

2021/22 Capital Funding Proforma

1. Introduction

1. What is the name of your local transport authority? *

Sheffield City Region Mayoral Combined Authority

2. Are you completing this proforma for the first time, or are you providing the information for additional schemes? *

<input checked="" type="checkbox"/>	This is my first response
<input type="checkbox"/>	I have already provided the main proforma return - this is to provide information on additional schemes

2. Funding Amounts

3. How much total capital funding is your authority seeking from the DfT Active Travel Fund for 21/22? *

£11,493,770

4. What is the total contribution being provided from the following sources (please enter "0" if no contribution is being provided). *

Contributions from your own local/combined authority

0

Third party contributions

0

5. Where relevant, please set out how you intend to use this funding to build on funding being received from other government funding sources (including any capital or revenue funding sources, such as the Transforming Cities Fund, Levelling Up Fund, Getting Building Fund) (enter n/a if this is not applicable). *

This funding is an integral part of our approach as set out in the MCA Transport Vision and the Active Travel Implementation Plan (ATIP, the MCA's LCWIP). Many funding streams are being brought together to deliver the network of Active Travel Lanes and a growing number of Active Neighbourhoods.

This funding builds on the Active Travel Fund (ATF) work started in 2020, and two of our schemes extend the routes in Sheffield and Rotherham currently being implemented in ATF Tranche 2 (ATF2). Over half of the MCA's Transforming Cities Funding (TCF) programme is for active travel and this programme is designed to link with, but not detract from it. There are two capital funding pots included to directly aid local businesses, particularly near new active travel infrastructure, and to resource our successful bike loans and Wheels for All programme.

During the pandemic local off-road routes saw a big increase in usage and our programme in this bid has two packages that directly link to maintaining and building access for all users particularly those using mobility aids. Our Levelling Up Fund (LUF) Bid also had a specific section addressing upgrades to the Trans Pennine Trail (TPT) to improve accessibility. One particular fund in this package has been to create accessible crossings to link active travel routes severed by main roads and to help local people access nearby greenspace.

In ATF2, we are creating three new Active Neighbourhoods and one of these, Goldthorpe in Barnsley, brings together a wide array of funding to create a place-based approach, this includes TCF, ATF, Towns Fund and Get Britain Building Fund. All of our ATF2 schemes have been supported by MCA Gainshare funding as well.

3. Key Bid Requirements

6. As outlined in the bid invitation letter, to be eligible for funding, all bids must be accompanied by a letter from the leader of the authority submitting the bid, confirming long term commitment to delivery of your active travel schemes. Are you able to confirm that this letter will be included with your bid? *

☒ Yes

☐ No

7. All schemes must be developed in consultation with local communities, in line with the requirements, attached at [Annex A] to the bid invitation letter. This does not mean that the bid itself needs to be put out to consultation. This is a condition of funding and if not delivered funding may be clawed back. Are you able to confirm your authority's commitment to the consultation requirements outlined at [Annex A]? (NOTE: this is required for all bids) *

☒ Yes

☐ No

8. Are you able to confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid (required for all bids). *

☒ **Yes**

☐ **No**

9. Please identify below the protected groups who may impacted by the schemes outlined in your bid, and how you intend to consult and implement feedback from these groups. How will you ensure that you have fully assessed the impact of the scheme on protected groups, and that accessibility requirements (throughout the scheme and its surrounding area) will be met? (max 400 words): *

Our Active Travel Consultation Plan is published on the MCA website and we continue to work with communities across the region to identify active travel needs. Our ATIP was based on online map-based public involvement and the 2040 plan mapped to over 94% of these comments.

In 2020 the MCA also adopted our own design guidelines which include LTN 1/20. The infrastructure that will be provided will be fully inclusive to include those using mobility aids, or 3 or 4 wheeled bicycles. We also are creating resourced Wheels for All centres in each Authority, and part of this bid is to provide the bikes and mobility aids for these. We are the first MCA to employ a regional Wheels for All co-ordinator.

Over one third of households in South Yorkshire do not have a car, and our plans are to extend transport choice particularly to those people so that safe accessible routes give them access to local shops and services, as well as linking to public transport. Our programme of bike loans, including e-bikes, will allow a wider section of the community to have access to bikes and help them 'try before they buy'.

Our scheme includes several off-road route Improvements and many of these will include measures to make the routes feel safer and more attractive to a wider segment of society. Where consultation allows this will include lighting, cutting back vegetation and removal of access barriers. This will particularly benefit women, those with an impairment, children, black and ethnic, and older members of the community.

As laid out in the Consultation Plan, we have also commissioned regional public opinion surveys to show how much support there is for active travel, and all of our local schemes have consultations that are carried out by our local authority partners. Where schemes can be adapted, feedback from local people is incorporated into design, but we are also aware that in some circumstances orchestrated responses from non-local people needs to be dealt with proportionately.

The proposals within this bid have been developed at pace but many of them have come from interactions with stakeholders and the community. Local elected members have been involved in many of the schemes and this bid is accompanied by a letter of support from each of our local authority leaders.

4. Schemes seeking funding in 2021/22

We would now like to know about the schemes you are seeking to deliver using this funding.

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

There is a limit of 15 schemes that can be included in an individual proforma response. If your authority has more than 15 schemes you will need to complete another questionnaire, however there is an option on the first page to ensure you are only required to provide the details of the additional schemes if you have already completed the main body of the proforma.

5. Scheme 1

10. What is the name of the scheme? *

Package A: Business Grants

11. How much will the scheme cost? *

£1,334,770

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,334,770

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This package of measures includes input from our Local Economic Partnership and the business community. The distribution of grants to businesses, including places of work and study, is successful in other MCAs, our scheme is closely based on successful schemes in other MCAs (WYCA and TfGM).

The scheme will be distributed by our local authority partners, and it will focus will on active travel schemes recently implemented, or in development. Evidence shows that this is the most effective time for supporting behaviour change.

The package will include:

1. Applicants evidence support for cycling and walking
2. A costed plan for provision, and estimated use
3. Grants will be expected to be used for:
 - Cycle and mobility aid parking
 - Showers and lockers for active travellers (including runners)
 - Pool bikes for staff to use
 - Freight bikes for deliveries
4. Any matched funding

We anticipate that grants will be for up to £30,000, and larger grants will be expected to have substantive matched funding (>20%).

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

N/A

Scheme 2

10. What is the name of the scheme? *

Package B: Loan and E-Bikes

11. How much will the scheme cost? *

£1,000,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,000,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This scheme is for providing bikes for loan and short-term use. During COVID-19 much of the existing fleet of loan bikes were assigned to key workers, this was highly successful, particularly amongst NHS staff. Therefore £750,000 of this funding will be allocated to the four authorities to continue bike loans, with an emphasis on e-bikes.

All four authorities have hubs to provide bike loans, in Rotherham this is an innovative mobile bike hub, which can be deployed in communities and workplaces, and this will be deployed where new infrastructure is being provided. This will be particularly important in 2022/2023, as a large amount of new infrastructure will be completed and bike loans for the local community are most likely to succeed when they are provided accompanying new active travel lanes and neighbourhoods.

In Sheffield, a highly successful partnership with businesses has helped deploy freight bikes and this funding aimed at providing more pool bikes for businesses and individuals to loan.

£250,000 will be used to provide access bikes for Wheels for All Centres. Last year we appointed the first regional co-ordinator, and we are ready to set up now centres in Rotherham, Barnsley and Doncaster, to add to the well-established project in Sheffield.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

N/A

Scheme 3

10. What is the name of the scheme? *

Package C: Active Travel Crossings

11. How much will the scheme cost? *

£1,825,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,825,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

Barnsley

Pegasus crossings on Grange Lane and Pontefract Road linking to schemes within EATF, ATF and BRT, providing safer active travel routes through Dearne Valley to Town Centre and to Stairfoot. A third pegasus crossing on the B6100 is required to create safer TPT use.

Doncaster

New crossings to allow safer active travel access to Hexthorpe Park, Grove Park and Edlington Pit Top (which also serves equestrians). Additionally, one straight across (replacing segregated) toucan crossing to allow improve active travel connections with existing signed infrastructure along Bennetthorpe and Lakeside.

Rotherham

Crossings to be selected using capital allocation prioritisation framework and funding allocated subject to funding value and timescales, to:

Cortonwood, Brampton junction Cortonwood Drive
A633, Parkgate/Foundry Street and Great Eastern Way
A57, Swallownest junction Old Colliery Way

Sheffield

Locations selected that provide accessibility enhancements between locations of high demand in recreational/green spaces.

Introduction of pedestrian refuges along Abbey Lane between Ecclesall Woods that tie to speed limit review, parking removal and footway enhancements.

Toucan crossing on Crookes Moor Road, linking deprived communities of Netherthorpe with high quality natural amenities at Ponderosa, Crookes Valley & Weston Parks and will also provide direct links to University, hospital and links to Kelham/wider TCF investment.

Finally, a toucan crossing on Greenland Road, connecting TCF Attercliffe, Tinsley and AMP.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)

*

Park and cycle/stride facilities (answer with number to be constructed)

*

Provision of secure cycle parking facilities (answer with number to be constructed)

*

New road crossings (answer with number to be constructed)

*13

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)

*

School streets (answer with number to be constructed)

*

Other (please specify below)

*

Scheme 4

10. What is the name of the scheme? *

Package D: On Road Network (Doncaster)

D2: Jossey Lane to Highfields Connectivity

11. How much will the scheme cost? *

£700,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£700,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

A new bi-directional cycle way and improved level footpath connecting the 'Access to Adwick' Transforming Cities Fund scheme to the Shared use along Great North Road. This will enable greater connectivity for cycles and pedestrians in the North of the Borough connecting to key transport hubs such as Adwick Rail Interchange, Great North Road Park and Ride, numerous schools and provide better access to green space.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

0.8 miles

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*

Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	<hr/>	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<hr/>	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<hr/>	*
Park and cycle/stride facilities (answer with number to be constructed)	<hr/>	*
Provision of secure cycle parking facilities (answer with number to be constructed)	<hr/>	*
New road crossings (answer with number to be constructed)	<hr/>	*
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	<hr/>	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	<hr/>	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	<hr/>	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	<hr/>	*
School streets (answer with number to be constructed)	<hr/>	*
Other (please specify below)	<hr/>	*

Scheme 5

10. What is the name of the scheme? *

Package D: On Road Network (Rotherham)

D3: Broom Road Extension

11. How much will the scheme cost? *

£1,100,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,100,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

Broom Road currently has a scheme which is progressing, and subject to the status of that, this scheme could be extended, depending on timing. This scheme will tie in with Clifton Roundabout on the Northern extent and then link into the cycle track on the Western side to end, Eastern side to return to on cycleway cycle lane and kerbs aligned to existing layout. A new cycle track at footway level delineated by suitable means to run north to south along the full extension. Three new one-way streets on Treherne Road/Broom Road, Fraser Road/Broom Road, Broomfield Grove/Broom Road and a new Puffin crossing between Boswell Street and Treherne Road.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*1.5 miles

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

	*	<hr/>
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)		<hr/>
	*	<hr/>
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)		<hr/>
	*	<hr/>
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)		<hr/>
	*	<hr/>
Park and cycle/stride facilities (answer with number to be constructed)		<hr/>
	*	<hr/>
Provision of secure cycle parking facilities (answer with number to be constructed)		<hr/>
	*	<hr/>
New road crossings (answer with number to be constructed)		<hr/>
	*1	<hr/>
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)		<hr/>
	*5	<hr/>
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)		<hr/>
	*	<hr/>
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)		<hr/>
	*	<hr/>
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)		<hr/>
	*	<hr/>
School streets (answer with number to be constructed)		<hr/>
	*	<hr/>
Other (please specify below)		<hr/>
	*	

Scheme 6

10. What is the name of the scheme? *

Package D: On Road Network (Sheffield)
D4: Sheaf Valley Extension - East Bank Road

11. How much will the scheme cost? *

£1,891,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,891,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This scheme builds an active travel route enhancement from Granville Square along East Bank Road to connect into the communities of Heeley, Arbourthorne, Meersbrook, Gleadless Valley and more. The route will feed into the proposed Sheaf Valley Cycle Route which is currently progressing and onward to a number of TCF proposals.

The area contains major employment sites and educational institutions including Sheffield College and connects to Sheffield Midland Railway Station. The route identified in this scheme is largely free from bus movements to avoid conflict with heavier vehicles.

The route also connects with the Sheaf Valley via a spur from Queens Road to Duchess Road.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

* 2.23 miles

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)	<div></div>
	*
Widening existing footway (answer with miles to be constructed)	<div></div>
	*
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	<div></div>
	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<div></div>
	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<div></div>
	*
Park and cycle/stride facilities (answer with number to be constructed)	<div></div>
	*
Provision of secure cycle parking facilities (answer with number to be constructed)	<div></div>
	*
New road crossings (answer with number to be constructed)	<div></div>
	*
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	<div></div>
	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	<div></div>
	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	<div></div>
	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	<div></div>
	*
School streets (answer with number to be constructed)	<div></div>
	*
Other (please specify below)	<div></div>
	*

Scheme 7

10. What is the name of the scheme? *

Package E: Off Road Network (Barnsley)
E1: Barnsley off-road cycling connectivity enhancements

11. How much will the scheme cost? *

£1,120,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,120,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

This package includes seven Trans Pennine Trail schemes ranging from a new footway at Hay Green Lane into Short Wood Dike, widening several footways along with new lighting, repairs, signage plus offering better accessibility and surfacing on the A619 Dearne Valley Parkway (will also include two sets of traffic signal heads just off the roundabout); Westwood New Road, Black Lane and Wortley to Tankersley as well as refurbishing and upgrading the access ramps on the M1 and Tingle Bridges at Elsecar.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*0.5

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*0.49

Installing segregation to make an existing cycle route safer (answer with miles to be constructed) _____

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed) _____

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed) _____

*

Park and cycle/stride facilities (answer with number to be constructed) _____

*

Provision of secure cycle parking facilities (answer with number to be constructed) _____

*

New road crossings (answer with number to be constructed) _____

*2

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed) _____

*21

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed) _____

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed) _____

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed) _____

*

School streets (answer with number to be constructed) _____

*

Other (please specify below) _____

*

Scheme 8

10. What is the name of the scheme? *

Package E: Off Road Network (Doncaster)

E2: Doncaster off-road cycling connectivity enhancements

11. How much will the scheme cost? *

£1,383,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£1,383,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

These works include Trans Pennine Trail resurfacing/enhancement upgrades and access gate adaptations to become LTN 1/20 compliant along the stretches between Boat Inn to York Road via Warmsworth Viaduct and Anchorage Lane.

