

# PROJECT MANDATE

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The mandate is the **first** thing to do for any potential project or theme of activity. It simply sets out the issues that need addressing and what a project or theme of activity might do to tackle the problem. A project mandate – together with a Climate Impact Assessment - must be completed and approved in order for a project to be accepted onto the Investment Pipeline within the Capital Strategy.

Projects must be on the Investment Pipeline and approved by the Policy Committee in order for them to progress through the approvals process without further recourse to the Policy Committee. Material changes in time, cost and quality will also require a further report to the relevant Policy Committee.

## Key facts

1	<b>Project name</b>	ATF3 East Bank Road Active Travel Project
2	<b>Potential indicative value(s)</b>	£1.891m
3	<b>Policy Committee</b>	Transport, Regeneration and Climate Policy Committee
	<b>Date of approval</b>	
4	<b>Programme Group</b>	Transport Programme Group
5	<b>Portfolio</b>	City Futures
6	<b>Proposed sponsor</b>	Tom Finnegan-Smith
7	<b>Proposed client</b>	David Whitley

## 1. What is the opportunity, risk or issue to be addressed? What are the proposed timescales for delivery?

*This is a proposal for an active travel scheme that is aimed at delivering significant improvements to active infrastructure along Farm Road/East Bank Road between Granville Square and Daresbury Road Junction, with a spur onto Duchess Road. The route covers a distance of around 4km (2.5mils).*

*The route is locally important and connects into the communities of Heeley, Arbourthorne, Meersbrook, Gleadless Valley, and more. It contains major employment sites and educational institutions including Sheffield College and connects to Sheffield Midland Railway Station.*

*The scheme plans to include several new crossing points and will consider introducing Low Traffic Neighbourhood type interventions to support walking to school, to the shops, to work and the promotion of all movement that doesn't rely on the private car. Depending on the results of surveys that will be undertaken, a segregated cycle route will be considered. This is likely to effect the number of free, all day, parking spaces currently available in the area.*

*This scheme is geared to enable travel by sustainable modes and could replace some shorter-distance journeys by car thereby reducing travel demand.*

*The scheme is wholly funded by the Department for Transport (DfT), from Tranche 3 of the Active Travel Fund (ATF) via a capital grant, subject to the preparation of Business Cases which meet the SYMCA Assurance Framework. The scheme is programmed to be delivered by the end of December 2024.*

## 2. Is this an existing project or theme of activity? If so, please state what has already been completed what is in progress and what remains to be completed.

*This is a new project that 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.*

## 3. Does this support an existing approved Plan or Strategy? Is it a statutory requirement?

*The East Bank Road Active Travel Project is part of the South Yorkshire Mayoral Combined Authority (SYMCA) Active Travel Implementation Plan. The scheme supports the city's Transport Strategy and emerging Local Plan through the enhancement of 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.*

*The scheme is also fully consistent with and support 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.*

## 4. What does the project or theme of activity aim to achieve?

a	Key project objective(s)	<p>Further work is required to firm up the detail of the scheme specific objectives, but they will likely encompass the following, in line with the wider Transforming Cities Fund and Connection Sheffield Programmes:</p> <p>To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way through:</p> <ul style="list-style-type: none"> <li>Improved active travel connectivity that supports the communities of Heeley, Arbourthorne, Meersbrook, Gleadless Valley, and more.</li> </ul> <p>To affect a mode shift away from the private car where new opportunities are likely to see an increase in demand or where growth could be stifled through:</p>
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		<ul style="list-style-type: none"> <li>The provision of a high-quality active travel scheme that will support the significant housing growth planned, growing industrial areas and major educational institutions along this route.</li> </ul> <p>To create a cultural shift towards making cycling and walking the natural choice for shorter journeys through:</p> <ul style="list-style-type: none"> <li>Real and perceived active travel safety improvements;</li> <li>Improved perceived quality of active travel provision;</li> <li>Addressing any severance barriers for active travel;</li> <li>Improved active travel connectivity; and</li> <li>Enhanced active travel accessibility to public transport.</li> </ul> <p>To achieve the above in ways that address current health issues and improve air quality across the City through:</p> <ul style="list-style-type: none"> <li>Modal shift from private car to sustainable journeys leading to greater levels of physical activity.</li> </ul>
b	Key project outputs / deliverables	New and improved active travel interventions along the route, including (but not limited to) segregated cycle lanes, new crossing points, junction improvements, 'Low Traffic Neighbourhood' type interventions, and traffic signal improvements.
c	Key project outcomes	1 Improved perception of active travel provision
		2 Increased uptake of active travel modes
		3 Improved active travel connectivity
<b>5. Funding strategy</b>		
a	<b>Feasibility</b>	
	<b>Funding source(s)</b> [add rows as required]	<b>Amount £</b>
	ATF3	£85,000 to OBC
b	<b>Main project (s)</b>	
	<b>Funding source(s)</b> [add rows as required]	<b>Amount</b>
	ATF3	£1.891m (total, including £85,000 feasibility)
	Corporate Investment Fund:	NA

External grants (pls specify):	£1.891m DfT ATF3 Capital Grant to design and deliver the East Bank Road Active Travel Project. SCC is not required to provide a revenue contribution for scheme development or delivery activities at this stage.
Other:	NA
<b>6. Climate Impact Assessment</b>	
Please attach your completed Climate Impact Assessment here.	 ATF3 East Bank Road - Climate Impa