

**APPENDIX 1 – ELIGIBLE PROJECT SUMMARIES**

<b>1. Medical Centres Improvements</b>	
<b>CIL Funding Sought</b>	£256,074.00 (67% of the total project costs with further funding from the 5 respective General Practices, with support from the South Yorkshire Integrated Care Board)
<b>Start Year</b>	2025
<b>Completion Year</b>	2027
<b>Project Description</b>	Improvements would be made to five existing General Practices – Dinnington Group Practice, Gateway Primary Care, Stag Medical Centre, Rosehill Medical Centre and Thorpe Hesley Surgery. This would meet the demands arising from additional residents from new housing development in wards across Rotherham for GP and related health services. The projects were selected from areas where higher number of residents were expected given the build sizes related to sites within the Rotherham Local Plan. General practice estates are also under increased pressure due to the national initiatives around additional roles being brought into practices and Primary Care Networks to support patients accessing the clinicians from physiotherapists to mental health workers.
<b>Deliverability</b>	The improvements involve internal works to existing buildings to increase clinical capacity by reconfiguring, refurbishing or converting existing space/rooms. Recognised methods for calculating building costs per patients and NHS Capital Estates costings for works have been used.
<b>Alternative Funding</b>	Supporting General Practices to cover the additional demands associated with housing growth is becoming increasingly difficult. South Yorkshire ICB receive a small allocation which is insufficient to meet the need arising, there is a national funding shortage within the NHS to support capital growth to manage the demand from new housing development projects.
<b>Future Maintenance</b>	Undertaken by each General Practice.
<b>Benefits Summary</b>	Access to primary care services supports physical and mental well-being and is essential to the health and well-being of communities. Providing additional services to address capacity issues reduces people's need to travel longer distances, helping to carbon emissions. Green construction methods will also be used in the projects. The ICB are keen to work with RMBC and local partners on ensuring local opportunity for people and businesses to maximise the opportunity to use local contractors ensuring that jobs, education and training are built into the process and to fulfil Rotherham's Social Value charter. Spaces offered within healthcare settings also extend beyond healthcare, enabling community groups to meet and deliver services.

<b>2. A633 Rotherham to Dearne Valley Bus Priority</b>	
<b>CIL Funding Sought</b>	£3,141,900 (84% of the overall project cost, 16% from RMBC Council Capital & CRSTS LNCTP block funding as agreed at Cabinet in March 2024, <a href="#">item 167</a> )
<b>Start Year</b>	2027
<b>Completion Year</b>	2027
<b>Project Description</b>	Providing a package of bus infrastructure enhancements between Rotherham and Wath upon Dearne with 900 m new bus lane along the A633 Warren Vale, Rawmarsh and approximately 100 m new bus lane on the A.633 Broad Street, Parkgate approaching Taylors Lane Roundabout. Works include a new pedestrian crossing and review and alterations at the junction of Broad Steet and Greasbrough Road.
<b>Deliverability</b>	Works would be within the public highway and utilise permitted development rights. Cost based on estimates of construction costs of similar schemes plus inflation. The main bus lane has been costed by a QS based on feasibility designs and a cost plan has been submitted.
<b>Alternative Funding</b>	<p>City Region Sustainable Transport Settlement which is fully allocated until 2027. No funding is confirmed after April 2027.</p> <p>Since the submission of CIL bids, the Department of Transport has announced it will develop a new Integrated National Transport Strategy, and it is anticipated a new round of funding will be announced for transport schemes following the Comprehensive Spending Review in late spring 2025.</p>
<b>Future Maintenance</b>	Undertaken by RMBC Highways
<b>Benefits Summary</b>	<p>Measures will facilitate faster and more reliable public transport between settlements, into the Dearne Valley which is identified as an area of Transport Poverty in the South Yorkshire Transport Strategy.</p> <p>The scheme will facilitate trips being made by public transport rather than by car and support the introduction of South Yorkshire's first electric bus routes on the corridor in 2024.</p> <p>This will contribute to reducing Greenhouse Gas emissions in the Borough and improve people's access to facilities and job/training/education opportunities, especially for those without access to a car.</p> <p>The attractiveness and commercial viability of public transport will be enhanced, and the works will help mitigate congestion on the A633 and B6089 corridors where additional capacity has proven to not be viable.</p>