Works also include a new connection from Rakes Lane to the Iport roundabout, creating a more direct active travel connection for cyclists and pedestrians. This new facility will connect users to multiple cycling and walking routes in the area and enable more people to sustainably travel to the area's many employment sites.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*4.02 miles

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)	<hr/>
	*
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	<hr/>
	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<hr/>
	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<hr/>
	*
Park and cycle/stride facilities (answer with number to be constructed)	<hr/>
	*
Provision of secure cycle parking facilities (answer with number to be constructed)	<hr/>
	*
New road crossings (answer with number to be constructed)	<hr/>
	*
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	<hr/>
	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	<hr/>
	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	<hr/>
	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	<hr/>
	*
School streets (answer with number to be constructed)	<hr/>
	*
Other (please specify below)	<hr/>
	*

Scheme 9

10. What is the name of the scheme? *

Package E: Off Road Network (Rotherham)

E3: Rotherham off-road cycling connectivity enhancements

11. How much will the scheme cost? *

£500,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£500,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

Due to flooding and ponding a higher spec will be required along the Barnsley Boundary to Doncaster Boundary (old Moor to Bolton-upon-Deane) to include but not limited to resurfacing, refurbishment, accessibility, signage, markings.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*

New permanent footway (answer with miles to be constructed)

*

New trial temporary footway (answer with miles to be constructed)

*

Widening existing footway (answer with miles to be constructed)

*2.5

Installing segregation to make an existing cycle route safer (answer with miles to be constructed) _____

*

Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed) _____

*

Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed) _____

*

Park and cycle/stride facilities (answer with number to be constructed) _____

*

Provision of secure cycle parking facilities (answer with number to be constructed) _____

*

New road crossings (answer with number to be constructed) _____

*

Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed) _____

*

Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed) _____

*

Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed) _____

*

Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed) _____

*

School streets (answer with number to be constructed) _____

*

Other (please specify below) _____

*

Scheme 10

10. What is the name of the scheme? *

Package E: Off Road Network (Sheffield)

E4: Attercliffe to Tinsley and Advanced Manufacturing Park

11. How much will the scheme cost? *

£640,000

12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation. *

£640,000

13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words) *

Utilising the currently programmed City Centre to Attercliffe Transforming Cities Fund scheme, this project will seek to plug a strategic gap in Sheffield and Rotherham's cycle network. The link will include a series of off road and on road LTN 1/20 compliant interventions, to link key employment and growth destinations within the Advanced Manufacturing Innovation District.

The project also ties into several other active travel routes which will provide further links and opportunities in the future.

Delivery will include an improved toucan crossing on Greenland Road, highway changes on Catley Road to the NCN, with improvements to surfacing along the route into AMP2 and AMP. It is expecting to connect into University of Sheffield site, and then to Europa Link (which will lead onward to Rotherham). Costs for crossing included in the Crossings Package.

14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered. *

New on-road segregated cycleway (permanent) (answer with miles to be constructed)

*

New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)

*

New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)

*2.34 miles

New permanent footway (answer with miles to be constructed)

	*
New trial temporary footway (answer with miles to be constructed)	<input type="text"/>
	*
Widening existing footway (answer with miles to be constructed)	<input type="text"/>
	*
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	<input type="text"/>
	*
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	<input type="text"/>
	*
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	<input type="text"/>
	*
Park and cycle/stride facilities (answer with number to be constructed)	<input type="text"/>
	*
Provision of secure cycle parking facilities (answer with number to be constructed)	<input type="text"/>
	*
New road crossings (answer with number to be constructed)	<input type="text"/>
	*
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	<input type="text"/>
	*
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	<input type="text"/>
	*
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	<input type="text"/>
	*
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	<input type="text"/>
	*
School streets (answer with number to be constructed)	<input type="text"/>
	*
Other (please specify below)	<input type="text"/>
	*

15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20. *

Scheme 1/Package A

This package will be aimed to be compliant with section 11 of LTN 1/20, particularly to guidance within 11.7. The MCA will recommend well positioned Sheffield stands as the basis of cycle parking as laid out in section 11.4. However, we will work with stakeholders to take into account the audiences and needs that are being catered for.

Scheme 2/Package B

This scheme is not covered by LTN 1/20.

Scheme 3/Package C through to Scheme 10/Package E

All schemes will be compliant with LTN 1/20, which will be assessed during the business case submission process.

16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent? *

☒ Scheme prioritised via LCWIP
Scheme 3/Package C through to Scheme 10/Package E

☐ Scheme prioritised through equivalent local network plan

☒ Scheme not supported by LCWIP or equivalent
Scheme 1/Package A and Scheme 2/Package B

17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below. *

Scheme 1/Package A

This scheme was not directly listed in the ATIP because that is a much higher-level document, but it is consistent with all of contents.

Scheme 2/Package B

N/A

Scheme 3/Package C

This scheme is an integral part of the ATIP which lists an additional 800 crossings by 2040 (<https://sheffieldcityregion.org.uk/active-travel-implementation-plan/>). In our Active Travel Interactive map over 3000 locations were highlighted for improvements.

During Covid-19 additional locations were highlighted for potential crossings, particularly where these were part of local connections to walking and cycling routes which saw much higher use. The crossings in this package are key linkages in our active travel network, where roads and vehicles sever routes which link communities to vital greenspace.

Scheme 4/Package D through to Scheme 10/Package E

This scheme is an integral part of the Active Travel Implementation Plan which is available at <https://sheffieldcityregion.org.uk/active-travel-implementation-plan/>.

18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words) *

Both the Mayor and the Active Travel Commissioner have pledged to put walking and cycling at the top of our transport plans. The MCA's Strategic Economic Plan for a stronger, greener, fairer region guided the development of the ATIP, which is one of the key policies forming part of the Mayor's Transport Vision (2019).

During Covid, the MCA also published a Renewal Action Plan (RAP) which has a key strand of place-based measures. This bid continues work already under way to develop new stronger places that are less reliant on short car trips, and that enable walking and cycling as a safe travel choice.

In November 2019, the SCR MCA declared a Climate and Environmental Emergency. In January 2020, the MCA Board approved the Climate Response Framework (CRF).

19. What is the expected start date for construction? *

01/10/2022

20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023 *

31/03/2023

21. What is the current status of this scheme? *

Strategic Outline Business Case.

22. What is the consultation status of this scheme? *

The draft scheme has been consulted on and approved by our SCR Transport and Environment Board and also the full MCA on 26th July. We have not put this out to wider consultation at this point, although it is now public information following the MCA meeting.

Scheme 4-6/Package E

Consultation is being undertaken on the TPT element currently. Sustrans are running a survey which will close in September '21. It has already highlighted areas for improvement which have been proposed in these schemes.

Scheme 6/Package D and 10/Package E (Sheffield)

Briefing with Sheffield Cabinet Members has been completed and supported and all schemes have been developed following comments through the Connecting Sheffield suggestion map and the SCR Active Travel Map.

23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below. *

Estimated Benefit-Cost Ratio (BCR)	
	*
Value for Money category or range	
	*

24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance). *

Scheme 1/Package A

This scheme does not have a formal Value for Money Assessment. However, the scheme compares closely with the West Yorkshire CA Bike Friendly Business grant scheme, which has been distributing funding to businesses since August 2016. It now averages over £1m per year and is an integral part of their active travel benefit realisation package. Generalised benchmark costs for this programme are not available.

Most assessments of COVID recovery predict at least 20% of the working population will have a far more flexible approach to travel to work, and it is likely that many people will blend working from home with working in other locations. At the same time, cycling, walking and running, have all increased, with 20% expecting to continue to walk more after COVID. People that travel actively on average take less time off sick per year (cyclists 1 day yes per year) and many businesses support staff running, walking and cycling as part of their working day.

The WYCA Bike Friendly Business grant scheme reports an average increase in cycling to work of 20% across all businesses involved. (<https://www.cyclecityconnect.co.uk/get-cycling/support-for-businesses/>)

Scheme 2/Package B

This programme can be benchmarked against the successful bike loan schemes already deployed in the four partner authorities. The cost estimates for Wheels for All equipment were provided by Cycling Projects Ltd, who are experienced at resourcing Wheels for All Centres across the country.

Emerging research shows that deploying hire and loan e-bikes results in a high level of purchases after the loan period, mostly because they are expensive and a new technology for many users.

Scheme 3/Package C

All of these schemes are currently verified by the local authority partners, who have a great deal of experience installing active travel crossings. These are not new types of infrastructure for the region and each crossing has to go through a local prioritisation framework.

Scheme 4-6/Package D

Individual Appraisal has not been completed for the schemes in this summary at bid stage,

because they are below £2m value, and there was insufficient time. Most of these schemes are to extend and link up existing schemes that already have a business case, and if the funding is awarded quickly, we will look to extend the existing business cases to incorporate the updated costs and benefits.

Scheme 7-10/Package E

Individual Appraisal has not been completed for the schemes in this summary at bid stage, because they are below £2m value, and there was insufficient time. During the pandemic users of the Trans Pennine Trail increased by 120% (cyclists +94% and walkers +132%). The costs and benefits will be more closely appraised at outline business case stage.

Most of these schemes are upgrades to existing routes, and therefore we are not expecting major cost variations or delays, and the schemes were developed from a long list of existing upgrades, that were deemed to be deliverable by March 2023. Many schemes include the removal of access barriers, so that users of mobility aids will not be excluded from using them.

- 25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost over £2m, please state "not applicable")**

n/a

- 26. Do you have any further schemes to add to your submission? ***

☒ Yes

☐ No

You can then provide information for up to 15 schemes in a single proforma. If you have more than 15 schemes, you will need to complete a further proforma (albeit without the need to complete all of the standard proforma questions again).

20. Value for Money and Monitoring & Evaluation

- 264. Are you able to confirm that your Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes. ***

☒ Yes

☐ No

- 265. Please provide an estimate of the costs associated with monitoring and evaluation. ***

Submission was £0 but covering emailed confirmed that M&E costs would be confirmed as part of the Strategic Outline Business Case development.

266. Please provide an estimate of the costs associated with consultation and opinion surveys. *

Submission was £0 but covering emailed confirmed that C&O costs be confirmed as part of the Strategic Outline Business Case development.

267. Please set out your proposed approach to monitoring and evaluation of your proposed schemes, beyond the scheme-specific activities you have already described for any scheme costing £2m or more. (Max 500 words) *

n/a

21. LCWIP Information 1

This section is designed for you to provide DfT with your authority's latest scheme pipelines. The information you provide will assist the Department in making the case for future rounds of funding, as well as improving our monitoring of future schemes across multiple funding streams.

Bids that provide more comprehensive information in this section will be viewed more favourably.

268. Please complete the table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave rows blank if you have less than 15 schemes, while ensuring that all columns are populated for your proposed schemes.

0 pipeline schemes were submitted but covering email confirmed the following statement

"Our pipeline of schemes is currently being developed and the late award of the Capability Fund from the government last week has delayed the detailed development of the consolidated pipeline of schemes. The Capability Fund was specifically to resource additional staff both in the four authorities, as well as an MCA post to co-ordinate the pipeline.

A pipeline exercise was completed 2020/21 in partnership with Sustrans (LCWIP development) and some of those schemes have been used to develop this bid, the Levelling Up Fund, and the proposals for mini-Hollands. The MCA will be able to develop a clearer consolidated pipeline as part of the CRSTS development.

However, this bid contains details of the consolidated delivery plan to 2023 and this is mapped as current pipeline progress against the 2040 network map. The ATIP has a published map of schemes to 2025 as well as the overall network plan to 2040. At this point we have not developed the individual scheme plans in the format that you requested."

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 1							
Scheme 2							
Scheme 3							
Scheme 4							
Scheme 5							
Scheme 6							
Scheme 7							
Scheme 8							
Scheme 9							

269. Do you have further schemes to add?

☒ Yes

☐ No

24. LCWIP - Extra information

273. If you have a LCWIP(s): Where possible, please submit a copy of your updated LCWIP(s), highlighting any updates to prioritised routes and/or prioritised schemes; or If this is not possible in the time available, please provide a note of key changes since your LCWIP was agreed, (e.g. to take into account ATF schemes, Covid-19 recovery plans etc, or plans to make changes / develop further) *

Although the ATIP was formally adopted only last year, COVID and the development of Active Travel Fund measures (including Emergency ATF) continue to extend the plan. Unfortunately, the very late award of the Capability funding, has not enabled us to fully revise the network plans as this was reliant on new staff.

This bid contains two new key strands of delivery:

- A Capital Grants Fund for businesses and other employers
- Capital Funding for Loan bikes (including freight bikes)

In 2020 the MCA developed a Renewal Action Plan (RAP) which includes 'Place' as the third of its major strands, featuring:

- Maintained cycling and walking rates
- Uplift in urban footfall and spend.
- Created/supported 6,000 new jobs across infrastructure programmes.
- Improved local economy resilience and health and wellbeing.

This has a targeted investment of £570m, and this ATF bid will be part of that investment.

