



Officer Decision Report

Author/Lead Officer of Report: *David Whitley, Transport Schemes Manager*

Tel: 0114 205 3804

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *8th February 2023*

Subject: *East Bank Road Active Travel Project: Approval to proceed through design and delivery.*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? (1278)				
Has appropriate consultation taken place?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<p><i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i></p>				

Purpose of Report:

The purpose of this report is to provide the context for a recommendation to progress with the development of the East Bank Road Active Travel Project, subject to agreement from the DfT to a revised project end date. The scheme has an estimated cost of £1.89 million wholly funded by the Department for Transport (DfT), from Tranche 3 of the Active Travel Fund (ATF) via a capital grant. The funding will be used to design and deliver the East Bank Road Active Travel Project, including community consultation.

The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) Active Travel Implementation Plan (ATIP) and will become a critical extension to the communities just south of the City Centre, connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City’s transformational Connecting Sheffield Programme.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee:

- Approve the continuation of scheme development detail in consultation with internal and external stakeholders funded from the scheme development within the Road Safety Fund until confirmation of funding deadline for the ATF3 programme.
- Subject to agreement from the DfT to a revised project end date, approve the submission of the project through the Councils Capital approval process (managed through Strategy and Resources committee) as well as the SYMCA assurance process to access the funding

Background Papers:

- Appendix A: Project Concept Design;
- Appendix B: Equality Impact Assessment;
- Appendix C: Climate Impact Assessment; and
- Appendix D: Project Mandate.

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: Ed Sexton, 24 th January 2023
		Climate: Jessica Rick, 23 rd January 2023
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	SLB member who approved submission:	<i>Kate Martin, Executive Director, City Futures</i>
3	Relevant Policy Committee	<i>Transport, Regeneration and Climate Policy Committee</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>David Whitley</i>	Job Title: <i>Transport Schemes Manager</i>
	Date: 8th February 2023	

1. PROPOSAL

- 1.1 Following the Covid-19 lockdown in early 2020, the Department for Transport (DfT) made funding available through the Emergency Active

- Travel Fund (EATF) to provide temporary infrastructure to aid social distancing.
- 1.2 The Tranche 1 EATF enabled the City Council to introduce measures (mainly in the City centre) including footpath widening, pedestrianisation, road closures, rerouting of bus routes and temporary cycle lanes. It also funded a trial of a low-traffic neighbourhood in Kelham, which has subsequently been made permanent.
 - 1.3 The DfT announced a second tranche of funding for similar types of interventions known as the Active Travel Fund (ATF). The fund was renamed with the removal of the word 'emergency' due to a shifting emphasis to high-quality projects, rather than projects delivered at pace.
 - 1.4 In Tranche 2, the City Council, in partnership with SYMCA Authorities, was allocated £3.18 million to fund the following projects:
 - Nether Edge and Crookes - Active Neighbourhoods;
 - City Centre Cycle Hub; and
 - Sheaf Valley Route (Phase 1 - Sheaf Quay to Norton Hammer) - Active Travel scheme.
 - 1.5 The City Council, in partnership with SYMCA Authorities have since been successful in a bid for Tranche 3 of the ATF with an award of £2.59 million which includes £1.89 million for the delivery of the East Bank Road Active Travel Project.
 - 1.6 Active Travel England (ATE), the government's executive agency responsible for improving the standards of cycling and walking infrastructure in England, is now overseeing this funding.
 - 1.7 The scheme will be assured through SYMCA's assurance process and developed and delivered in conjunction with ATE.
 - 1.8 The grant award letter stated that '*Funding must wherever possible be committed by the end of the 2022/23 financial year, and schemes delivered as soon as reasonably possible thereafter, but where this is not possible authorities should discuss options with the Department's/ATE officials*'. However, several issues have delayed the project. These have included accessing more specialist skills and wider resource constraints, but delays in the grant award have compounded them. Other options have been explored within the private sector, but these too have been limited. There have also been some unexpected circumstances affecting other funded projects with tighter delivery dates that have taken priority. A Change Control Request has been submitted to DfT by SCC to amend the project timeline to December 2024. This request is awaiting approval. Without this approval, the scheme is unlikely to progress quickly.
 - 1.9 The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) ATIP and will become a critical

extension to the communities just south of the City Centre, connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City's transformational Connecting Sheffield Programme.

