



Emergency Active Travel Fund - tranche 2 survey

1. General

1. What is your local transport authority name? *

Sheffield City Region Mayoral Combined Authority

2. Strategic case

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.

2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.*

Sheffield City Region Mayoral Combined Authority (MCA) has published its Active Travel Implementation Plan (ATIP), which has also been submitted to the Department for Transport as its Local Cycling and Walking Investment Plan (LCWIP). This contains clear analysis of the issues facing our region from inactivity, health issues, poverty, and poor air quality, all of which have been linked to higher infection rates and severity of COVID-19. Compared to the rest of England the MCA geographical area had relatively high rates of public transport usage pre-COVID but was increasingly reliant on private vehicle usage. A clear target for the ATIP and the logical thread for increasing active travel is the high proportion of short journeys undertaken by car. For walkable journeys (up to 2km) 47% were taken as a car driver, with a further 9% as a passenger and for cyclable journeys (up to 5km) the percentages were 64% and 8% (all figures based on 2011 census data and the data is unlikely to have changed markedly since).

In the Emergency Active Travel Phase 1 our partner authorities have implemented road space re-allocation schemes such as the pedestrianisation of Doncaster Centre (10am – 4pm), temporary lanes between Barnsley Town Centre and the hospital, multiple footway widening measures in Rotherham and new pop up bike lanes as seen in Sheffield (Attercliffe, Shalesmoor), as well as removal of vehicle access to shopping streets in the centre of Sheffield. All of our Phase 2 bid is made up of trial and permanent measures focusing on two of the key deliverables laid out in the ATIP and echoed in the DfT Changing Gear released at the end of July 2020:

- A. Active Travel Lanes (Cycle Superhighways) – priority segregated space for cycling, scooting and faster electric mobility aids and improved walking facilities.
- B. Low Traffic Neighbourhoods (Mini-Hollands) – treatments to remove rat running and traffic passing through housing areas by filtering permeability.

During COVID-19 lockdown, traffic levels were greatly reduced in the first 2 months and although they have steadily increased, the weekday volumes are still measured at 80-85% of pre-COVID levels. Public transport usage reduced markedly but has rebuilt to about 40% of pre-COVID, but a combination of social distancing measures, remote working and low confidence is likely to continue to suppress patronage. Active travel usage is likely to have peaked at the end of May, as the patterns shifted to much more local trips. National indicators (Sport England) have shown that cycling once a week peaked at 16% is still undertaken by 14%, running peaked at 22% and is now 20% and walking peaked at 65% and has returned to 58% (all values as at 3rd August 2020). Automated Cycle counters have shown considerable variation (probably due to weather changes) but in some locations are back to pre-COVID levels.

The clear conclusion is that the MCA needs to empower as many people as possible to walk trips of up to 2km, and cycle trips of up to 5km. Walking and cycling will have the most stable journey times and reliability, and well as accruing the benefits outlined above.

One of the key issues facing the MCA is increased demand for travel in September, when schools and colleges are due to re-open and when the summer holiday period ends. MCA data estimates that only 20% of the workforce in the region will continue to work from home and the likely outcome of lower levels of public transport use is an increase in private vehicles. With education accounting for up to a quarter of morning peak, traffic levels are likely to exceed pre-COVID levels. This makes alternatives to public transport for trips to school and work trips a key focus. As the work to increase active travel is successful, and more people start to walk and cycle, it is essential that their safety as they travel around the transport network is secured.

3. *

Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. *

We are proposing 2 schemes of work consistent with the analysis above.

- A. Active Travel Lanes that link communities to destinations.
- B. Low Traffic Neighbourhoods (LTN) that maximise local walking and the local portion of cycling trips, also including School Streets – local measures to reduce traffic at school start and end times.

A - Active Travel Lanes

The main objectives of the Phase 2 funding are to implement measures that are beneficial to both walking and cycling. The key priority of our Active Travel Implementation Plan is to create a network of safe infrastructure aimed at pedestrians and cyclists but to include all wheeled mobility. The implementation of these Active Travel Lanes specifically includes linking at least one community to at least one destination and to be a visible demonstration that it is safe and advantageous to walk and cycle. These lanes must recognise the needs of both the existing walking and cycling routes and in the majority of cases will re-allocate space from the roadway. Any lane must meet our approved guidance and minimum standards which were adopted by the MCA in July 2020 and exceed the national guideline requirements. There are links and complementary benefits between these schemes and other areas of investment, including TCF, however the Emergency Active Travel Fund interventions and benefits are not dependent on these complementary investments. The schemes we propose in this category are:

A1. Sheaf Valley Route in Sheffield, Phase One - Sheaf Quay to Norton Hammer

The southwest sector of Sheffield is identified in the Cycling Propensity tool as having the highest potential and this route around the Sheaf Valley already has a variable quality route of mainly painted lanes. Following the Sheaf Valley, it has fewer steep gradients and feeds connecting estates and will link to the Netheredge LTN. The upgrading to a high-quality segregated route will grow the existing number of active travellers and in time link strategically along Abbeydale Road to Dore and Totley. At the City end it will link to Sheffield train station and on to existing links to the heart of the city and beyond.