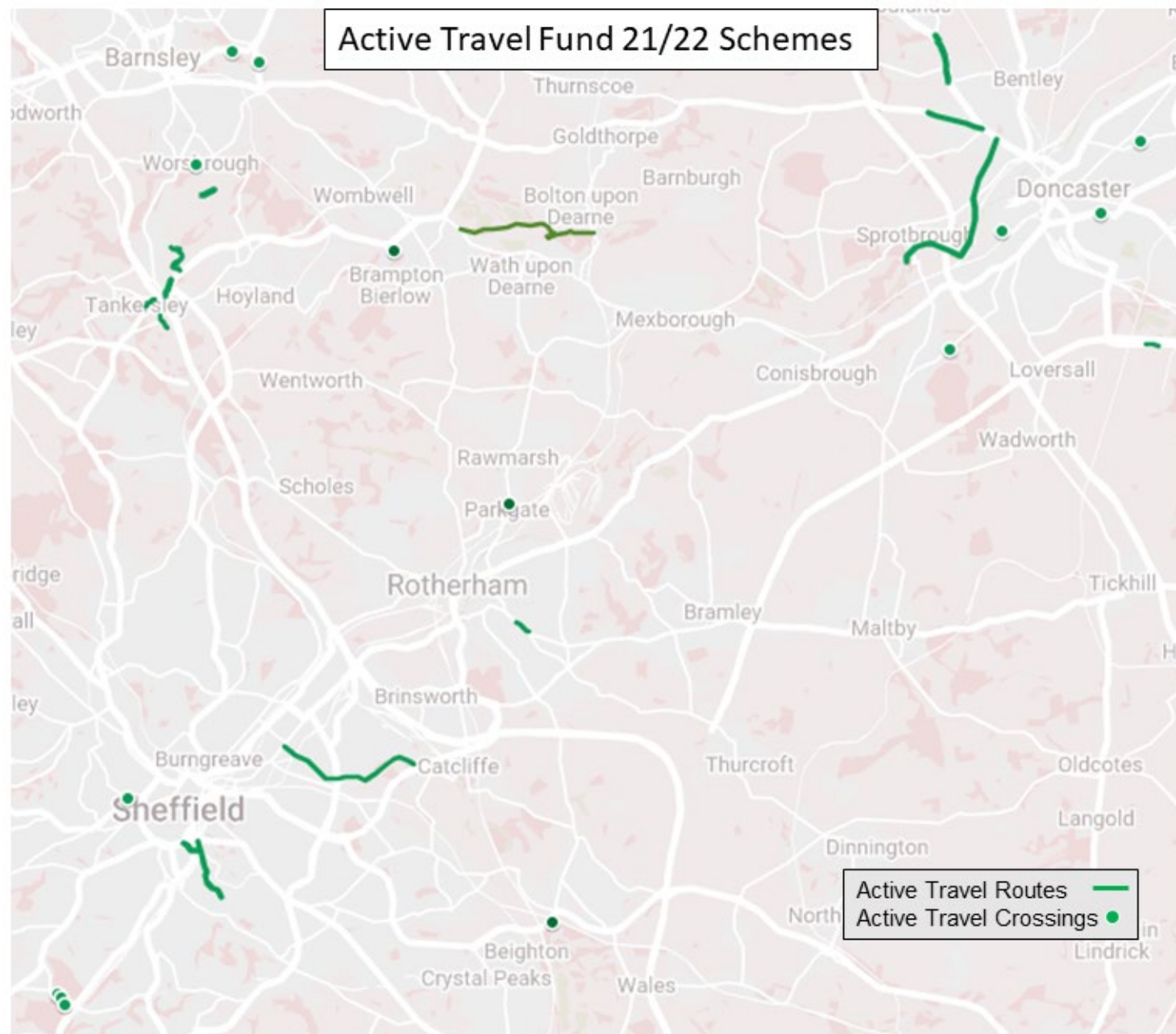
<https://sheffieldcityregion.org.uk/wp-content/uploads/2020/08/Sheffield-City-Region-Renewal-Action-Plan-Document-Final.pdf>

Updates to the ATIP, will be published annually starting in March 2022 with network plans for schemes that have approved business cases, an updated 2040 plan with progress shown, and other intermediate plans.

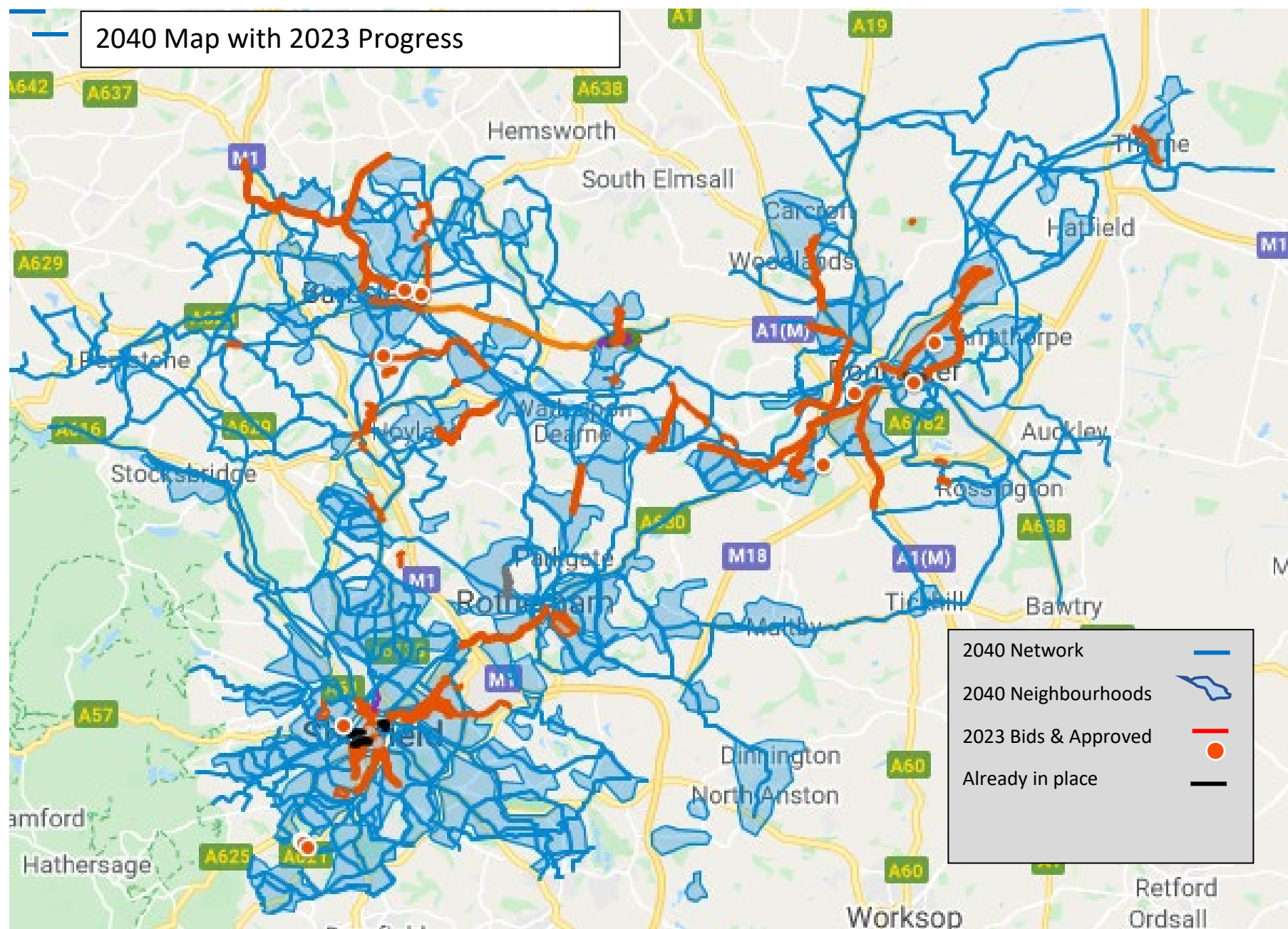
274. For all bidders, where possible, please provide a link to, or copy of a map of your local/combined authority or key locations covered by LCWIPs, highlighting existing and planned cycling and walking networks (ideally a network map showing 1/4/10-year scheme delivery, where known). *

The *attached* Maps show the measures included in this bid, and the progress by March 2023, subject to both this bid, and the LUF bid being approved. There are more schemes currently in the approvals process which are not yet on the map, these are added as the MCA approves them. This includes a number of TCF schemes that are currently being designed.

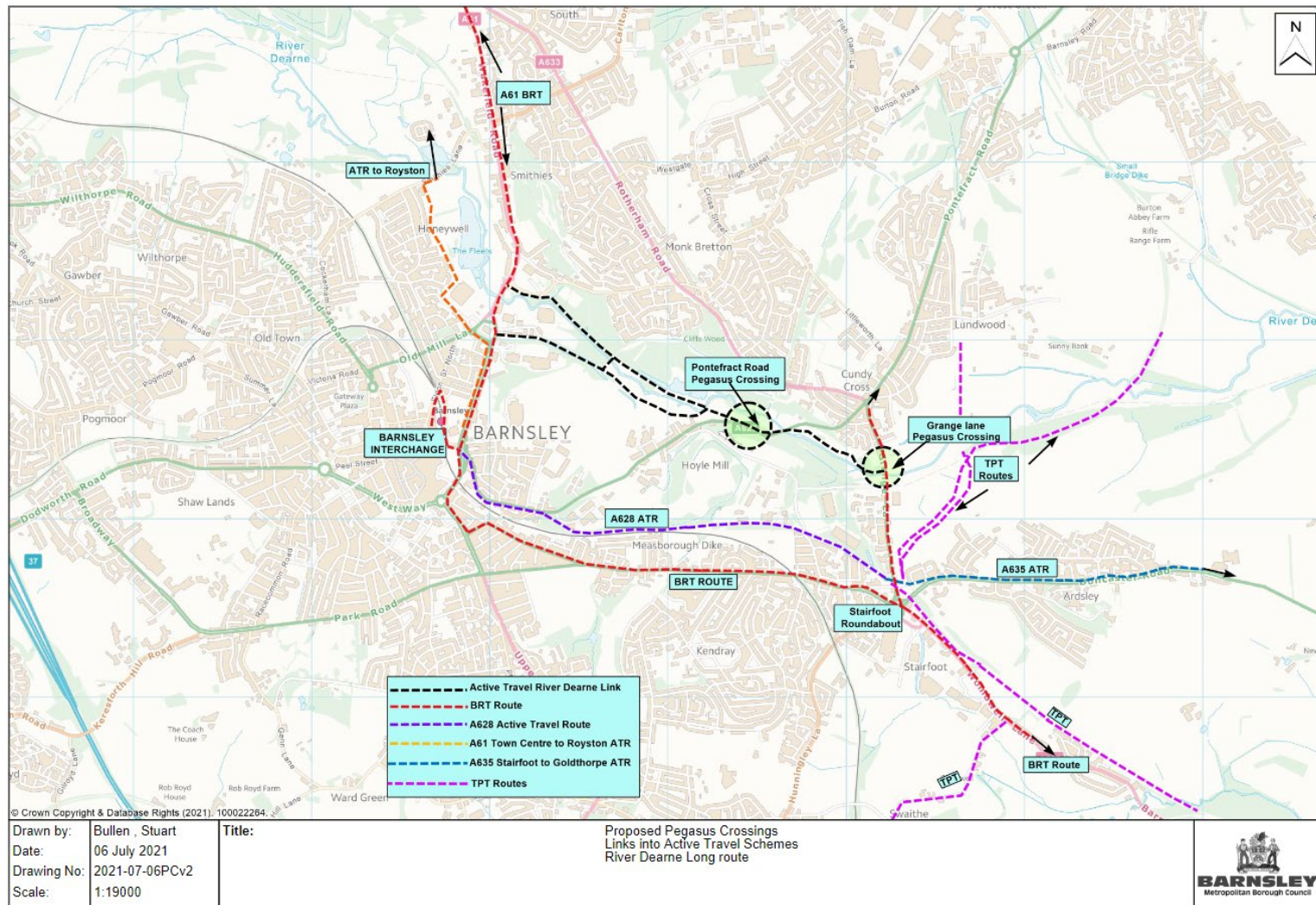
A five year map for 2025 was published as part of the ATIP and these maps can be viewed, but they have not been updated, due to delays in the government approval of the Capability Fund.



