

	Scheme name / summary description of key terms	Funder	Value £'000
A	Economic growth		
	None		
B	Transport		
	<p>Nether Edge and Crookes Active Travel Neighbourhood</p> <p>Scheme Summary</p> <p>The aim of this project is to provide two Active Travel Neighbourhoods [ATN's] in Nether Edge and Crookes that link to the emerging Nether Edge active travel route to the city centre, and compliment other work currently underway to provide high quality active travel options.</p> <p>Financial & Commercial Implications:</p> <p>Reference Number: O0048 Title of Agreement: Nether Edge and Crookes AT Neighbours - Stage 2</p> <p>Background: In November 2020 the DfT agreed funding of £4,369,240 capital grant and £1,092,310 revenue grant towards the Active Travel activity. This was matched with £2,239,000 capital funding from Gainshare and is known as the Active Travel Fund 2 Programme ('Programme').</p> <ul style="list-style-type: none"> - This grant is to facilitate development of a Full Business Case (FBC) <p>Grant Value: Grant is for a maximum amount of £67,233.00 to cover the following Eligible Costs (3.2).</p>	South Yorkshire Mayoral Combined Authority	67.2

And fits within the total project costs as follows (3.3)

3.2 Eligible Costs

Stage 2

Eligible Costs refers to the breakdown of Project Development Works as required to enable submission of the FBC and delivery of the Project as agreed within the business case.

Cost Item	Details	Actuals (£)	Forecast (£)	Total (£)
Traffic counts	External traffic / parking counts required to establish baseline	£7,280	10,000	£7,280
Amey Design input	Establishing monitoring points for national M&E monitoring process, Pricing ATN interventions	£49,953	£49,953	£49,953
SCC internal fees	Includes Client, project management time	£5,000	£5,000	£5,000
ETRO		£5,000	£5,000	5,000
Eligible Cost Total				£67,233

Duration of Grant:

- Key Dates are as follows (2.1): commencement 20/11/2020 (from when the expenditure can be claimed), monthly monitoring, submission date of 31/3/2022, and closure date of 30/6/2022.
- Financial claims to be submitted, with transaction list, within 30 days of each quarterly period, in arrears on approved claims forms, based on paid/defrayed qualifying expenditure, along with monitoring information.

	<ul style="list-style-type: none"> - SCC cannot attempt to recover more than salary plus 35% on-costs annually for its own internal costs for administration of the Project. - SCC must publish details of any contract, commissioned activity, purchase order, framework agreement and any other legally enforceable agreement with a value that exceeds £5,000. - Monitoring information to be provided on at least a quarterly basis. - The grant is subject to repayment if there are any breaches, including but not limited to, using the grant for purposes other than this project, not delivering the outputs. Outputs: Project Development Works being the submission of a complete and robust FBC by the Submission Date (31/3/22). - A number of restrictions apply which the grant manager should make themselves aware of, including but not limited to: No significant changes without prior written permission of the funder; SCC to meet any costs above the maximum grant amount to ensure the outputs are met; ensuring delivery of the outputs by the submission date; publishing the OBC on SCC website for 3 months prior to submission of the FBC. - Specific Conditions for the FBC to include: <ul style="list-style-type: none"> - Confirmation that the cost estimate is certain has 95% certainty - A clear and unambiguous organogram - A timetable for the installation of counters to measure traffic flow and completion of cycling base counts - SCC to apply apportionment method for costs incurred per the grant agreement and capitalise same. - No VAT elements to be included in the expenditure. - Grant is only for capital expenditure. - Retention for a minimum of six years following completion of the project. 		
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	<p>Commercial Implications</p> <ul style="list-style-type: none"> All public sector procurement is governed by and must be compliant with both the Grant Agreement and UK National Law. In addition, all procurement in SCC must comply with its own Procurement Policy, and internal regulations known as ‘Contracts Standing Orders’ (CSOs) CSO requirements will apply in full to the procurement of services, goods or works utilising grants. All grant monies must be treated in the same way as any other Council monies and any requirement to purchase / acquire services, goods or works must go via a competitive process. <p>Legal Implications</p> <p>The Council can accept the grant under section 1 of the Localism Act 2011, the general power of competence. This provides the Council with the power to take reasonable action it needs ‘for the benefit of the authority, its area or persons resident or present in its area’. This would include entering into the Grant Letter for the provision of this grant funding and accordingly incurring expenditure on the project.</p> <p>The Grant Letter contains the grant terms. These are reasonably standard for the relatively straightforward activities covered by this grant. Officers delivering the grant funded activities must be aware of and deliver the Council’s obligations. They include project-specific special conditions as well as more generic performance monitoring, evaluation and reporting requirements. It should be noted that there are a few areas within the grant terms that need addressing and Legal Services will work with the client officer to seek an acceptable way forward for the Council before the terms can be entered into.</p> <p>The grant can be terminated for events of default by the Council, in which case the grant can be withheld, delivery suspended and/or the Council can be required to repay part or all of the grant. There is an additional right for the Mayoral Combined</p>		
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	<p>Authority to terminate the grant, suspend delivery by the Council and/or withhold or require repayment of part or all of the grant in the event of the Department for Transport requesting this, even though such a request may not have any direct link to the Council's performance of the grant.</p> <p>Part of the grant funding is to pay for the costs of introducing an experimental traffic regulation order (ETRO). An ETRO is similar to a permanent traffic regulation order in its effects but can only remain in force for a maximum of 18 months and must be made "for the purposes of carrying out an experimental scheme of traffic control" in accordance with section 9(1) of the Road Traffic Regulation Act 1984. An ETO can be made where the Council wants to examine how different restrictions would address an issue.</p>		
C	Quality of life		
	None		
D	Green and open spaces		
	None		
E	Housing growth		
	None		
F	Housing investment		
	None		
G	People – capital and growth		
	None		

H	Essential compliance and maintenance		
	None		
I	Heart of the City II		
	None		