<b>3. Trans Pennine Trail Community Access</b>	
<b>CIL Funding Sought</b>	£787,400 (93% of the total project cost with further funding from the RMBC rights of way budget).
<b>Start Year</b>	2025
<b>Completion Year</b>	2027
<b>Project Description</b>	Delivering enhanced community access by improving and extending the main Trans Pennine Trail at Wath-upon-Dearne. The project will provide enhanced multi-user access improving the existing infrastructure of non-vehicle access, providing improved accessibility, connectivity and access to green space for local communities along this 5km long part of the trail. New access links will be promoted into the local community and public transport use encouraged and promoted.
<b>Deliverability</b>	Landowner and partner organisation permissions have already been agreed, the works do not require planning permission and the council – as highway authority – has the right to enter the land crossed by the trail at any time to carry out works and improvements. A Scheme Summary and Cost document has been submitted.
<b>Alternative Funding</b>	The internal RMBC budget for rights of way is set at £90K per annum. Other avenues of funding have been explored including capital fund bidding and through working with partners such as the Trans Pennine Trail Office and Sustrans.
<b>Future Maintenance</b>	Undertaken by RMBC as required by highway legislation & through commitments to users and the local community through the Rights of Way Improvement Plan 2.
<b>Benefits Summary</b>	<p>Works will improve non-vehicle access along a 5km corridor, with improved links/access to the local community from the trail and vice-versa. Access will embrace all users, particularly benefitting those with mobility issues, improving access to facilities and amenities along the whole route and enabling longer journeys without road crossings providing safer access. Improved access to the Trail and the countryside will encourage healthier more active lifestyles.</p> <p>This includes easier access to recreation spaces, particularly Wath Manvers, Brookfield Park and the Old Moor Wetland Centre. Improved access and connectivity through the local area enables more walking and cycling to work and to access facilities.</p> <p>Sustrans and the Trans Pennine Trail Team will provide support with communication and promotion.</p>

<b>4. A630 Rotherham East Sustainable Transport Corridor Extension</b>	
<b>CIL Funding Sought</b>	£7,551,920 (99% of the overall project cost, S106 funds have been used for a feasibility study)
<b>Start Year</b>	2028
<b>Completion Year</b>	2029
<b>Project Description</b>	A CIL funded scheme would provide new and improved pedestrian and cycle paths and crossings at Mushroom Roundabout, with active travel paths and crossings and new bus priority lanes extending existing bus priority as far back as Magna Lane. Additional carriageway capacity east of Mushroom Roundabout, would also improve congestion arising where the two eastbound lanes presently merge, which in turn can block back to the roundabout and create more serious congestion. This would complement works proposed on Fitzwilliam Road, funded as part of the City Regions Sustainable Transport Settlement programme.
<b>Deliverability</b>	An aborted previous scheme indicates that the works should be delivered using Permitted Development Rights and where land acquisition is required the landowner would be amenable. A feasibility design study was completed in June 2024.
<b>Alternative Funding</b>	<p>Alternative funding sources such as City Region's Sustainable Transport Settlement (CRSTS) are fully committed. A bid to a <u>possible</u> second round of CRSTS for the period 2027-2032 could be made following development of the scheme using CIL funding.</p> <p>Since the submission of CIL bids, the Department of Transport has announced it will develop a new Integrated National Transport Strategy, and it is anticipated a new round of funding will be announced for transport schemes following the Comprehensive Spending Review in late spring 2025.</p>
<b>Future Maintenance</b>	Undertaken by RMBC Highways.
<b>Benefits Summary</b>	<p>Indirect and direct health benefits through active travel and public transport improvements. Bus service reliability and delays would be improved, access to the town centre and Rotherham Central station would be improved. The increased use of low and zero carbon transport services and walking and cycling, will contribute to reducing Greenhouse Gas emissions in the Borough.</p> <p>The scheme will improve availability of transport services for all people, but especially amongst groups that do not have access to cars on account to age, ability, health, disability and/or financial position. There will be complementary benefits by extending the Rotherham East CRSTS scheme.</p>