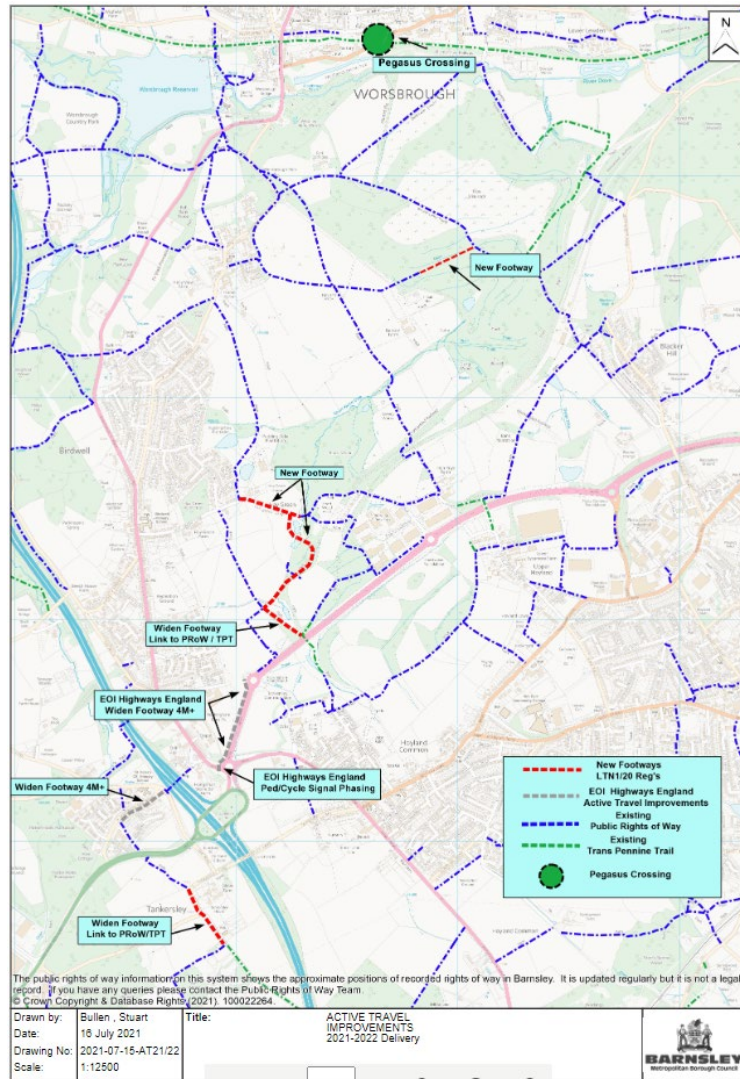
2040 Map with 2023 Progress



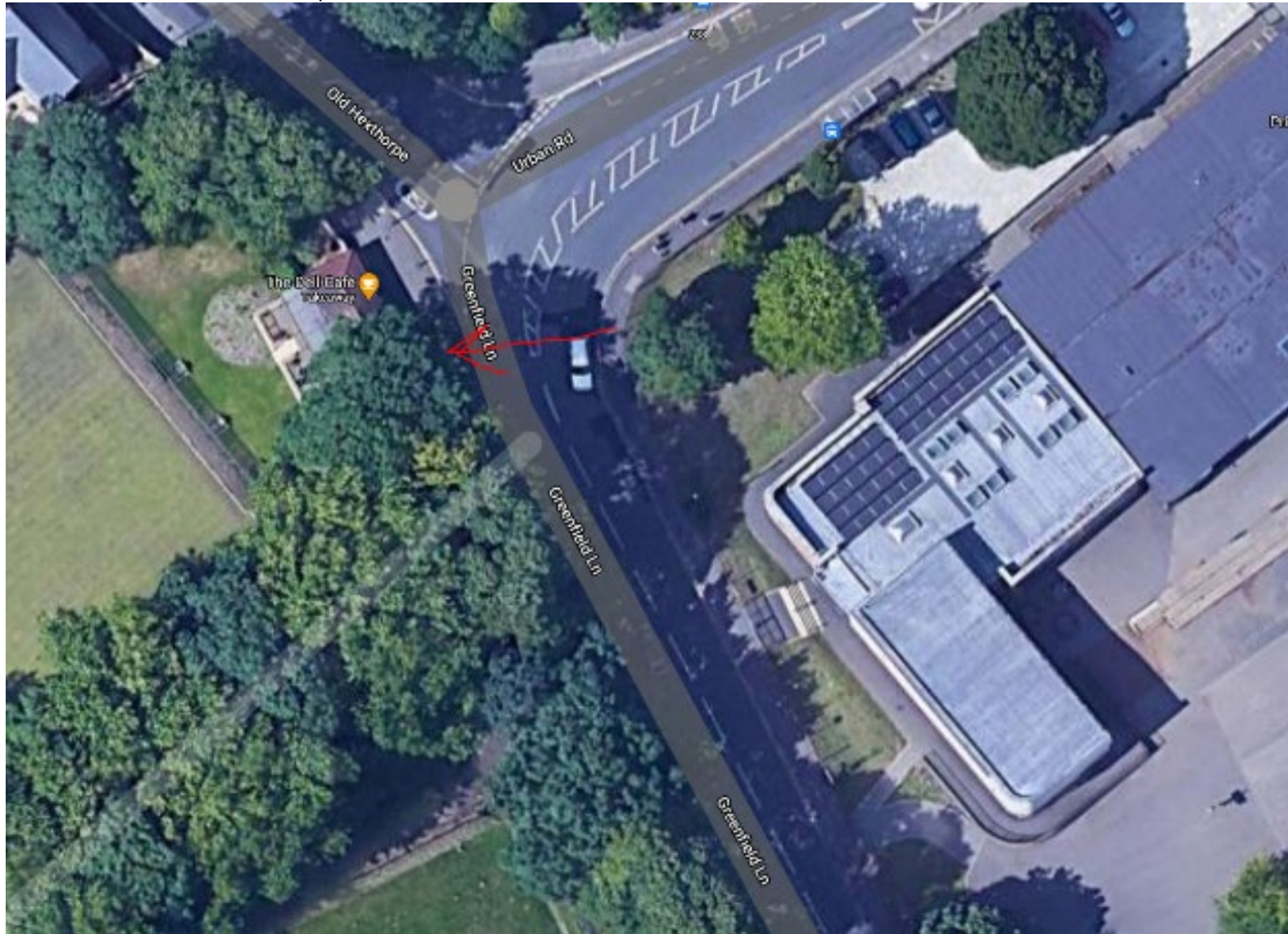
- C1.1 Barnsley Pegasus - Pontefract Road
C1.2 Barnsley Pegasus - Grange Lane



C1.3 Barnsley Pegasus - West Street B6100



C2.1 Doncaster Hexthorpe



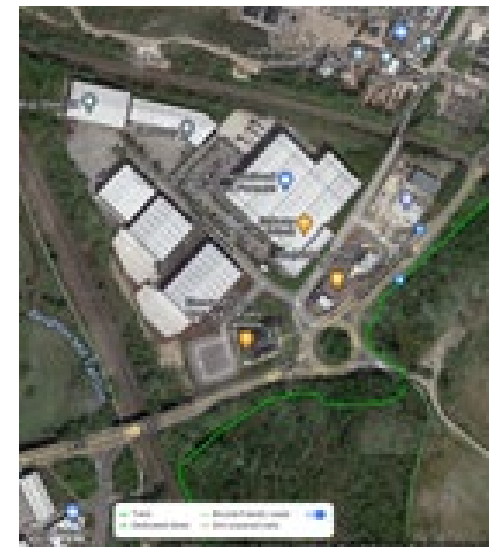
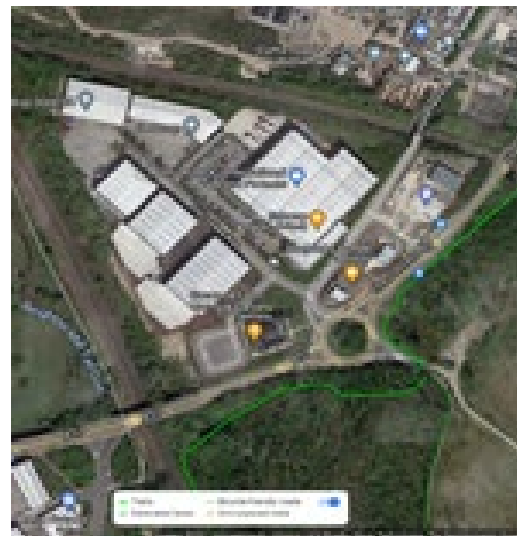
C2.2 Doncaster Armthorpe Road







C3 Rotherham (Cortonwood Drive jct Brampton; A633 Parkgate Foundry St/Great Eastern Way; A57 Swallownest near Old Colliery Way)

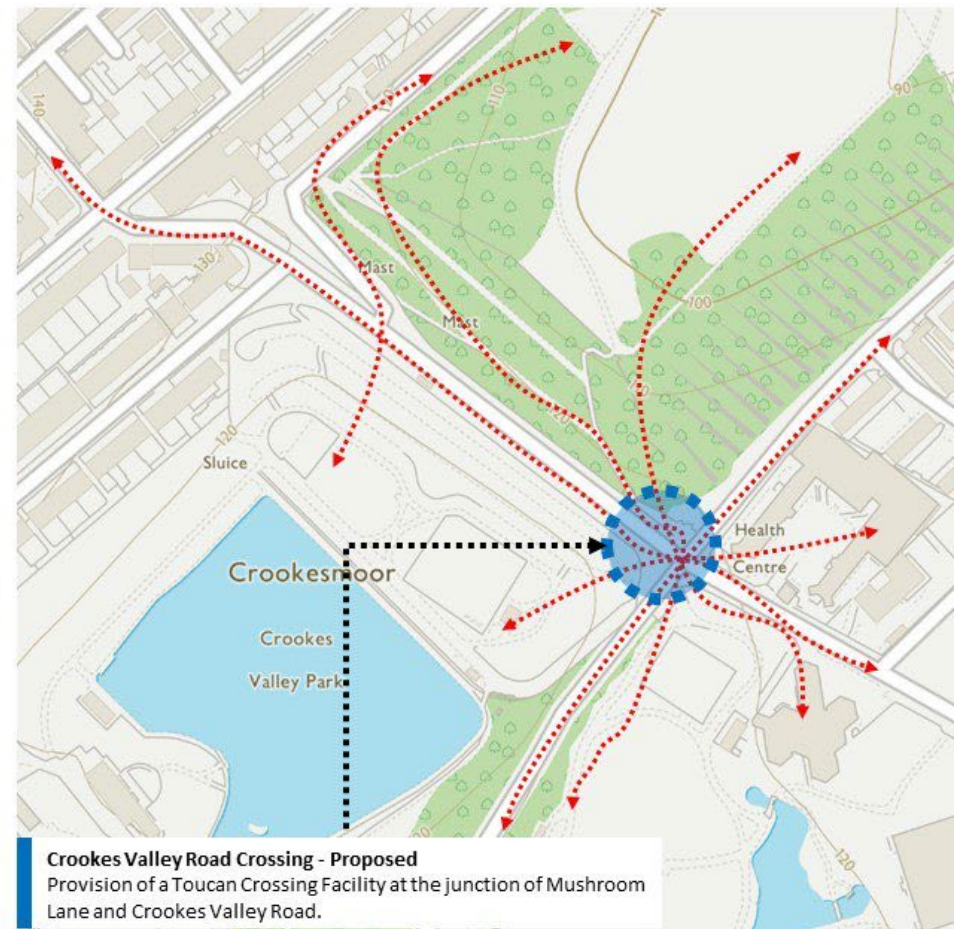
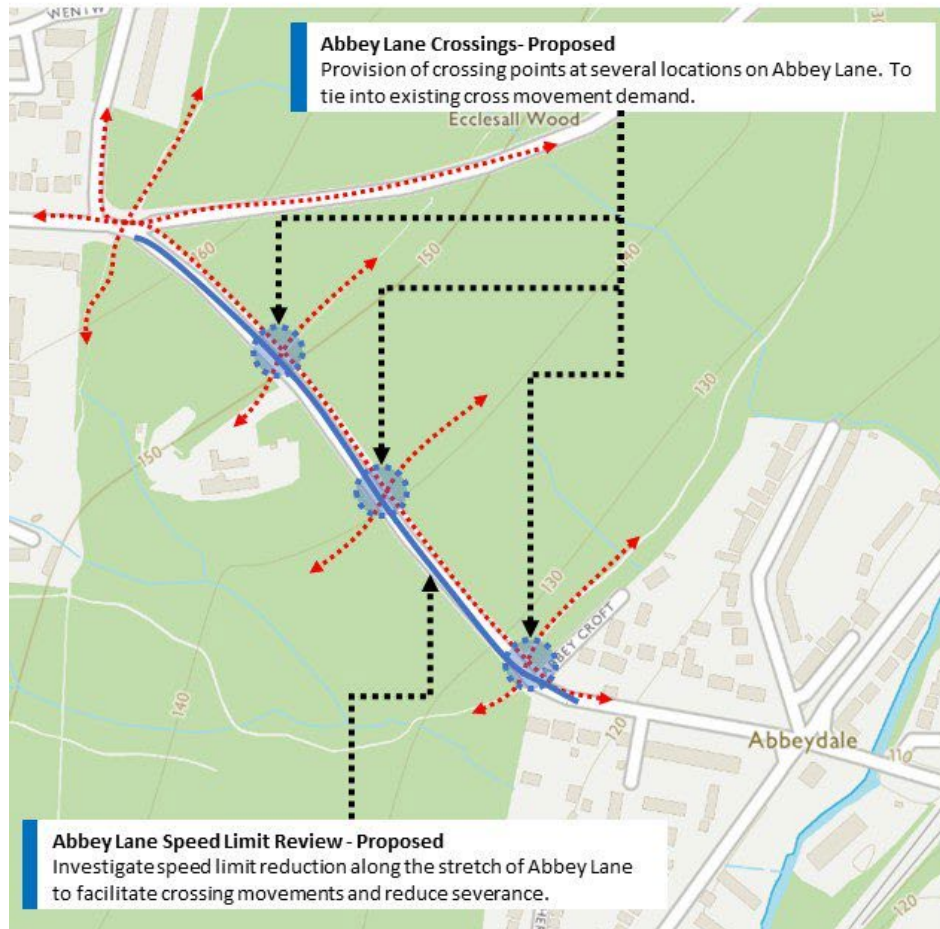