A2. Broom to Rotherham Centre

The Broom corridor has a high propensity to cycle and is close to the centre of Rotherham. The route has a continuation into the centre of the town as well as strategic connections to Whiston and Wickersley which are both established residential areas. The route already forms a strategic route for the ATIP and will deliver the first part of it to Wellgate which will form an important future connector.

A3. Conisbrough to Warmsworth

This route ranks high on the Propensity to Cycle tool and it will create a strong strategic link to the overall network linking routes from the centre of Doncaster to Balby which will now become a priority for future funding. Balby will also benefit from additional improvements from the Transforming Cities Fund (TCF), the route will be a segregated bi-directional cycle track alongside the A630 and within the existing highway boundary,

A4. Stairfoot link to Ardsley & Goldthorpe

An Active Travel Lane on A635 Doncaster Road in Barnsley that will link Stairfoot with Ardsley, Darfield and into Goldthorpe, thereby linking with the proposed LTN and work being carried out in Phase 1 where a segregated footway is being delivered from Stairfoot to Pontefract Road and into Barnsley Town Centre. This route will also connect into the Elsecar / Trans Pennine Trail route described below. Goldthorpe is part of the Stronger Towns bid and the routes developed in the TCF will also connect into this area.

A5. Elsecar Links to Trans Pennine Trail

The Trans Pennine Trail is the primary active travel route through Barnsley for commuting, utility and leisure journeys, and creates a strong strategic link to the overall ATIP network, linking routes to and from the town centre, principal towns, employment and retail areas. Connecting into the TPT for commuting routes as well as leisure cycling has been the focus of the TCF in the area, and the public health and Zero45 agendas.

The proposed on-road improvements around Elsecar include the upgrading of crossing points, reducing speed limits through the village and providing cycle storage at the Heritage Centre. This route also connects into the Cortonwood Retail Park, multiple employment sites (allocated in

the Local Plan) and residential areas. These links will enable increased use of the trail for commuting and active travel, which is a strategic corridor and a focus for Barnsley's recovery; getting people back to work, to employment hubs and access to leisure sites.

B - Low Traffic Neighbourhoods

These are neighbourhood treatments to decrease the number of short vehicle trips and remove traffic cutting through or across the neighbourhood. The treatments prioritise active travel through improvements to local footways and cycle tracks, linkages to the active travel network, and where possible the use of point closures and modal filters. There are links and complementary benefits between these schemes and other areas of investment, including TCF, however the Emergency Active Travel Fund interventions and benefits are not dependent on these complementary investments.

B1. Netheredge and Crookes Sheffield

This area is closely linked to the Sheaf Valley route and the TCF routes that will be implemented by 2023. The scheme to be delivered through this bid is a combination of modal filters and other traffic management tools. It falls within a location where strategic traffic movements use these residential streets to bypass queuing on radial corridors. There is also high car ownership so complementary measures will help to promote local trips onto other modes.

SCC has a programme of school streets to be delivered over the 2020/21 financial year. The schools that have been selected have demonstrated the achievement of a number of acceptability criteria, owing to a commitment to improve their active travel modal share for the school run and wrap around supporting materials and actions plans. To complement the LTN the planned schools are in Crookes and Nether Edge.

B2. Broom, Rotherham

As outlined in point A2 above, Broom represents an area with a high propensity for active travel into the centre of Rotherham with distances under 3km to the central train station and shopping areas. Within the neighbourhood, rat running traffic and anti-social driving have been identified by the community as issues. The area contains schools, employment and also links to Rotherham General Hospital. There are measures for two school streets within the Broom Road LTN (Broom Valley Community and Broom Valley Primary) with the specific details to be developed in collaboration with the schools and local community.

B3. Thorne, Doncaster

The village of Thorne is self-contained, with access to two rail stations and has links to the canal towpath for leisure walking and cycling. Filtering measures will be applied to prevent rat running between North Eastern Road and Queen Street. This scheme also complements the cycle route to Moorends. An additional part of TCF is to bring a bi-directional cycle route that links Thorne to the wider active travel network.

West Road Primary in Doncaster is subject to high car use which creates a poor environment for people to walk and cycle to the school. There has been a good level of engagement and consultation with parents and residents through the previous clean air day event resulting in the proposal for a trial road closure along West Road between Marshland Road and the Circle with vehicles stopped from entering the street at certain times of the day

B4. Goldthorpe, Barnsley

Goldthorpe in Barnsley is a key priority area for the local highway authority and represents the confluence of interlinked delivery strands. The Dearne Valley settlements are close enough to make active travel a priority, and the focus for both TCF and the Towns Fund investments; as well as the proposed NPR. The previously heavily industrialised area is one where car dependency can be replaced by active travel connectivity and a healthier and greener community. The LTN would focus on active travel to school and local services with links to active travel routes to the other nearby settlements of Thurnscoe and Bolton upon Dearne and the wider active travel network, including links to the Trans Pennine Trail.