- 1.10 Like all Connecting Sheffield schemes, the design of the route will follow the most recent Government guidance for active travel schemes, using the fundamental changes to highway design as outlined in Gear Change and LTN 1/20. The Concept design, including route specifics and design principles are attached in Appendix A.
- 1.11 The East Bank Road Active Travel Project is also being developed alongside revenue activity which helps support the behavioural change initiatives for active travel, including cycle training, school streets and targeted bike hire projects.
- 1.12 The project is therefore not just about cyclists, it's also about pedestrians and access to public transport too and project plans to include several new crossing points.
- 1.13 Further work is required to firm up the detail of these proposals and additional reports and updates will be brought through the appropriate governance for decision as the projects progress.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The ATF capital grant fund will be used to turn the East Bank Road Active Travel Project concept into an operational one that can deliver against the Council's strategic aims:

2.1.1 The One Year Plan:

- Climate Change, Economy and Development:
 - Taking immediate steps to reduce carbon emissions, and tackling harmful pollution and making the air we breathe safer:
 - The projects are aimed at targeted investment in new and improved cycling and walking routes to support a modal shift from car to more sustainable transport methods.
 - Supporting Sheffield businesses to recover and grow, regenerating our high streets, establishing thriving city and local centres and maximising opportunities for arts and cultural activities in all parts of the city to support economic recovery:
 - Active travel routes facilitate access to services, amenities and job opportunities for everyone. By supporting access to key retail and leisure locations, active travel routes provide a platform for further development which can help the economy grow. It also allows pre-existing business located within the region to grow their business through access to labour and wider market opportunities.

2.1.2 Transport Strategy:

- The Council’s Transport Strategy aims to create improved, sustainable, and safe transport networks for Sheffield. It is recognised that potential development can be constrained by poor transport infrastructure, which can subsequently result in access and connectivity issues. Improved connectivity is therefore a necessity to facilitate economic growth in Sheffield in a sustainable and inclusive way:
 - The East Bank Road Active Travel Project will support the Transport Strategy through enhancing transport infrastructure that makes it easier for people to travel between places of work, home or study using sustainable modes of transport, thereby reducing congestion and supporting our city’s economic growth.

2.1.3 Emerging Local Plan:

- The Sheffield Plan will be the city’s new local plan and will guide development in the city until 2038. Sheffield’s overarching Vision set out in the Issues and Options document Plan is that “In 2038 Sheffield will be a fair, inclusive and environmentally sustainable city. It will be playing a nationally significant economic role at the heart its region, with thriving neighbourhoods and communities, and have a distinct urban and rural identity.”
 - The East Bank Road Active Travel project supports the emerging Local Plan Issues and Options document and plays a meaningful role in achieving a successful transition to becoming a zero-carbon clean and sustainable city, tackling poverty, improving health and reducing inequality; contributing to inclusive economic success and creating an attractive place where all can thrive regardless of background.

2.2 The East Bank Road Active Travel Project supports both the SYMCA Transport Strategy and South Yorkshire Strategic Economy Plan (SEP), as well as helping to achieve a number of the conditional outcomes regarding reduced car use and decreasing harmful greenhouse gases whilst promoting greater active travel trips.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The East Bank Road Active Travel Project is named within the SYMCA ATIP and Local Cycling and Walking Infrastructure Plan (LCWIP). The Active Travel Consultation Plan is published on the SYMCA website and the SYMCA continue to work with communities across the region to identify active travel needs. The ATIP was based on online map-based public involvement and the 2040 plan mapped to over 94% of these comments.

3.2 At the project development and delivery level, a full programme of consultation and engagement will be undertaken as more detailed proposals are developed.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 In order to fulfil our Public Sector Equalities Duty, an equality assessment needs be undertaken which takes into account the impact that the East Bank Road Active Travel Project might have on the protected characteristics as defined in the Equality Act 2010.

4.1.2 The City Councils Equality Impact Assessment process is designed to ensure that due regard is given to all three aims of the general Equalities Duty, as follows:

- Eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act;
- Advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- Foster good relations between people who share a protected characteristic and people who do not share it.

4.1.3 The East Bank Road Active Travel Project is being developed to improve the quality of life of all our residents, regardless of their protected characteristics, by helping to improve accessibility to employment and essential services provide a reliable public transport alternative, and to deliver a more connected active travel network to enable a greater number of people to incorporate physical activity into their daily lives.

4.1.4 An initial Equality Impact Assessment (EqIA) screening assessment has been carried out. The outcome at this stage suggests that the project is unlikely to result in any negative impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached in Appendix B.