C4.1 Sheffield Abbey Lane
C4.2 Sheffield Crookes Valley

Active Travel Fund 2 – Public Recreational Space Crossings

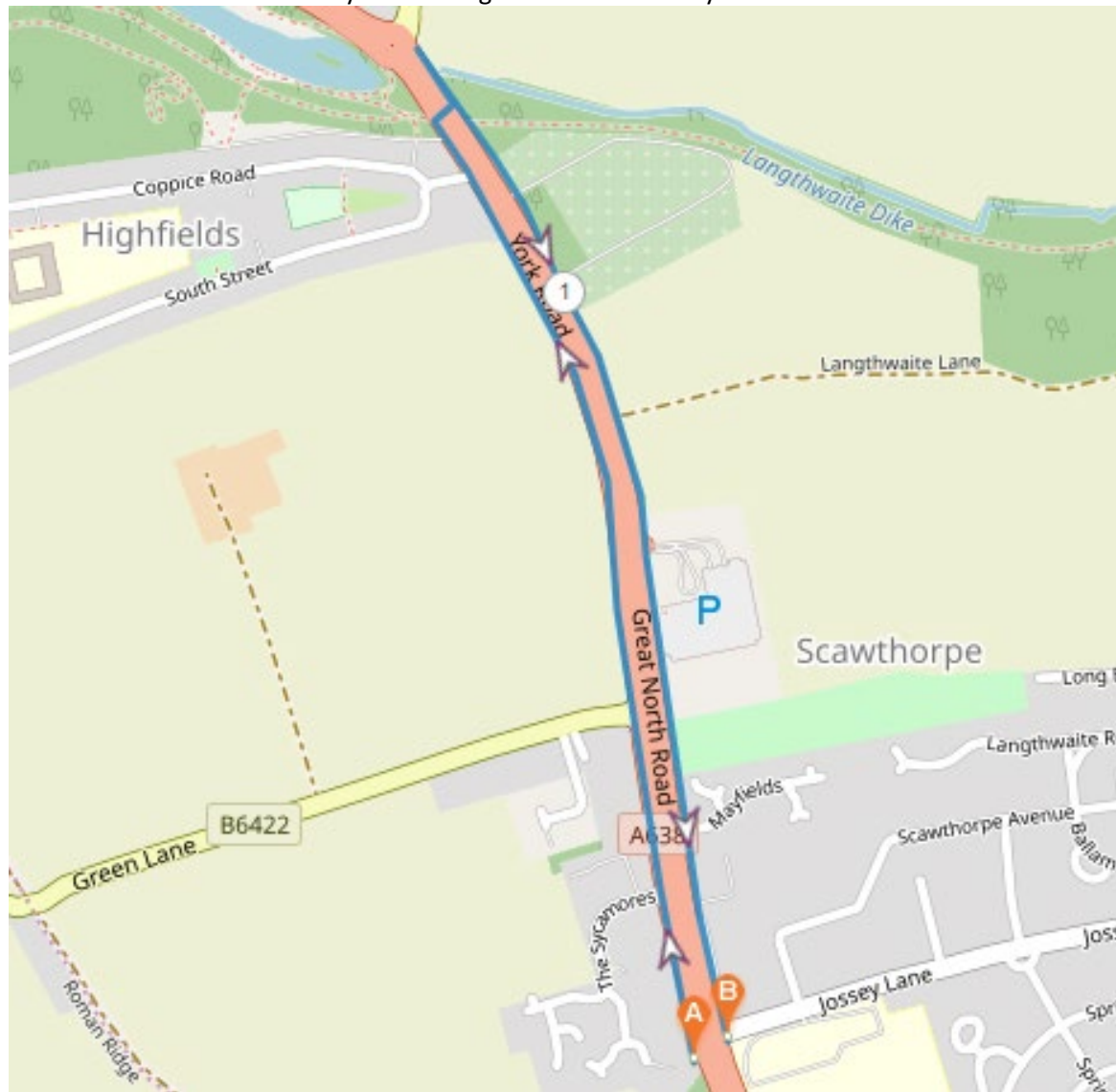
Two crossing points have been identified to provide accessibility enhancements between known locations of high demand. These are focused on recreational spaces that have been raised as a concern as more residents and visitors have been using green spaces throughout the coronavirus pandemic.

Proposed interventions are illustrative only and subject to business case approval, detailed design, costings, topographical survey results and RSA

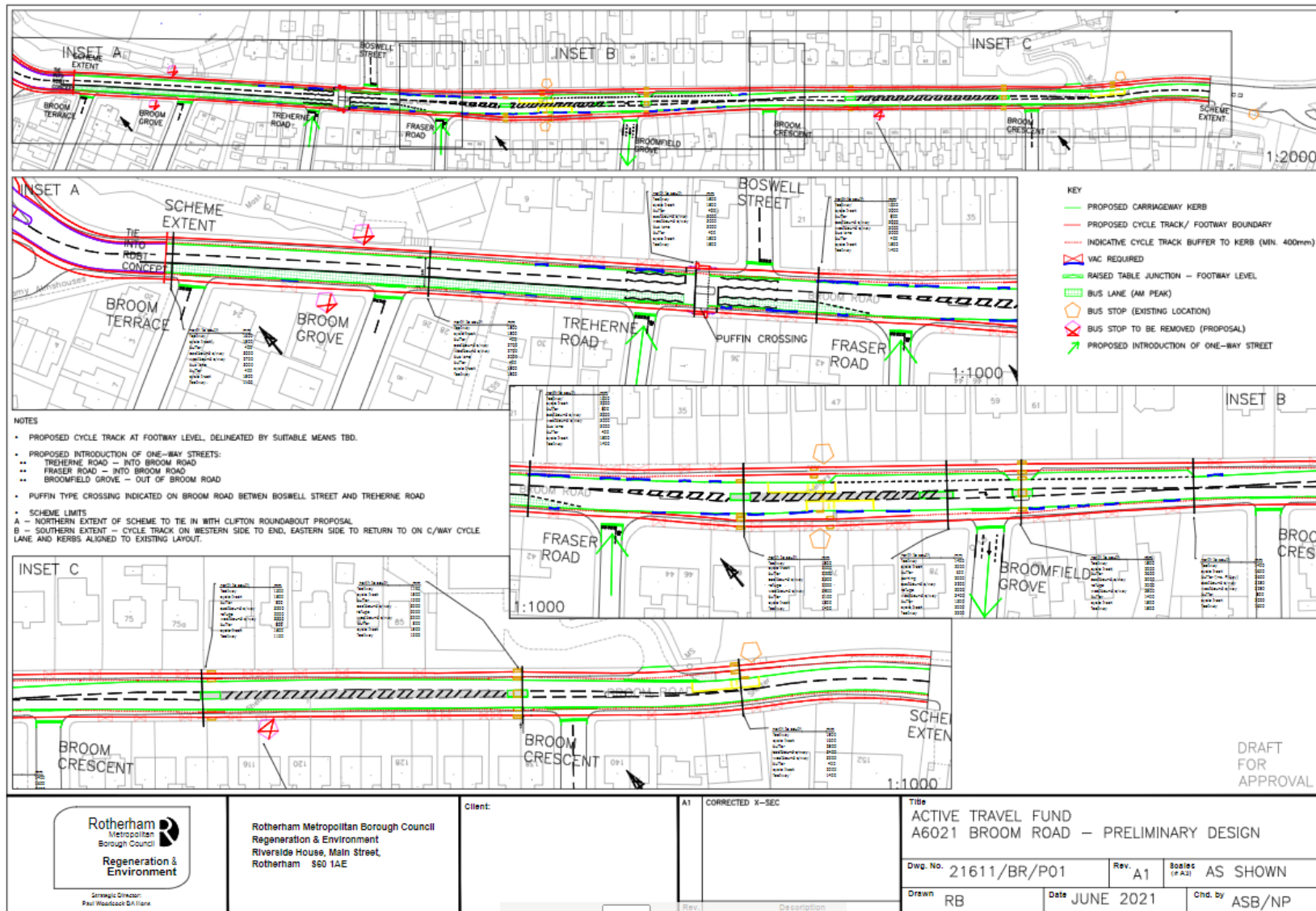


C4.3 Sheffield Greenland Road**

See E4.1 Attercliffe to Tinsley and Advanced Manufacturing Park



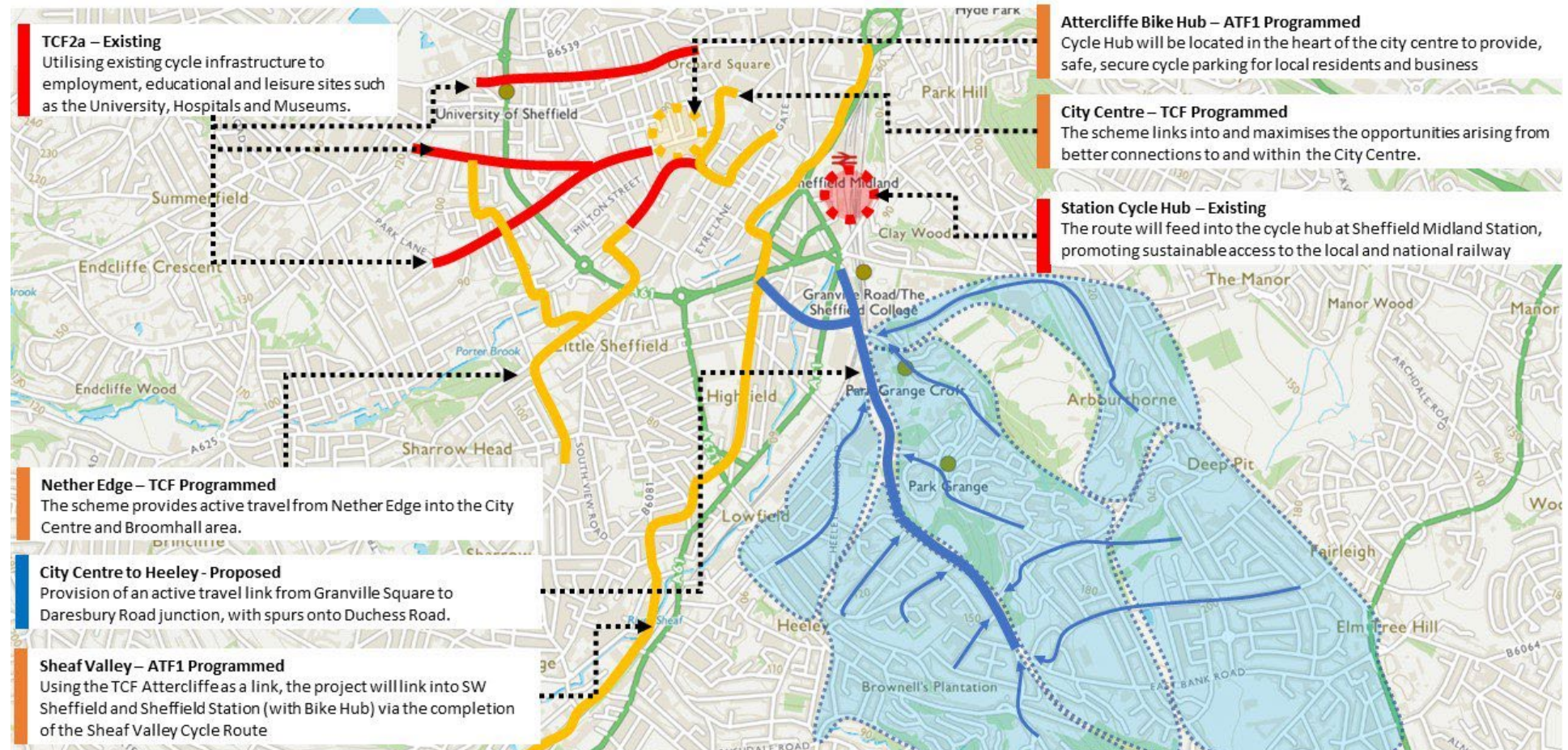
D3 Rotherham Broom Road Extension



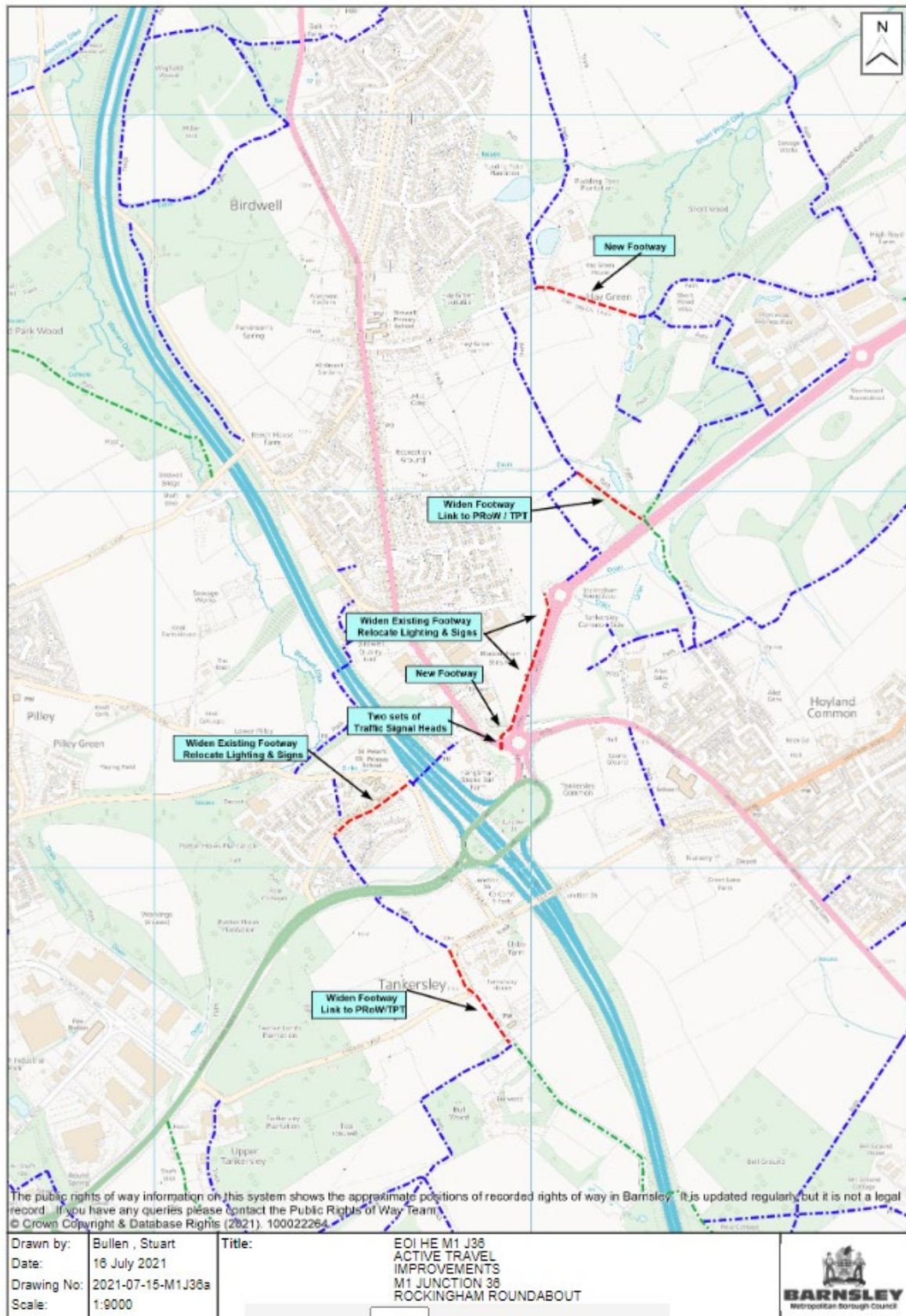
Active Travel Fund 2 – City Centre to Heeley/East Bank Road

An active travel route enhancement to connect into the communities of Heeley, Arbourthorne, Gleadless Valley and more. The route will feed into the proposed Sheaf Valley Cycle Route (ATF1) and onward to a number of TCF proposals. There are also major employment sites and educational institutions in the area, as well as connecting into the Sheffield Midland Railway Station. The route that has been identified is largely free from bus movements to avoid conflict with heavier vehicles.