The primary local challenges as outlined in the strategic case are inactivity, poor air quality, safer roads for active travel, suppressed public transport usage following COVID restrictions, impending additional network pressures as schools re-open and increased private vehicle usage. Our strategy for addressing these challenges is to empower people to change the way in which they undertake shorter journeys by enabling increased walking and cycling.

Enabling walking and cycling means that we must provide clear and safe routes that offer a clear and visible advantageous route to active travellers. These schemes will deliver that by providing the additional or improved active travel links between communities and key destinations. This infrastructure provides not only the opportunity to change but also clear information and help. Our programme will be supported through complementary revenue measures such as development of bike hubs and storage at destination sites, dedicated business support for travel choice, dedicated resource to support school streets, community consultation, involvement and communication support for centralised messaging. The schemes are also part of our wider strategy for Active Travel. Individually they will have a positive local impact and collectively they will help transform travel opportunities across the region.

4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply *

- ☐ Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP) **YES**
- ☐ Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis
- ☐ Scheme(s) identified in Local Transport Plan
- ☐ Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyi.pt.bike/rapid/>)
- ☐ Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>) **YES**
- ☐ Scheme(s) identified through consultation with stakeholders **(YES)**
- ☐ Other (please specify):

Identified through local Renewal Action Plans

3. LCWIPs (if appropriate)

5. Which LCWIP does the scheme(s) fall under? *

Sheffield City Region Active Travel Implementation Plan

6. Please provide a URL to the LCWIP if available

https://sheffieldcityregion.org.uk/wp-content/uploads/2020/06/SCR_Active_Travel_Implementation_AW_Single_Pages.pdf

4. Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

7. Scheme name *

SCR Active Travel Lanes

8. Total scheme cost *

£6,258,000

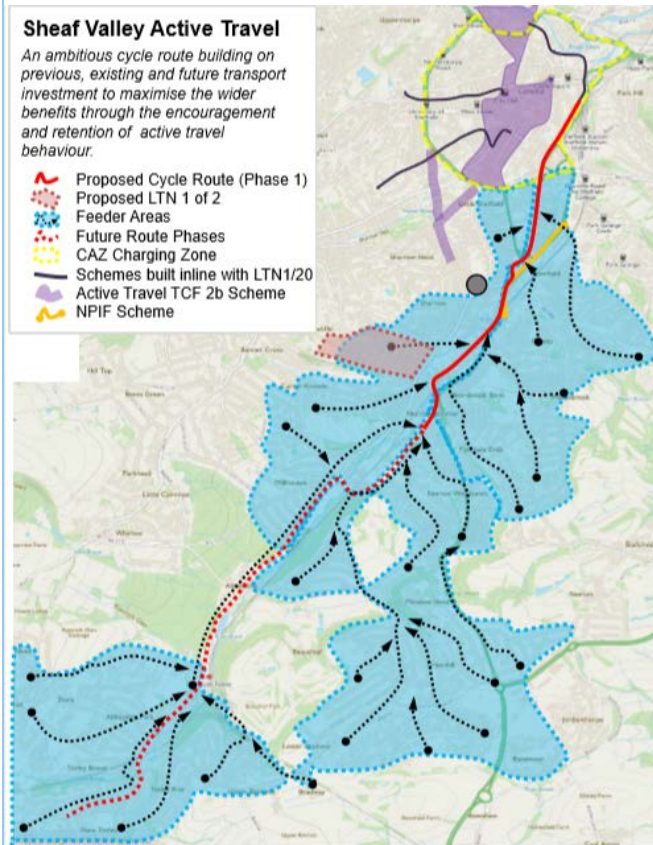
9. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

A map should be provided if possible.

A1. Sheaf Valley Active Travel Lane

Sheaf Quay to Norton Hammer, see map below for location information. The scheme is intended to integrate recently completed, currently in construction and future transport and land use investments. This links with existing ERDF, NPIF and TCF investments.

