

SHEFFIELD CITY COUNCIL

INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 08 March 2021 by the Cabinet Member for Transport and Development.

Date notified to all Members: Monday 08 March 2021

The end of the call-in period is 4:00 pm on Friday 12 March 2021

Unless called-in, the decision can be implemented from Saturday 13 March 2021

1. **TITLE**

Shalesmoor Gateway Outline Business Case Development

2. **DECISION TAKEN**

That the Cabinet Member:-

(a) approves a total of £430,000 on the development of an Outline Business Case for the Shalesmoor Gateway;

(b) authorises the Executive Director of Place, in consultation with the Cabinet Member, to undertake all necessary work to finalise the options appraisal and business case, undertake appropriate consultation and prepare a funding plan for the preferred option to enable submission of the Outline Business Case in November 2021;

(c) agrees that the initial feasibility work has identified appropriate options to meet the strategic objectives of the scheme, and that these options should be further investigated for preparation of the Outline Business Case; and

(d) notes that upon completion, the Outline Business Case will be brought back to the Cabinet Member for approval before it is submitted to the Transport for the North and the Department for Transport.

3. **Reasons For Decision**

The Council's Housing Infrastructure Fund identified the wider strategic benefit in delivering an integrated highway improvement at the Shalesmoor Gateway on the A61. This improvement was included in the Housing Infrastructure Fund bid, however it was unsuccessful.

Recognising its strategic importance, the Council also submitted the scheme through the Department of Transport's National Roads Fund. It was subsequently added to the long list of schemes by Transport for the North, via a Sheffield City Region Mayoral Combined Authority submission. The Shalesmoor Gateway scheme is the only scheme to be shortlisted within the Sheffield City Region.

The work done to date on the scheme has been critical to the identification of viable alignments and the OBC will seek the best option to meet the wider strategic objectives and deliver value for money.

Entry to the National Roads Fund programme requires rigorous assessment and compliance with well-established DfT process and procedures in the assessment OBC options. The requirements are understood and are well known to the Council, with previous schemes having been subject to DfT requirements and progressing successfully.

The funding and delivery timescales are limited. It is therefore critical that the extensive works to be undertaken in the production of the OBC can progress without delay to meet the programme. Failure to meet programme and / or DfT requirements may compromise future further funding opportunities for the scheme.

The award of funding for the development of the OBC does not guarantee future DfT funding, either for scheme development costs beyond the OBC stage, or for implementation of the scheme. It is essential that all avenues for funding continue to be investigated.

4. Alternatives Considered And Rejected

'Do nothing' has been considered, but is not considered appropriate as this is likely to result in:

- Increased congestion and negative impact on journey times and journey time reliability;
- Failure to promote access to the supertram network;
- Prevent the accelerated completion of development in and around HZN and city centre, leading to growth in economy; and
- Reduced facilities for pedestrians and cyclists, failing to encourage more active and sustainable travel choices.

The OBC process will include an optioneering process and will consider the various implications of a number of scheme options.

5. Any Interest Declared or Dispensation Granted

None

6. Respective Director Responsible for Implementation

Director of City Growth

7. Relevant Scrutiny Committee If Decision Called In

Economic and Environmental Wellbeing Scrutiny Committee