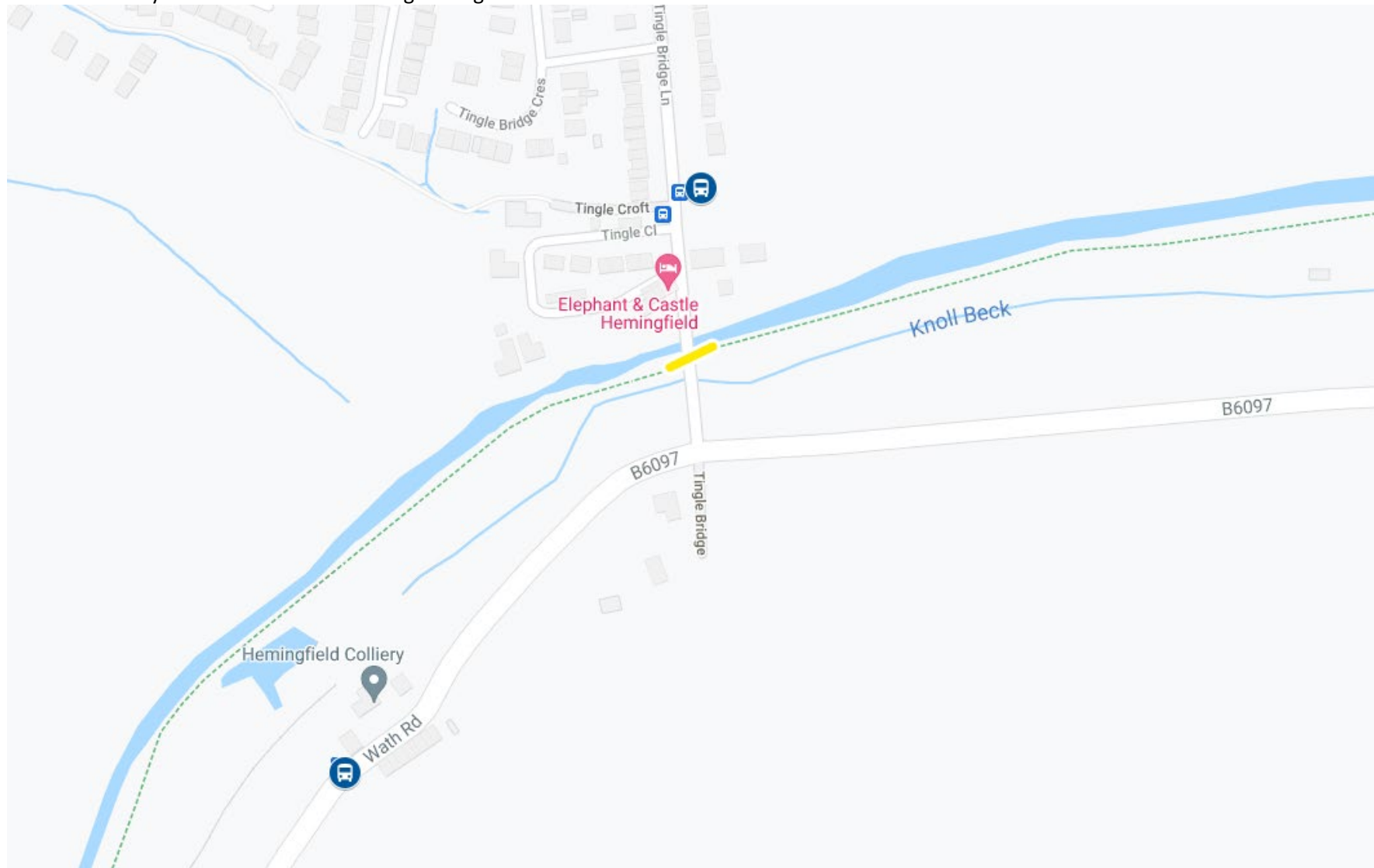
Proposed interventions are illustrative only and subject to business case approval, detailed design, costings, topographical survey results and RSA



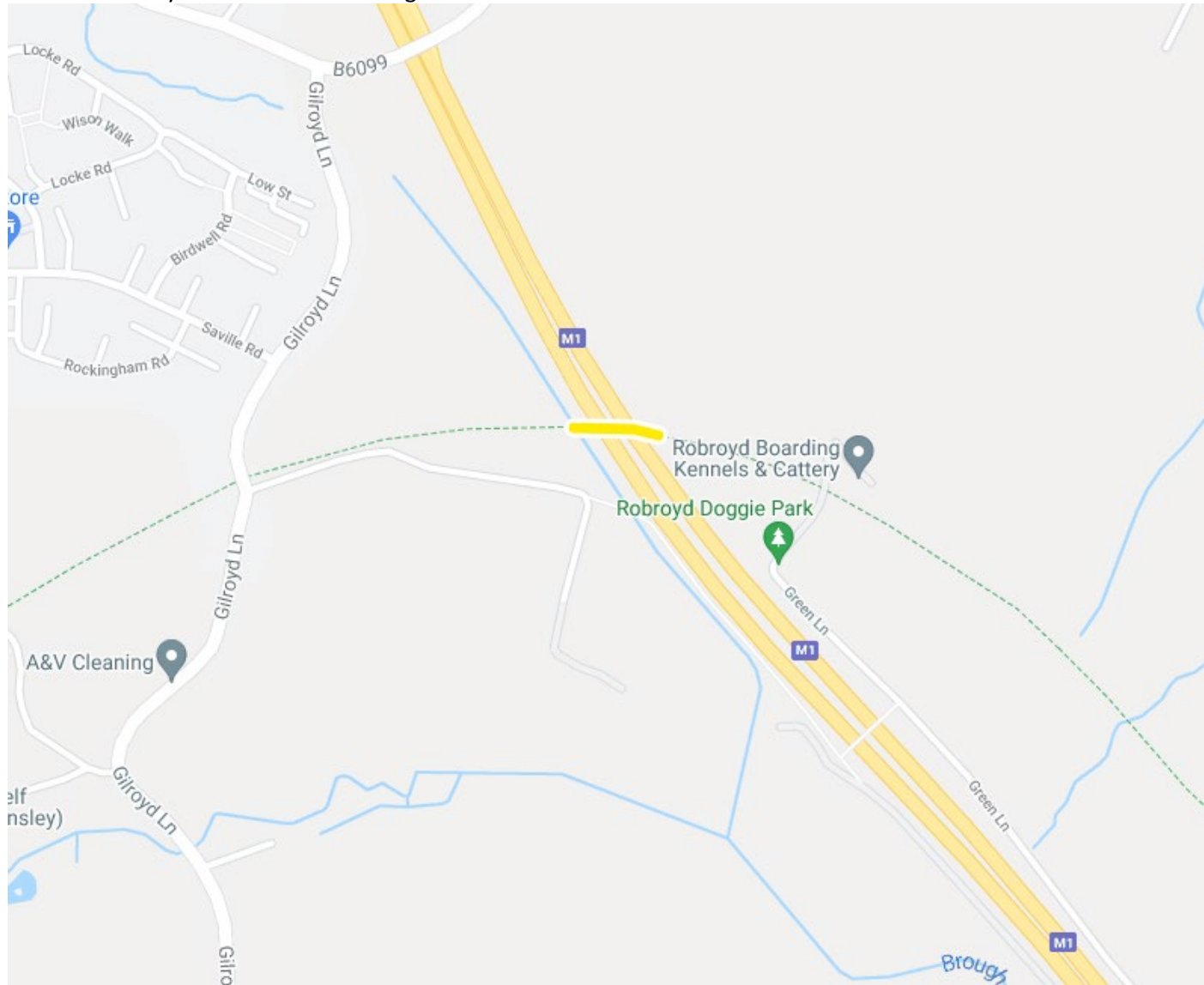
- E1.1 Barnsley Birdwell - Hay Green Lane
- E1.2 Barnsley A619 Dearne Valley Parkway
- E1.3 Barnsley Tankersley- Westwood New Road
- E1.4 Barnsley Tankersley- Black Lane