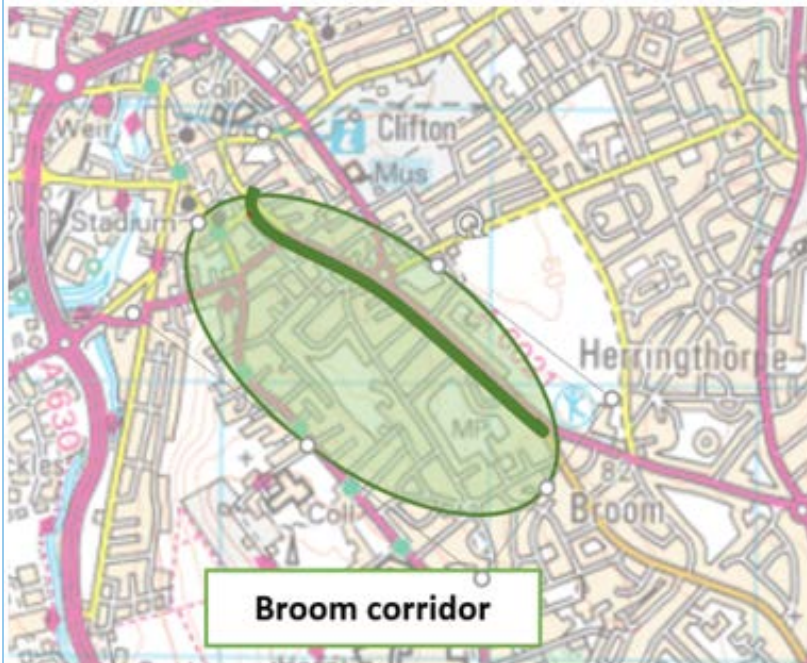


The scheme is being implemented on a semi-permanent basis. The requirement for an immediate response to the bid means that the works will be delivered under experimental traffic orders. This will ensure that the scheme can be receptive to proposed changes identified through the ongoing consultation. However, the intention is that this route is developed to a standard that would be converted to permanent once this is possible.

A2. Broom to Rotherham Centre

Treatment of Broom Road and the vicinity, providing connectivity between this residential area and Rotherham town centre via Wellgate. Introduction of cycle tracks along part of Broom Road, with associated works at junctions, will provide the opportunity to facilitate non-motorised travel as an alternative to car use, supporting access to the town centre and mitigating for limitations of public transport services. This is a permanent scheme.

See map below.



A3. Conisbrough to Warmsworth

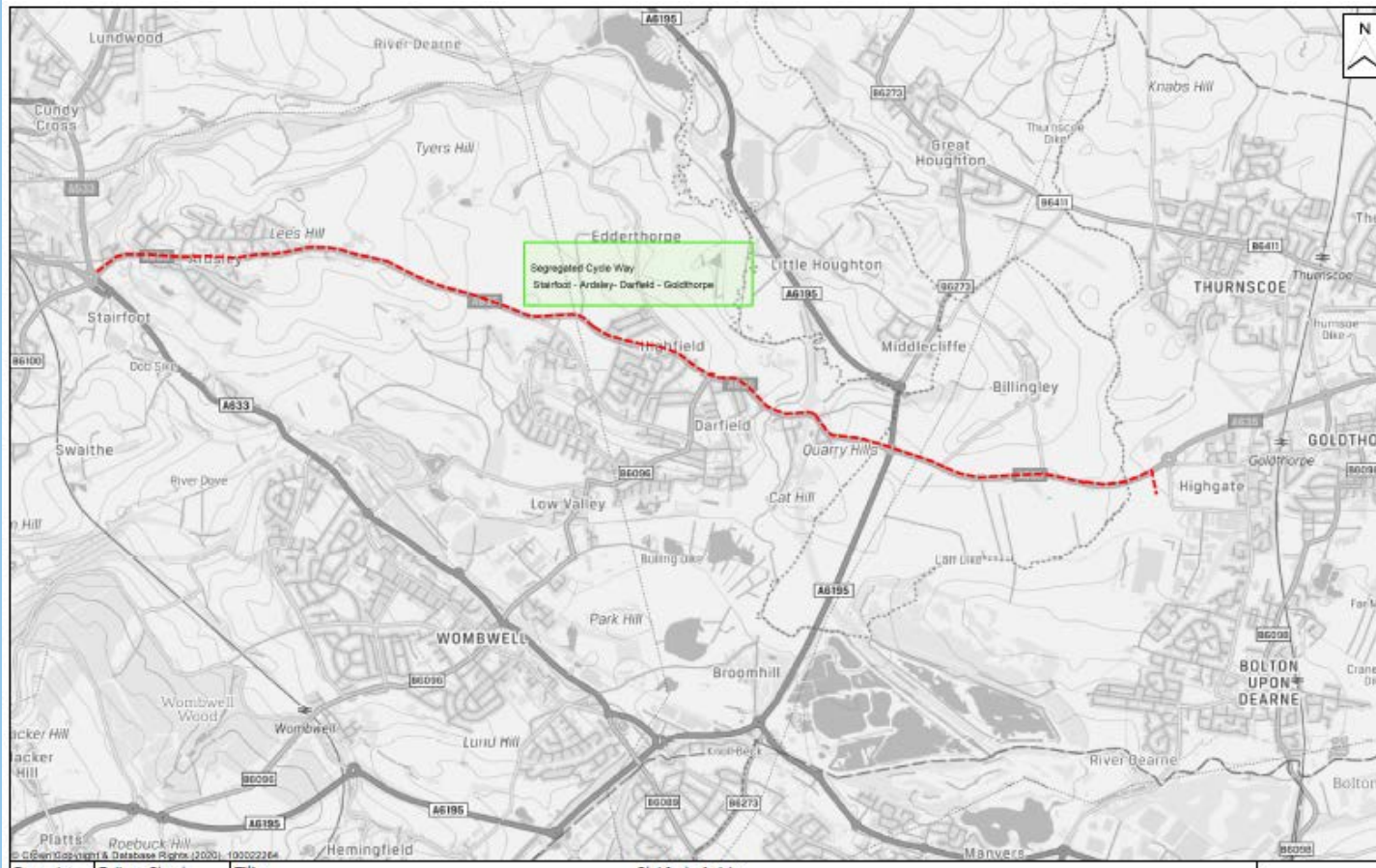
Cycle superhighway running alongside the A630 between Conisbrough and Warmsworth, see map below for location detail. This ties into the LCWIP Corridor of Balby Quietway works to be completed as part of the TCF, creating a route to town centre. This is a permanent scheme.