4.1.5 Consultation with the community, interest groups, businesses, and stakeholders will be undertaken as the proposals are developed. We aim to have good representation, reflective of the local community. The EIA will be reviewed and updated following analysis of the consultation.

4.2 Financial and Commercial Implications

4.2.1 A capital grant of £1.89 million is being provided from DfT, administered by Active Travel England (ATE) and assured by SYMCA to SCC for the delivery of the East Bank Road Active Travel project.

4.2.3 The grant award letter stated that '*Funding must wherever possible be committed by the end of the 2022/23 financial year, and schemes delivered as soon as reasonably possible thereafter, but where this is not possible*

authorities should discuss options with the Department's/ATE officials'. A Change Control Request has been submitted to DfT by SCC to amend the project timeline to December 2024. This request is awaiting approval.

- 4.2.3 Subject to approval to an extension on the delivery date from DfT this funding will be used to design and deliver the East Bank Road Active Travel Project. The City council is not required to provide a revenue contribution for scheme development or delivery activities at this stage.
- 4.2.4 There has been around £22,000 of development funding spent on the project to date, with a further £3,000 committed. Should the ATF3 change control not be approved, this will be paid for using the scheme development element of the RSF programme.
- 4.2.5 The cost of any commuted sum (payable for the longer term maintenance of projects that add (or make changes) to the highway) would be funded through the discretionary transport capital programme. Recommendations of any changes to project allocations within this programme will be presented to this Board.

4.3 Procurement

- 4.3.1 All public sector procurement is governed by and must be compliant with 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).
- 4.3.2 Contracts Standing Orders 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, comply with the Local Government Transparency Code 2015 and clause 19 of the Grant Agreement

4.3 Legal Implications

- 4.3.1 The Transport Act 2000 (amended) places a duty on the Council to develop policies which will create a safe, integrated, efficient and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on the Council to carry out its functions so as to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road congestion (or other disruption to the movement of traffic) on their road network. The continuation of the development of schemes intended to fulfil these objectives is considered to comply with the aforementioned duty.
- 4.3.2 The Council has the powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements likely to be progressed. These implications will be assessed as the projects are

developed and taken through the Council's decision making process as appropriate.

4.3.4 The procurement of any goods, works or services by the Council must be undertaken in accordance with all relevant provisions of the Council's Constitution (including its Contracts Standing Orders) and all applicable Procurement Rules (Public Contracts Regulations 2015) as part of the development and delivery of the East Bank Road Active Travel Project.

4.3.5 If the capital grant is accepted, the Council will enter into an agreement including terms and conditions with SYMCA. Failure to comply with the terms and conditions could enable SYMCA or DfT to cease making payments or reduce, withdraw, suspend or recover all or part of the grant.

4.4 Climate Implications

4.4.1 The East Bank Road Active Travel Project is expected to have a beneficial impact on the environment as a driver of this investment is to create infrastructure to encourage sustainable forms of travel through increases in people walking and cycling. A copy of the Climate Impact Assessment (CIA) screening form is attached in Appendix C.

4.4.2 This CIA will be reviewed and updated as the project progresses.

4.5 Other Implications

4.5.1 None identified at this stage but will be detailed in the business cases as the scheme is developed.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Not moving forward with the project will mean that the take-up of sustainable travel choices would be considerably slower than with the project, it will also mean we are unable to provide safe and reliable sustainable routes for many residents travelling to employment and to local facilities.

5.2 This would result in a delay to the Transport Strategy outcomes, along with no contribution to the one-year plan.

5.3 The benefits that will result from the enhancement of sustainable travel provision, such as reduced car usage and increased economic activity, would not be felt under this alternative option, or would be felt some time in the future, and therefore their benefit would be significantly diminished. Similarly, not moving forward with the project now would mean that the wider social and environmental benefits would not be realised.

6. REASONS FOR RECOMMENDATIONS

6.1 It is recommended that the Transport, Regeneration and Climate Policy

Committee, subject to approval to an extension on the delivery date from DfT:

- Approve the continuation of scheme development detail in consultation with internal and external stakeholders; and
- Subject to agreement from the DfT to a revised project end date, approve the submission of the project through the Councils Capital approval process, managed through Strategy and Resources committee

6.2 The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) ATIP and the delivery is key to maintaining accessibility to key employment sites and local facilities along with the wider city for the communities just south of the City Centre. This will be achieved through access to safe, sustainable modes by connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City's transformational Connecting Sheffield Programme.

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