E1.5 Barnsley *TPT* Elsecar - Tingle Bridge

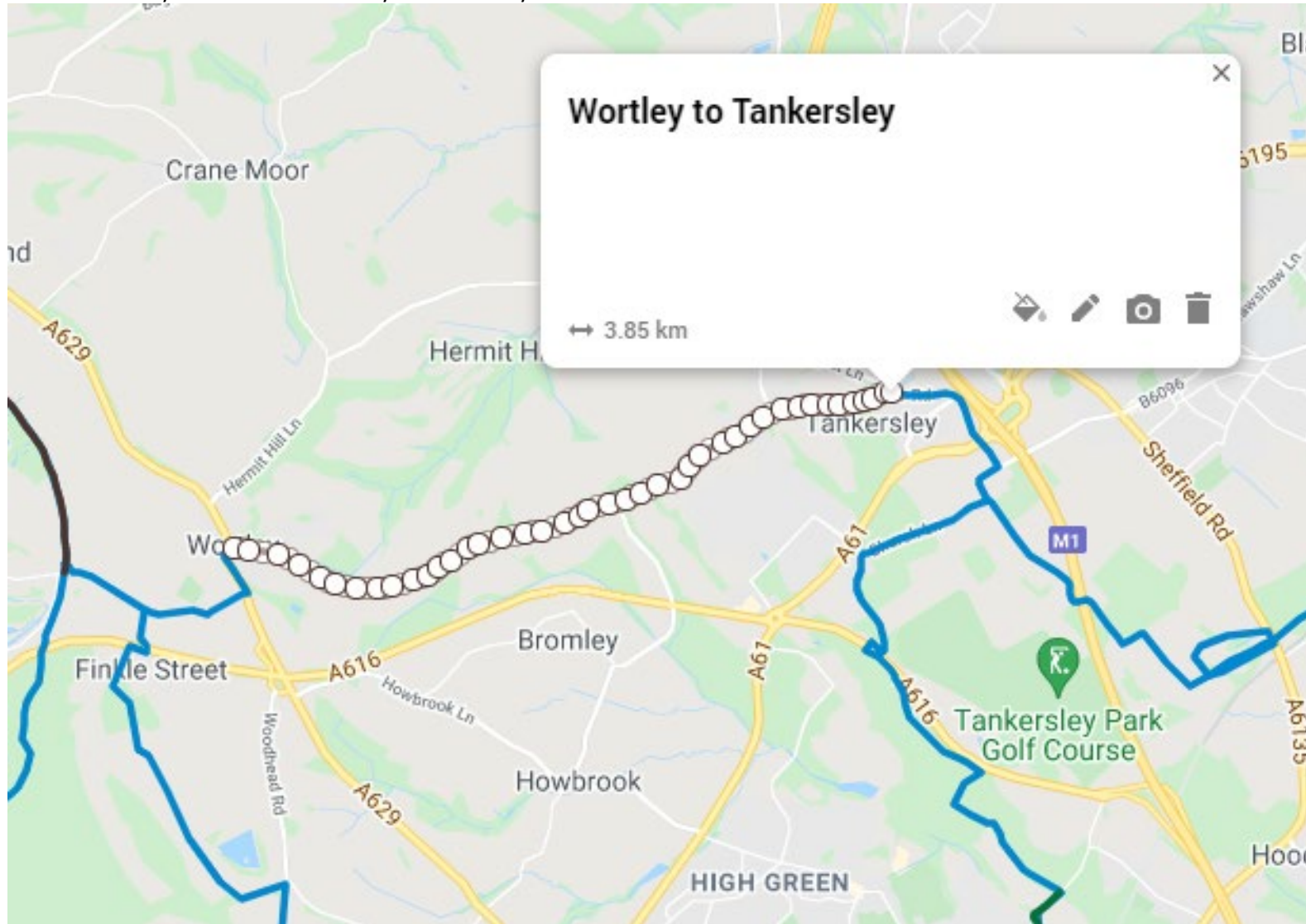


E1.6 Barnsley *TPT* M1 Bridge

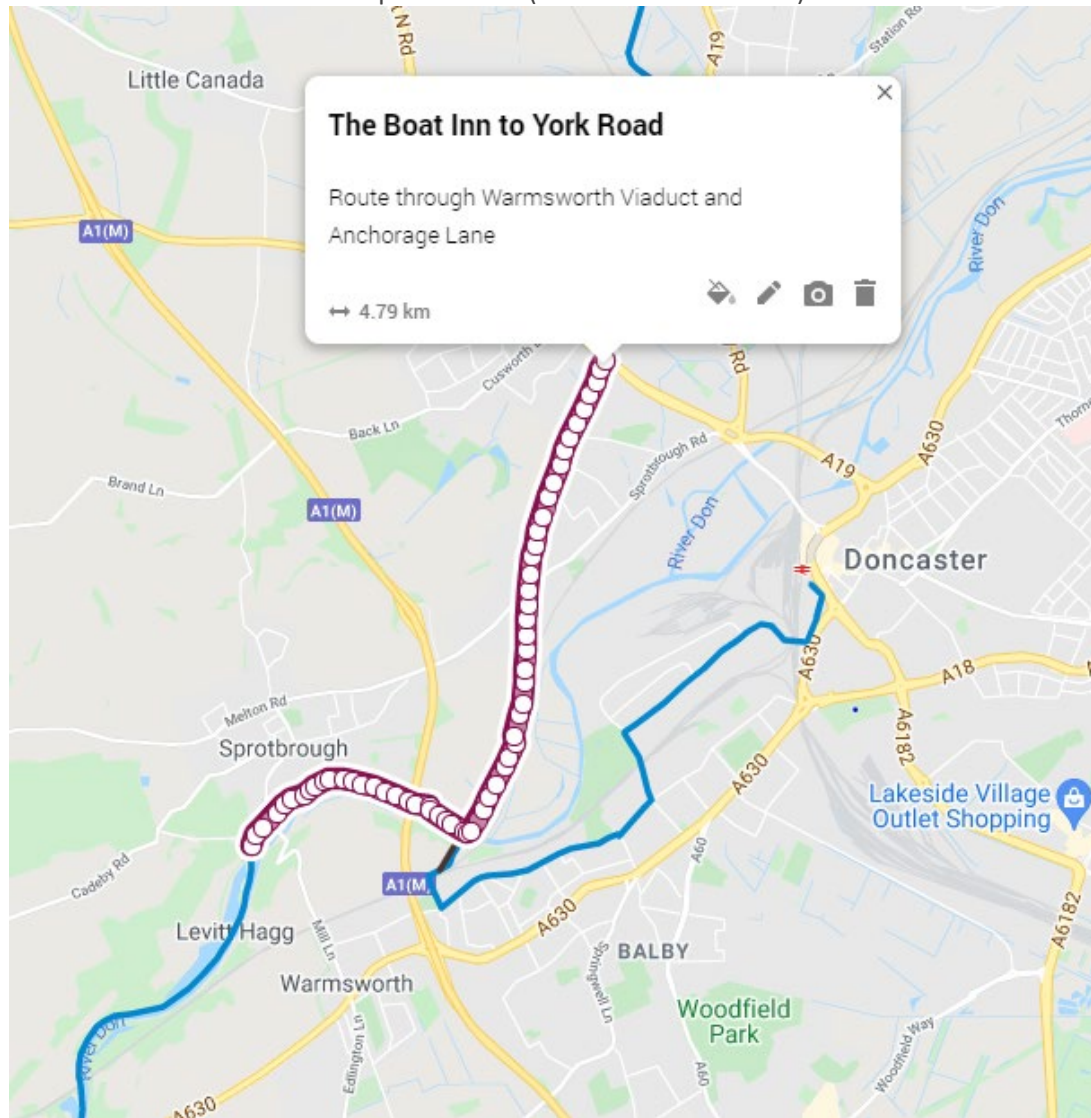


E1.7 Barnsley

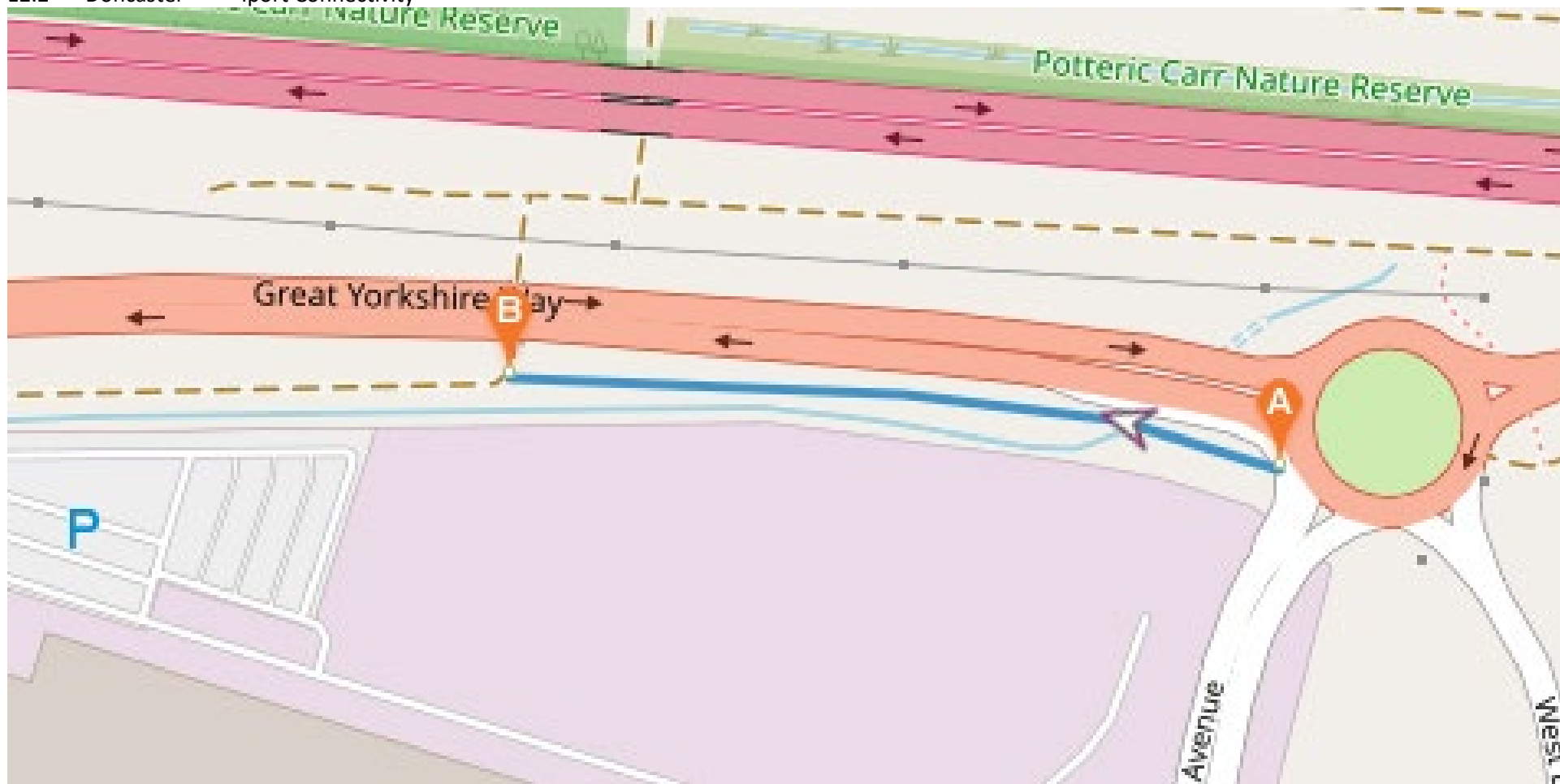
TPT Wortley to Tankersley



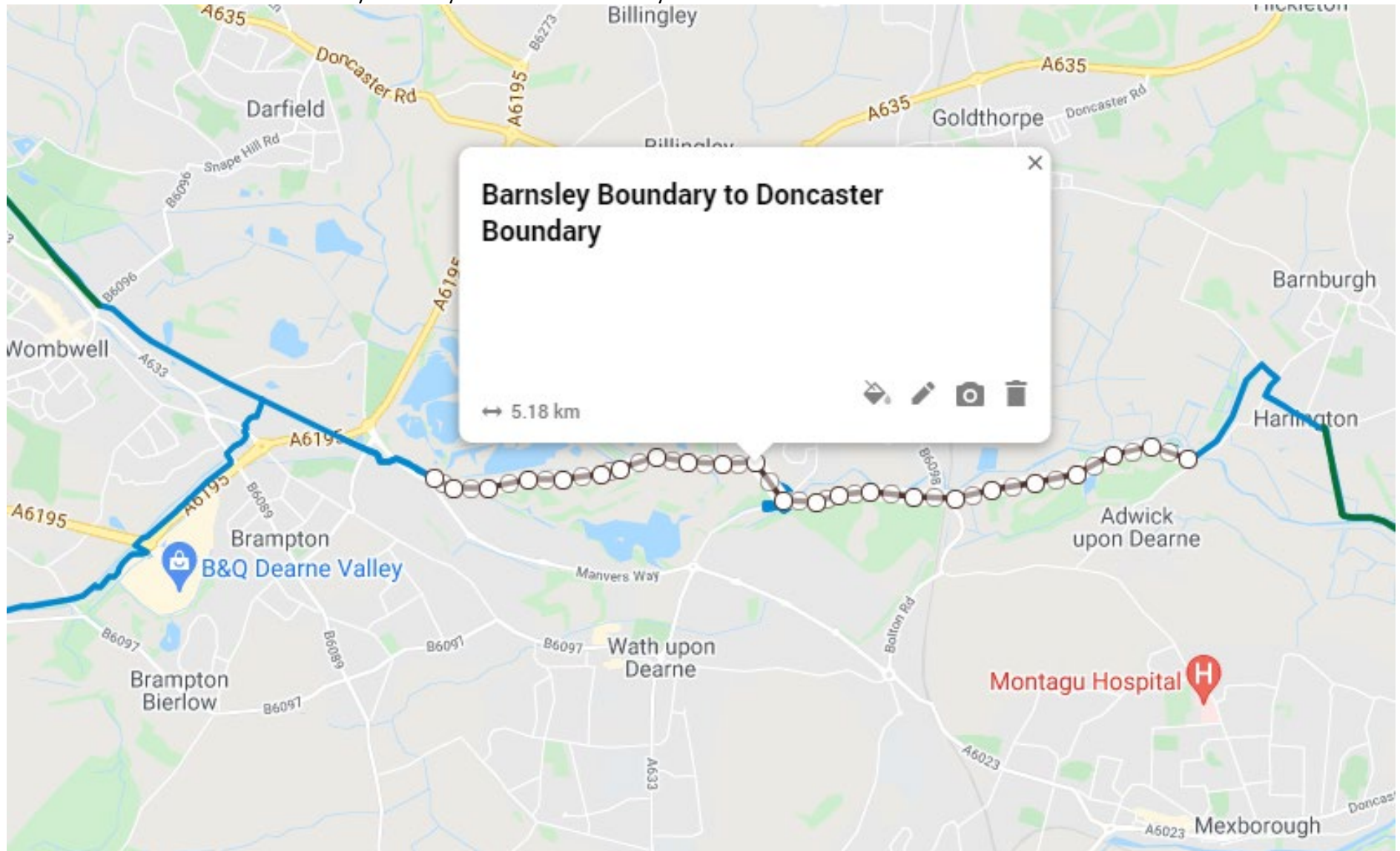
E2.1 Doncaster TPT improvements (Boat Inn to York Road)



E2.2 Doncaster Iport Connectivity



E3.1 Rotherham *TPT* - Barnsley Boundary to Doncaster Boundary

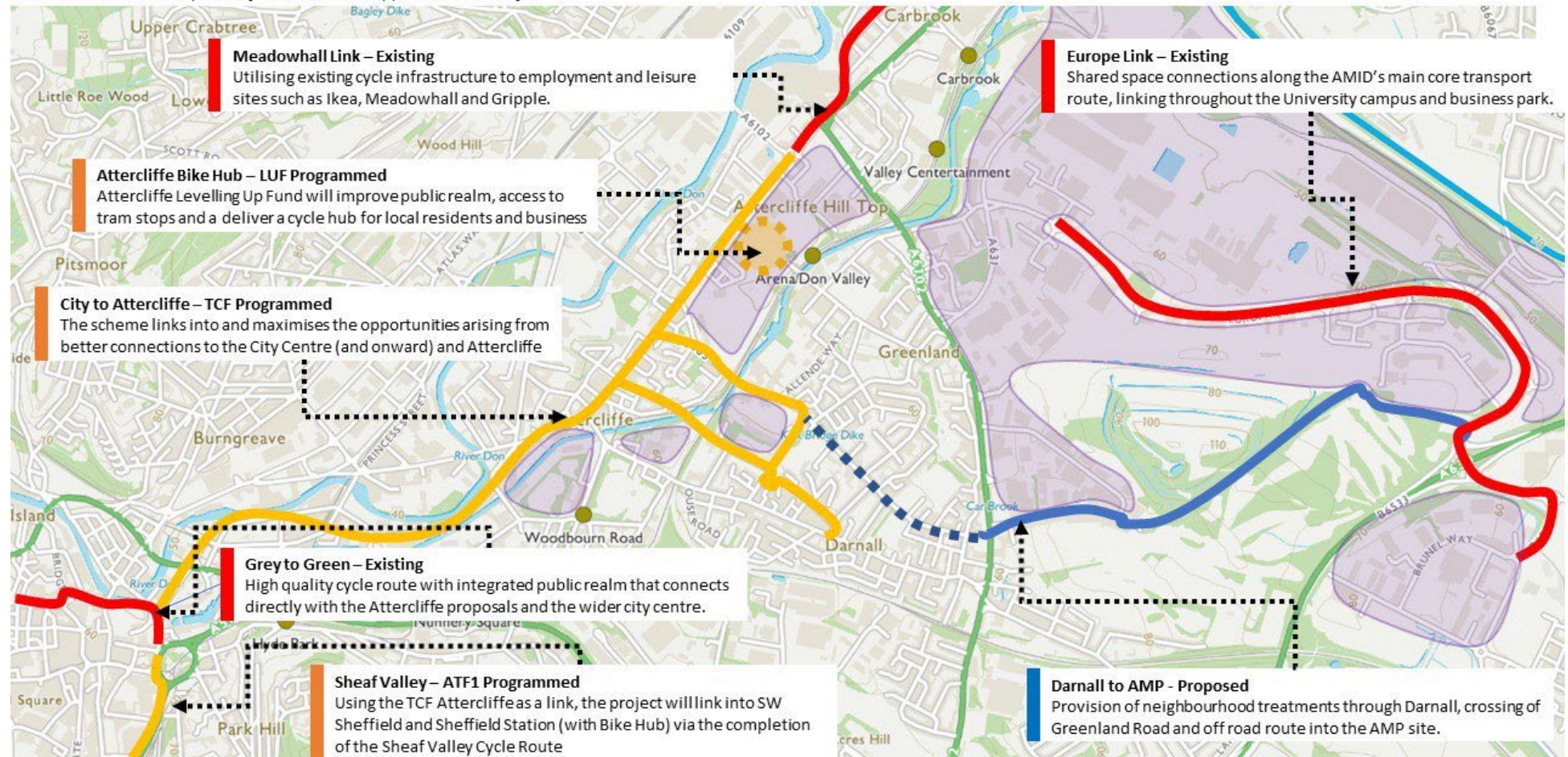


E4.1 Sheffield Attercliffe to Tinsley and Advanced Manufacturing Park

Active Travel Fund 2 – Attercliffe to Tinsley and Advanced Manufacturing Park

Utilising the currently programmed City Centre to Attercliffe Transforming Cities Fund scheme, this project will seek to plug a strategic gap in Sheffield and Rotherham's cycle network. The link will include a series of off road and on road LTN1/20 compliant interventions, to link key employment and growth destinations within the Advanced Manufacturing Innovation District. The project also ties into a number of other active travel routes which will provide further links and opportunities in the future.