A4. Stairfoot Link to Ardsley and Goldthorpe

Segregated link on A635 Doncaster Road that will link Stairfoot with Ardsley, Darfield and into Goldthorpe. The scheme will open up new routes for active travel users with dedicated facilities. Given the nature and location it is anticipated the largest impact will be on cycle users. This is a permanent scheme.

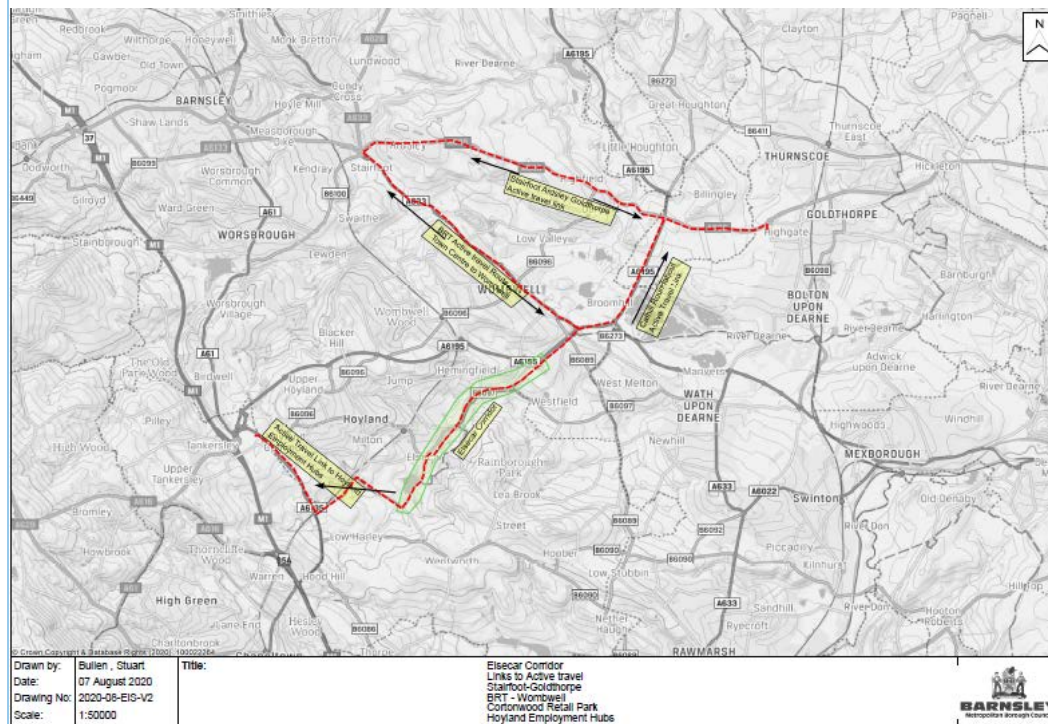
See map below for further detail.

