent progress meeting with SCR it was confirmed RMBC delivery timescales remain within overall TCF delivery timescale for 2023.
- 2.2** The impact of Covid-19 on programme delivery has been an underlying influence over the last 12 months. In particular, resources expected to be used on scheme design and business case preparation in the summer of 2020 were dispersed due to lockdown and also directed by Government to more urgent schemes required for emergency active travel arrangements as part of the Covid-19 response. This has led to a review and resetting of project timescales and key milestones. As described above, however, while there is concern about overall programme delivery across the four member authorities within Sheffield City Region, Rotherham’s programme remains on track for completion within the original 2023 timeframe.
- 2.3** Scheme risks – each scheme is assessed for feasibility and viability risks. In practice this means feasibility of design and viability of each business case for issues such as whether funding is available, whether investment is justified, and whether requirements such as land assembly, partner support and supplier capability are in place. The Sheffield City Region TCF 2 programme contains a risk fund of circa £16m (around 10%) of the approved fund value for the region. In addition, each scheme undergoes a risk assessment process to

ensure sufficient contingency is in place. Nevertheless, infrastructure schemes retain risk of completion as they progress and so the programme is under constant review and re-assessment to identify schemes at risk and potential alternative options for where a scheme may fail to move to delivery and completion.

- 2.4 One the above risks is whether a scheme can be designed, i.e. is it actually possible. Compliance with design standards has been an issue in particular because government guidance on active travel scheme design was updated post bid and funding award for the city regions TCF 2 programme. The design guidance required is now LTN 1/20 which introduces new concepts for road layout and infrastructure design. Where possible schemes incorporate these new standards however where site constraints exist an arrangement has been introduced by Sheffield City Region to approve exceptions to design standards.

### **3. Options considered and recommended proposal**

- 3.1 Options for scheme selection were considered at the time the overall bid was compiled. Further consideration was given to the schemes to be included in the three funding scenarios referred to in section 1.5. As a result of the reduced amount of funding ultimately approved, a revision of schemes to be included within the programme was undertaken in consultation with the Leader and Cabinet Member for Economy and Jobs prior to confirmation of the reduced list of schemes being confirmed for consideration by the MCA in summer 2020.

### **4. Consultation on proposal**

- 4.1 Consultation takes place for each scheme at the time of full business case preparation when detailed design considerations need to be taken into account. Scheme delivery engagement takes place immediately preceding the start of construction for each scheme to ensure works delivery accommodates user road user and community requirements during construction phases.

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

- 5.1 Details of the programme delivery timetable are provided in section 1 and with Appendix 2 which provides a summary of the whole programme.

### **6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**

The six schemes funded from TCF grant being delivered by Rotherham MBC are included in the Council's Capital Programme approved by full council of 3<sup>rd</sup> March 2021. Project resources to manage delivery are found from existing approved revenue budgets.

### **7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

7.1 There are no direct legal implications arising from the recommendation within this report.

## **8. Human Resources Advice and Implications**

8.1 There are no Human Resources impacts related to the approval of this report's recommendations. Work on the delivery of the TCF programme will be contained within the council's Transport Infrastructure Service and within existing or procured consultancy services procured in accordance with the council's contract procedure rules.

## **9. Implications for Children and Young People and Vulnerable Adults**

9.1 Provision of safe and accessible cycle lanes on the highway contribute to the council's objectives for "thriving neighbourhoods" and "better health & wellbeing".

## **10. Equalities and Human Rights Advice and Implications**

10.1 It is proposed that all schemes will receive an Equality Screening and where identified as needed will progress to a full Equality Assessment. This will ensure all schemes are designed and constructed to take account of the needs of all road users.

## **11. Implications for Partners**

11.1 Key stakeholder partners in this programme are SYPTE, Sheffield City Region including all four member authorities where they boundary Rotherham council boundaries. The programme relates to the Sheffield City Region Active Travel Implementation Plan. These partners are engaged in joint delivery of the TCF 2 programme.

11.2 A range of other partner organisations exist on the subject of Active Travel such as cycling interest groups and associations, Parish/Town Councils with an interest in improving their local environment, educational establishments, as well as disability groups who wish to see the interests of their members accommodated in schemes affecting the highway and wider public realm. These groups will be engaged during the consultation process and their feedback considered prior to adoption of the final strategy.

## **12. Risks and Mitigation**

These risks will be managed as part of the ongoing project management of the development of this strategy and appropriate mitigations put in place to ensure compliance with good practice and procedure.

## **13. Accountable Officer(s)**

Andrew Moss, Interim Head of Transport Infrastructure

Approvals obtained on behalf of:-

	<b>Named Officer</b>	<b>Date</b>
Chief Executive		Click here to enter a date.
Strategic Director of Finance &	Named officer	Click here to enter

Customer Services (S.151 Officer)		a date.
Assistant Director of Legal Services (Monitoring Officer)	Named officer	Click here to enter a date.
Assistant Director of Human Resources (if appropriate)		Click here to enter a date.
Head of Human Resources (if appropriate)		Click here to enter a date.

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This report is published on the Council's [website](#).



APPENDIX 1 RMBC Transforming Cities Fund Phase 2 Schemes 2020-23

Project	Project Level reporting	Implementation		Forecast Grant Profile
		Start	Finish	Estimated Total
T0004 Sheffield Road A6178 Cycle Scheme	Templeborough	2020	2021	£770,000
	Bessemer to Ickles RAB	2021	2022	£2,250,000
	Ickles to Westgate Main Street	2022	2023	£2,250,000
T0005 A631 Maltby Bus Corridor	Braithwell Road Jnctn	2021	2022	£500,000
	Brecks Bus Stop	2021	2022	£250,000
	Denby Way to Addison Road Bus Lane	2022	2023	£1,500,000
T0007 AMID (RMBC)		2022	2022	£1,500,000
T0022 Manvers Way		2021	2022	£400,000
T0025 Doncaster Road, Dalton		2022	2022	£1,200,000
T0026 Rotherham Town Centre		2021	2022	-
T0026/1 Footbridge from Forge Island to Riverside		2022		£1,000,000
T0026/2 Frederick Street East West Cycle Route		2021		£400,000
<b>Totals</b>				<b>£12,020,000</b>

APPENDIX 2: SYPTE Transforming Cities Fund Phase 2 Schemes 2020-23

<b>Project</b>	<b>Full Business Case approval (MCA board)</b>	<b>Expected Works start</b>	<b>Expected Works completion</b>	<b>Estimated Scheme Value</b>
<b>Parkgate Link Road</b>	Jan-22	Mar-22	Mar-23	£6,965,000
<b>Parkgate Park and Ride</b> (may be included in Link Road project)	Jan-22	Mar-22	Mar-23	£3,415,000
<b>Taylor's Lane roundabout (SYPTE)</b>	Sep-21	Oct-21*	Mar-22	£1,702,000
<b>Magna Tram Train Stop Scheme</b>	Tbc		tbc	£5,400,000*
	*provisional pending approval of traffic management plans		Total	£17,482,000

*\*current budget estimate*