Proposed interventions are illustrative only and subject to business case approval, detailed design, costings, topographical survey results and RSA



25. Additional Information

In addition to this proforma, please also ensure that you submit a letter from the leader of your local/combined authority, confirming long term commitment to delivery of the schemes to walking.cycling@dft.gov.uk

For any schemes with a value greater than £2 million, please also attach:

Scheme drawings for schemes above £2 million

Value for money evidence, including Active Mode Appraisal Tool (AMAT) outputs

A map of your local/combined authority or key locations covered by LCWIPs, highlighting cycling and walking networks (ideally a network map showing 1/4/10-year pipeline build out, where known)

Sheffield City Region Mayoral Combined Authority
11 Broad Street West
Sheffield, S1 2BQ

9th August 2021

Cycling & Walking team
Department for Transport

Dear,

Active Travel Fund 2021/22 Capital Fund Bid

Thank you for your invitation to bid for this funding, which would significantly contribute towards the realisation of our Active Travel vision for South Yorkshire. The Active Travel Commissioner and I are sending you this letter to offer our endorsement for this proposal and urge you to support us in achieving a step change in Active Travel.

Last year we published our Active Travel Implementation Plan that set out how, by 2040, a fully connected network of walking and cycling routes will link our region, transforming communities and ensuring that people have the means and the confidence to leave their cars at home, and choose to travel on foot or by bicycle. But we cannot make this transformation happen without government support.

This transformation has a strong public mandate, more so after many people across our region have embraced new ways of travelling due to the COVID-19 pandemic. Our response to this public health crisis must be to create places that are more liveable for all. We remain committed to our pledges to be led by communities; to enable walking and cycling rather than encouraging it; requiring infrastructure to meet or exceed requirements; and requiring infrastructure to be accessible for all. Part of this funding is to equip three new regional Wheels for All centres so that anyone, regardless of age, living with a disability, long-term health condition or other type of impairment, can try cycling. Also we recognise that the loan of an bike, is a really important step to buying one, particularly if it is an adapted bike

At the SYMCA, we know and recognise that Active Travel can play in a key role in our mission to create a stronger, greener and fairer region and deliver a transport system that works for everyone. We have a strong track record of delivering active travel programmes.

This is a crucial part of our Renewal Action Plan, developing places, and extending travel choice to as many of our communities as possible. We'd like to thank you for helping us realise this vision.

Yours sincerely,



Dan Jarvis - Mayor



Dame Sarah Storey – Active Travel Commissioner



BARNSELEY
Metropolitan Borough Council

Councillor Sir S Houghton CBE

Leader's Office

Town Hall, Barnsley, S70 2TA

Tel: 01226 773450

6th August 2021

Our Ref: SH/NL

Mayor Dan Jarvis
Sheffield City Region Head Office
11 Broad Street West
Sheffield
S1 2BQ

Dear Mayor Jarvis

Re: Support of the Sheffield City Region bid to the Active Travel Fund 2022/23

I write to express and confirm our support of Sheffield City Region's bid to the Active Travel Fund, and the proposal contained within it.

Supporting access to new and existing employment, education and training; and promoting physical activity through walking and cycling is a high priority for Barnsley as well as for Sheffield City Region.

The provision of additional e-bikes and grant support for local businesses will assist with our Zero45 agenda.

In particular, the provision of new Pegasus style crossings will provide much needed safe places to cross and access to our off-road routes. The creation of new / improved routes around Birdwell provide an excellent opportunity for businesses and residents to enable people to access developments in this area by active means, supporting both our ambition set out in the draft Transport Strategy as well as supporting our economic aspirations for the borough.

We eagerly await a successful outcome from the bid, and to continue working together with public and private sector partners, assisted by funding from the active travel fund, to make Sheffield City Region a great place to work, live, visit and invest in.

Yours sincerely

Cllr Sir Steve Houghton CBE
Leader BMBC Council



Doncaster Council

Dan Jarvis MBE MP
Mayor of Sheffield City Region
11 Broad Street West
Sheffield
S1 2BQ

Contact: Mayor Ros Jones
Tel: 01302 862225
Code:
E-mail: ros.jones@doncaster.gov.uk
Our Ref:
Your Ref:

Date: 9th August 2021

Dear Dan

Support of the South Yorkshire Mayoral Combined Authority bid to the Active Travel Fund 2022/23

I write to confirm our support for the Active Travel Fund bid, and the proposal contained within it.

Supporting access to new and existing employment, education and training, and promoting physical activity through walking and cycling, is a high priority for Doncaster, as well as for Sheffield City Region. The improvements to the Trans Pennine Trail in Doncaster will encourage active travel from the West of the Borough to the Town Centre.

We await a successful outcome from the bid, and look forward to continuing working together with public and private sector partners, assisted by funding from the active travel fund, to make South Yorkshire a great place to work, live, visit and invest in.

Kind Regards

Yours sincerely

Ros Jones
Mayor of Doncaster

Councillor Chris Read – Leader of the Council

Riverside House
Main Street
Rotherham
S60 1AE
Tel: (01709) 822700
E-mail: chris.read@rotherham.gov.uk
*Email the Council for **free** @ your local library!*

Our Ref:	Direct Line:	Extension:	Please Contact:
CR/0352	(01709) 822700	22770	Councillor Chris Read

2nd August 2021

Mayor Dan Jarvis
Sheffield City Region Head Office
11 Broad Street West
Sheffield
S1 2BQ

Dear Mayor Jarvis,

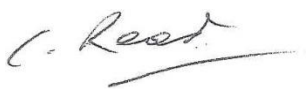
Re: Support of the Sheffield City Region bid to the Active Travel Fund 2022/23

I write to express and confirm our support of Sheffield City Region's bid to the Active Travel Fund, and the proposal contained within it.

Supporting access to new and existing employment, education and training; and promoting physical activity through walking and cycling is a high priority for Rotherham as well as for Sheffield City Region. In particular, the Broom Road cycleways will provide an excellent opportunity to enable people to access Rotherham town centre by active means, supporting both our ambition set out in the draft Rotherham Cycling Strategy as well as supporting our economic aspirations for the town centre.

We eagerly await a successful outcome from the bid, and to continue working together with public and private sector partners, assisted by funding from the active travel fund, to make Sheffield City Region a great place to work, live, visit and invest in.

Yours sincerely,



Councillor Chris Read
Leader, Rotherham Metropolitan Borough Council



Sheffield City Council
Town Hall
Pinstone Street
Sheffield
S1 2HH

August 2021

[Email Recipient]

Dear Sir/Madam,

RE: Active Travel Fund 21/22: Bid Submission

On behalf of Sheffield City Council, I would like to take this opportunity to confirm our support for the continued investment in Active Travel, most recently outlined by the Department for Transport's Active Travel Fund 21/22 application process.

We fully recognise that we are facing a climate emergency and a need to strengthen our economic and social foundations in the short and long term. Our successful future will depend on the investment in a safe, accessible and high-quality active travel network. This will ensure that our economic recovery is both sustainable and inclusive, aligned to our commitments to carbon reduction, healthier lifestyle and the levelling up agenda.

Every effort to make cycling and walking a more attractive travel option is a fundamental objective to the City's strategic transport vision. This has been demonstrated through our use of the Active Travel Fund 1 and our Transforming Cities Fund programmes, branded Connecting Sheffield¹. Whether this be cycling or walking for utility purposes such as to work, training or education, or leisure and recreation, making available high quality infrastructure will support our communities to flourish and ensure that inclusive mobility is seamlessly integrated into our existing transport network. This is an important policy direction as our City steps forward into its future.

The Active Travel Fund 21/22 submission, as outlined within this bid, demonstrates our immediate aspirations for transforming our transport network. We will continue to design to the highest cycle standards (LTN 1/20) to provide a step change in the quality of our cycle networks across the city. The programme outlined in this bid is aligned with the existing programmes of investment, to harness wider behavioural change and begin the building blocks for a whole network approach, based on global best practice.

The bid is supported by the Council on a regional basis, but specifically for the City we support and commit to the following the schemes;

¹ <https://connectingsheffield.commonplace.is/>

Attercliffe to Advanced Manufacturing Park Cycle Route – There are gaps in the cycle network in the east end of the city, with major employment and areas of deprivation cut off by the lack of sustainable access. The Advanced Manufacturing Park, which is home to Rolls Royce, Boeing, McLaren, the University of Sheffield and a many other start up businesses, would benefit from this improved link. The route will also go through a number of deprived areas, connecting these communities to with employment opportunities deep with the Attercliffe area and the City Centre.

East Bank Road Cycle Route – The Active Travel Fund 1 fund is providing a cycle route along the Sheaf Valley where there is a high propensity to cycle. This is a strategic, radial route in its own right but will have the added benefit of joining into the Sheaf Valley Route on a radial basis.

Recreational Crossings – Sheffield is characterised by its fantastic green and woodland spaces and the pandemic has demonstrating how important these are for mental wellbeing, physical health, not to mention the incredible environmental contribution they perform on a micro and macro level. Crossing busy roads in the vicinity of this spaces is often a barrier, and the proposal includes enhancing accessibility by providing crossing facilities.

It must also be stressed that these programmes are not just about the physical infrastructure on the ground, but also includes the wrap around support to businesses, residents and schools through behavioural change campaigns, such as cycle campaigns, events and training programmes. We are therefore proposing a series of bike hire and business grants to help the transition. This complements a host of previous cycling schemes delivered in the City via the Sustainable Travel Access Fund, but also our successful E-Cargo bikes project and the Capability Fund programme.

Finally, with the elevated public interest in active travel, the bid is ideal to help Sheffield and the Sheffield City Region become a region leader in the sustainable community movement and the emerging green economy. Not only is none motorised transportation good for the environment, but it is also better for the health and wellbeing of our residents.

Thank you for your consideration.

Sincerely,

Yours sincerely,



Councillor Terry Fox

**Leader of the Council
Sheffield City Council**



Kate Josephs

**Chief Executive Officer
Sheffield City Council**

26. Declaration and Contact Details

Please read the following declaration:

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

275. Are you able to confirm all of the statements above? *

☒ Yes

☐ No

276. Please provide the following contact information for the Reporting Officer at your authority: *

Name

Pete Zanzottera

Telephone
number

07742 401102 / 0114 2203364

Email address

Pete.zanzottera@sheffieldcityregion.org.uk

277. Please provide the following contact information for the Senior Responsible Officer at your authority: *

Name

Martin Swales

Telephone
number

07500 120348

Email address

Martin.Swales@sheffieldcityregion.org.uk

278. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority: *

Name

Gareth Sutton

Telephone
number

07395 837866

Email address

Gareth.sutton@sheffieldcityregion.org.uk

279. Please provide any further details or clarification of your submission that you wish the Department to consider: *

Endorsement of the submission from Dame Sarah Storey, SCR Mayoral Combined Authority Active Travel Commissioner

"I'm really pleased to endorse the accompanying bid for Active Travel Emergency Capital 2021/22 Funding. As the Active Travel Commissioner for Sheffield City Region Mayoral Combined Authority, I have been closely involved in the generation of these schemes, all of which are part of my recently published Implementation Plan which is our LCWIP".

Endorsement of the submission from Peter Kennan, SCR LEP Private Sector Board Member, Co-Chair of SCR Transport & Environment Board and Transport for the North Board Member.

"I endorse the bid for Active Travel Emergency Capital 2021/22 Funding. The SCR LEP is fully supportive of the Mayor's Transport Vision and is working alongside MCA colleagues and the business community to implement all aspects of the SCR Active Travel implementation Plan to transform and decarbonise our local transport system so as to deliver inclusive and sustainable growth to our City Region".

Additional comment from Section 151 Officer

Pre-submission internal review of the proposals within this bid submission highlights the strong strategic fit of the proposals to both the MCA's and DfT's priorities.

Review further notes that at this stage the ability to test the relative value for money of the proposals has been limited. As these schemes progress through the MCA's governance individual business cases will be tested and subject to the rigour of the Authority's government endorsed Assurance Framework.

This submission notes that a number of proposals within this bid represent enhancements to existing schemes funded from other DfT grant streams and local resource. These enhancements create interdependencies, with the deliverability of schemes contingent upon variables including funding and the pace of delivery. These issues will continue to be monitored as schemes progress through the MCA's governance, with a number of mitigations already identified.

27. Confirmation Page

280. You have now reached the end of the proforma questionnaire. Are you happy for your responses to be submitted to the Department? *

☒ Yes

☐ No

Submitted by Smart Survey on Monday 9 August 2021, 18.16 with follow up email to walking.cycling@dft.gov.uk attaching additional documentation (maps and letters of support are included within this version at the correct sections).