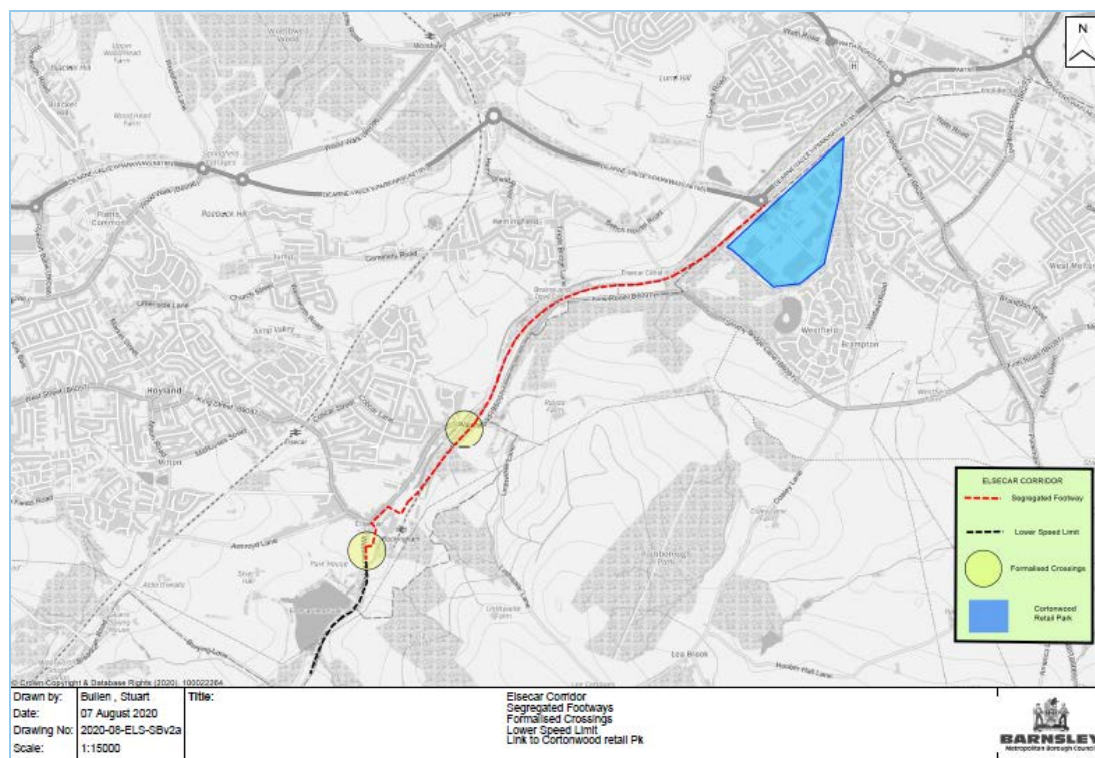


A5. Elsecar Links to Trans Pennine Trail

Active travel lanes between Elsecar Train Station/Heritage Centre and Worsbrough Reservoir. This provides permanent measures to improve connections on a strategic corridor, removing barriers and areas of severance for the active travel network and is a focus for Barnsley's recovery,

See the links identified in the maps below





10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. *

- ☐ New segregated cycleway (permanent)
- ☐ New segregated cycleway (temporary)
- ☐ Installing segregation to make an existing cycle route safer

- ☐ **Point closures of main roads to through traffic, apart from buses, access and disabled**
- ☐ **New permanent footway**
- ☐ New temporary footway
- ☐ **Widening existing footway**
- ☐ **Provision of secure cycle parking facilities**
- ☐ **Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)**
- ☐ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- ☐ Park and cycle/stride/scooter facilities
- ☐ Selective road closures using planters, cones or similar
- ☐ **Provision for monitoring and evaluation of schemes**
- ☐ Other (please specify):

Bus gate and junction remodelling

Cycle storage provision

11. For corridor schemes, please provide the route length in miles

Approximate total route length of interventions is 3.75 miles (6km). The direct connections that this makes with other routes extends the total length benefiting to over 12 miles.

12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

5. Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip this page and the following 3 pages.

13. Scheme name

SCR Low Traffic Neighbourhood Including School Streets

14. Total scheme cost

£1,681,000

15. Please provide a clear description of the scheme, including :

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters;
- whether interventions are temporary or permanent.

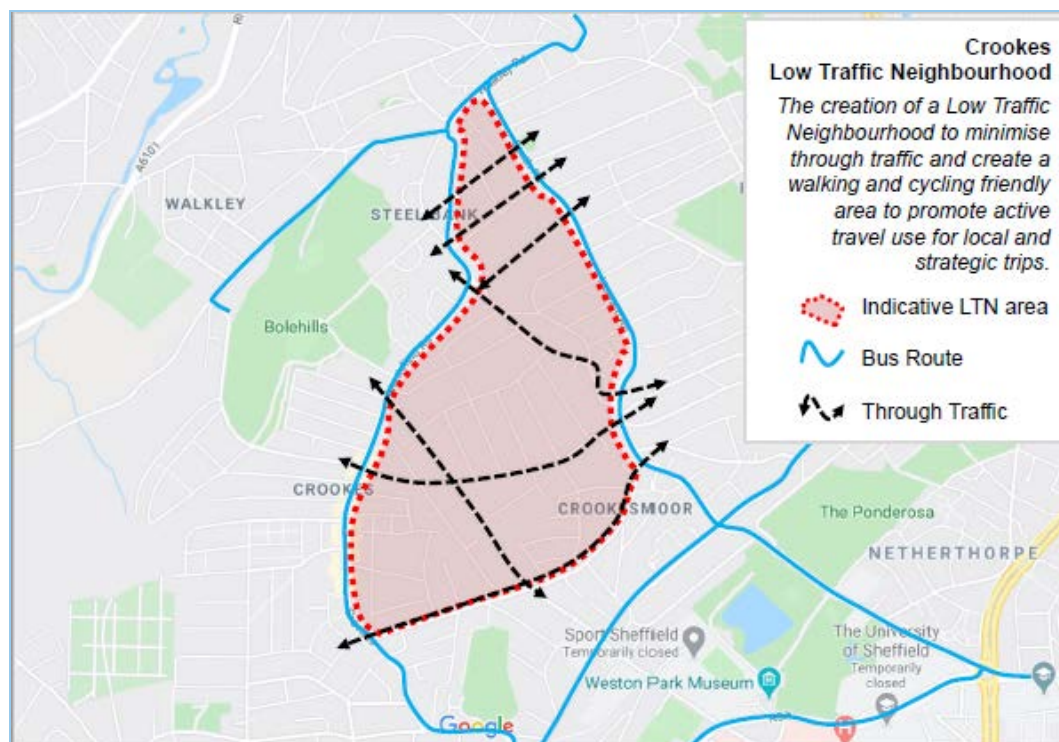
A map should be provided if possible.

