

Committee Name and Date of Committee Meeting

Cabinet – 19 December 2022

Report Title

Transforming Cities Fund update

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

Yes

Strategic Director Approving Submission of the Report

Paul Woodcock, Strategic Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Borough-Wide

Report Summary

This report updates on progress on the delivery of the Transforming Cities Fund programme.

Recommendations

1. That Cabinet note the update in respect of the Transforming Cities Fund programme.

List of Appendices Included

Appendix 1 Equalities Assessment
Appendix 2 Carbon Impact Assessment

Background Papers

None

Consideration by any other Council Committee, Scrutiny or Advisory Panel

Cabinet – 11 July 2022

Council Approval Required

No

Exempt from the Press and Public

No

Transforming Cities Fund update

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 Council has embarked on an ambitious active travel programme which will see the completion of key strategic active travel and public transport schemes across the Borough, as well as more local improvements. An update in respect of each project is given in Section 2.
- 1.4 In July 2022, Cabinet approved the Transport Capital Programme for 2022-23. A key part of that programme is the delivery of the Transforming Cities Fund active and sustainable travel programme, detailed in the table below.

Table 1 - DfT Transforming Cities Fund Programme (as of Apr '22)

	£'000,000
Sheffield Road cycleways	£6.8
Frederick St public realm & cycleway (contribution)	£0.5
Moor Road cycleway, Manvers	£0.4
A631 Rotherham to Maltby bus corridor	£2.3
A630 Doncaster Road improvement, Dalton	£1.9
Forge Island Footbridge	£1.0
<i>Fund subtotal</i>	<u>£12.9</u>

- 1.5 A common theme amongst projects is escalation in project costs. This is largely an effect of the high level of inflation currently being experienced across the economy. Cost increases have also been experienced on cycling projects as a result of increased expectations of quality locally, regionally and nationally since the programme was put together in 2018. However, these have been managed within the programme without commitment of Council funding.

2. Key Issues

2.1 ***Transforming Cities Fund***

Information in respect of the Transforming Cities Programme is provided in this report to update Cabinet on progress to date.

2.2 *Sheffield Road cycleways*

- Phase one (between the Borough boundary and Bessemer Way) has been substantially complete since mid-2021. The introduction of a 30mph speed limit is to be progressed as part of phase 2.
- Phase two (Bessemer Way to Ickles Roundabout) is in detailed design, and is due to complete in early 2024.
- Phase three (Ickles Roundabout to the Town Centre) scheme design was revised following feedback from the public consultation. The revised approach has been discussed with Active Travel England (ATE), the recently introduced advisory body for active travel, and received positive endorsement. The Council is engaging local residents and businesses on the revised proposals in late 2022 with a view to submitting a revised scheme to South Yorkshire Mayoral Combined Authority (SYMCA) in early 2023 for completion in early 2024.
- Full Business Case submission is anticipated in January 2023, for construction commencing in Spring 2023.

2.3 *Frederick Street cycle way and public realm*

This scheme is on site and due for completion in December 2022.

2.4 *Wath to Manvers cycle route (Moor Road)*

Detailed design for this project is complete and the Full Business Case submitted to funders. This Full Business Case reflects an increase in costs, now forecast at £1.1 million. The increase in cost has arisen through –

- Unforeseen levels of inflation;
- Additional costs in respect of traffic management arrangements;
- Additional scope, including carriageway resurfacing and refurbishment of traffic signals, to ensure efficient operation of the network and minimise delays particularly for buses; and,
- Additional design & construction costs associated with increased quality of provision for cyclists.

2.5 Subject to funding approval by South Yorkshire Mayoral Combined Authority (SYMCA) on 15th December, construction is due to commence in January 2023, with the scheme opening in Spring 2023.

2.6 *A631 Rotherham to Maltby bus corridor*

Public engagement was undertaken in October and November 2022. The scheme is presently in detailed design. Full Business Case submission is anticipated in January 2023, for construction commencing in Spring 2023.

2.7 *A630 Doncaster Road improvement, Dalton*

The design process for this scheme identified the need to divert a medium pressure gas main, with associated utilities works to ensure continuity of gas supply in the area during that diversion. The additional, unexpected cost (£1.2 million) and programme implications (32 weeks) of this have rendered the project undeliverable within funding presently available. As such this scheme has been withdrawn. The withdrawal of this funding has enabled

inflationary pressures on other projects to be managed in-programme; this approach has been endorsed by SYMCA.

2.8 *Forge Island footbridge*

Work has commenced as part of the Forge Island development. A Full Business Case for the TCF funding contribution has been submitted, with decision due on 15th December 2022. Construction on Forge island has started and the bridge is part of these works.

2.9 Though not part of the TCF programme, an additional active travel project relating to the Council's TCF work, Broom Road cycleways, funded through the Department of Transport's Active Travel Fund, has been developed to Full Business case, with a decision due by South Yorkshire Mayoral Combined Authority in January 2023.

3. Options considered and recommended proposal

3.1 The report is provided as an update for information and as such no options have been considered.

4. Consultation on proposal

4.1 Consultation on projects is undertaken on a scheme-by-scheme basis. Consultation with the public and key stakeholders has been undertaken for all projects.

5. Timetable and Accountability for Implementing this Decision

5.1 The Transforming Cities Fund programme is presently forecast to be delivered by March 2024 with individual scheme timescales covered in section 2 of this report.

6. Financial and Procurement Advice and Implications

6.1 The Transforming Cities programme is deliverable from approved grant funding following submission of Strategic and Final Business Cases to the South Yorkshire Mayoral Combined Authority in 2020. The schemes have been approved by Cabinet and the projects are included in the Council's Approved Capital Programme.

6.2 As an update report, there are no procurement implications arising from the implications detailed in this report.

7. Legal Advice and Implications

7.1 There are no specific legal implications associated with the programme but some projects within the programme will have legal implications and require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders.

8. Human Resources Advice and Implications

8.1 There are no human resources implications arising from this report.

9. Implications for Children and Young People and Vulnerable Adults

9.1 There are no implications for children, young people or vulnerable adults arising from this report.

10. Equalities and Human Rights Advice and Implications

10.1 There are no equalities or human rights implications arising from this report.

11. Implications for CO₂ Emissions and Climate Change

11.1 CO₂ emissions impacts have been partially quantified as part of business case development. However, at high level it is anticipated these will fall into three categories –

- Emissions from transport (forecast reduced emissions)
- Emissions from construction (forecast increase emissions)
- Operational emissions (forecast increase emissions)

Further detail can be found in the Carbon Impact Assessment at Appendix 2.

12. Implications for Partners

12.1 Transport infrastructure schemes carry implications for all road users – which in practice is everyone. In terms of partner agencies and organisations, key stakeholders are the emergency services, utility provider companies, transport operators (road & rail), road haulage associations and companies, key highway user groups such as motoring, cycling, walking and disability representation bodies. The exact nature of these implications will vary considerably between individual schemes.

12.2 Where required engagement takes place with interested parties during scheme development and at construction. Any implications that may arise through specific measures would be addressed as part the scheme design and / or Traffic Regulation Order process that governs the operation and use of the road network.

13. Risks and Mitigation

13.1 Project risks are identified within scheme design, business case preparation and then at operational level during the construction process. These are managed using recognised risk register approaches and in accordance with the Council's contract procedure rules for the approval of any project or programme changes.

14. Accountable Officers

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Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	02/12/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	01/12/22
Assistant Director, Legal Services (Monitoring Officer)	Phillip Horsfield	29/11/22

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