B1. Nether Edge and Crookes Sheffield

Total of 21 point closures and 8 one way filters. The schemes will be implemented under Experimental Traffic Orders to ensure that consultation and scheme design can respond to resident, business and user feedback throughout its implementation period. The performance and community reception of the LTN's will be monitored but it is intended that as a result this will be made permanent.

See maps below for more details

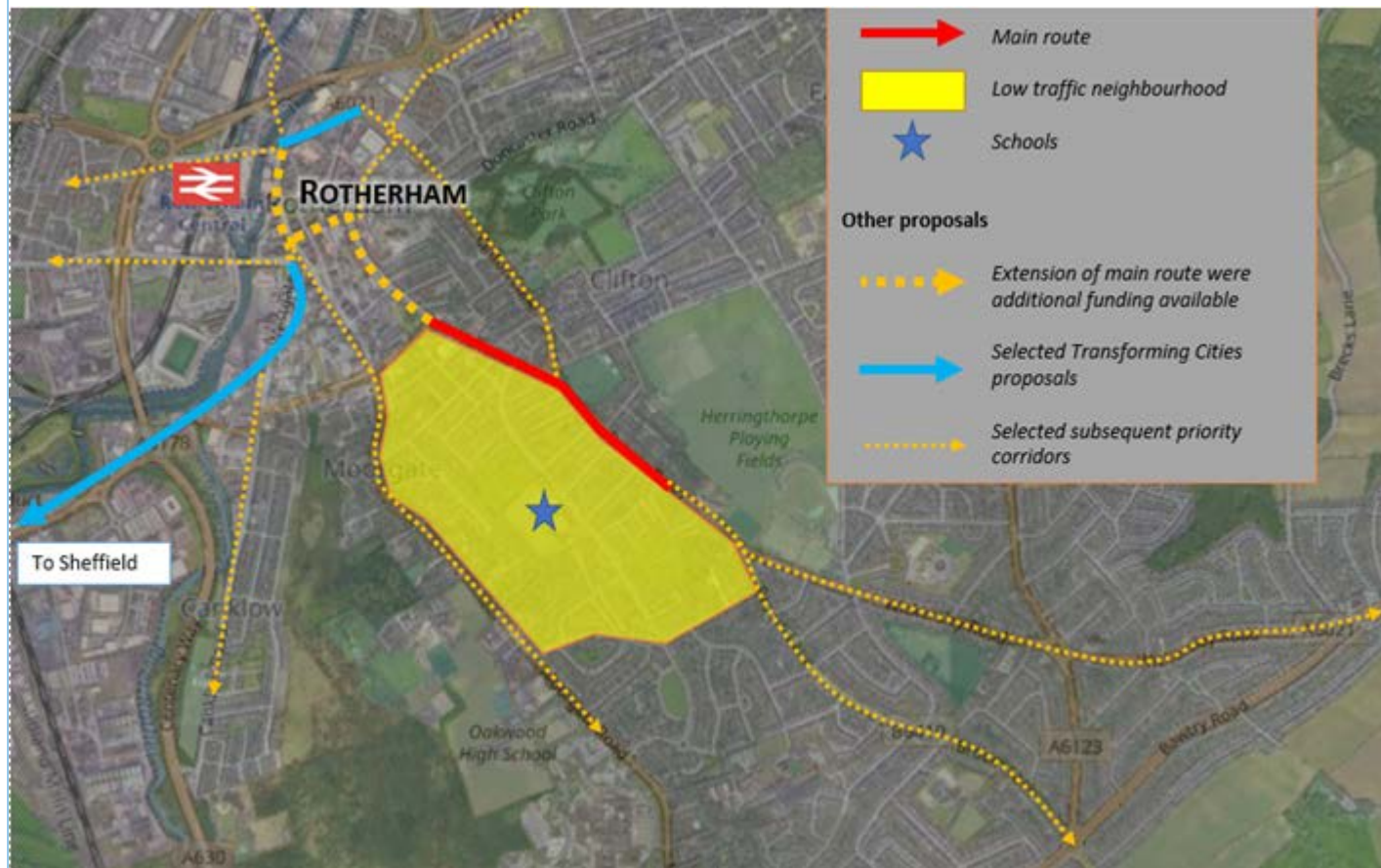




B2. Broom Rotherham

This LTN aligns with the Broom Active Travel Lane, located to the west of Rotherham Town Centre and will include measures in adjacent streets to manage traffic volumes and speeds, and ensure availability of clear carriageway for cycling, potentially including point or diagonal closures, opposing one way streets, waiting and parking controls, and traffic calming. These are planned as permanent measures

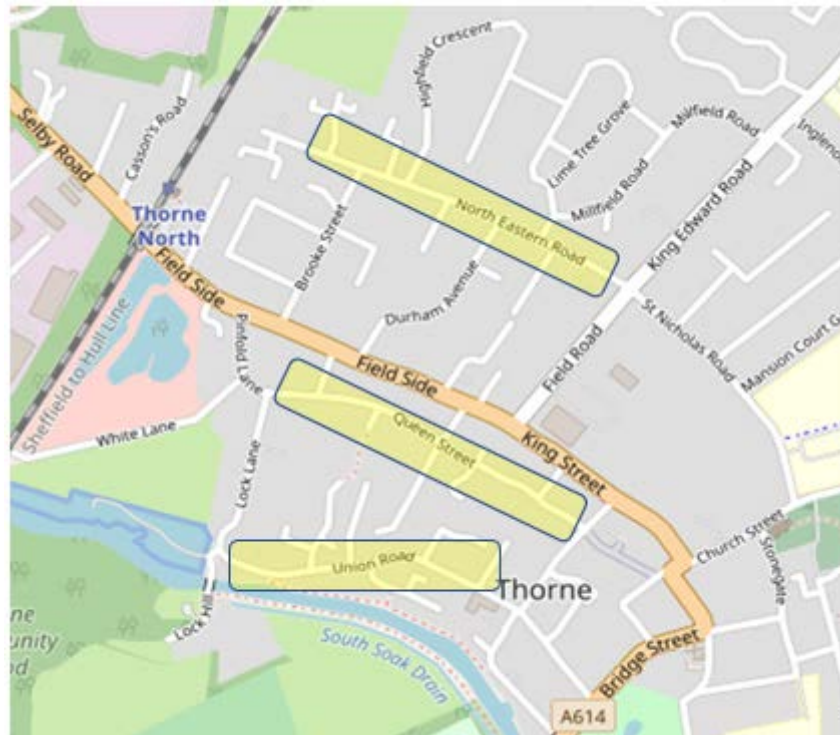
See map below for LTN area

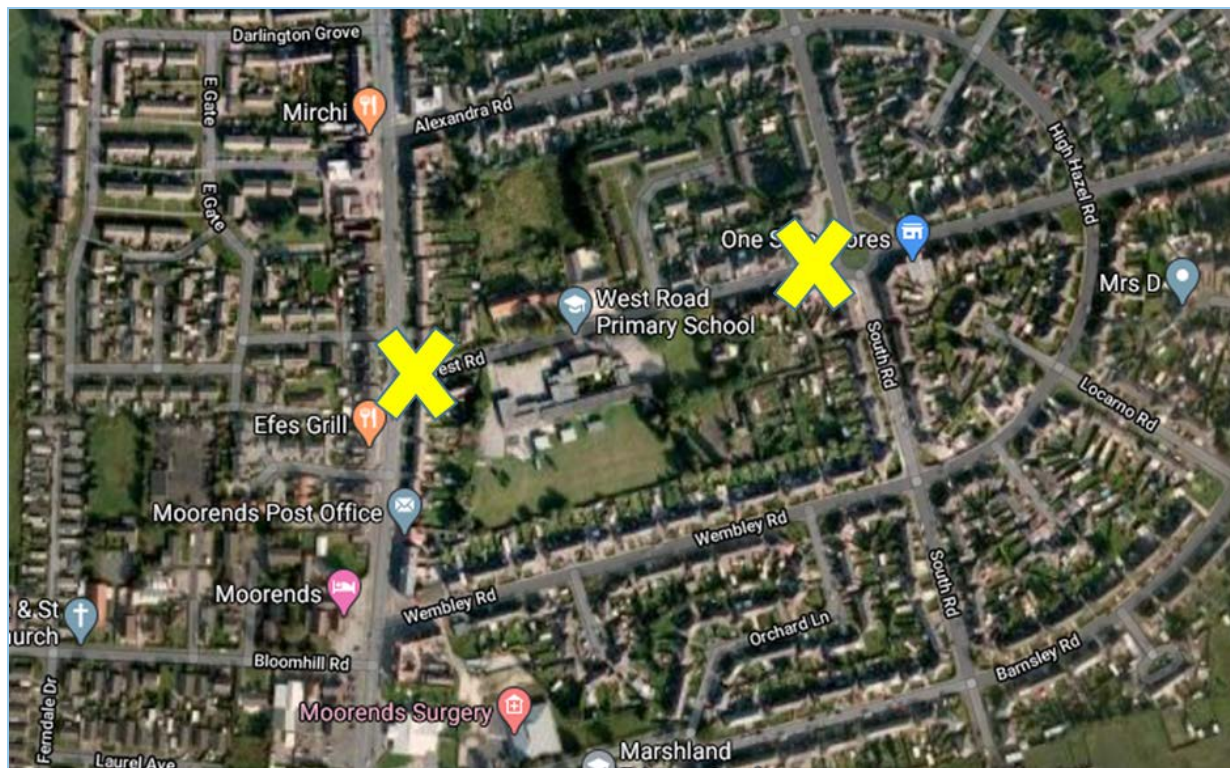


B3. Thorne Doncaster

North Eastern Rd, Queen Street and Union Rd in Thorne to receive filtering measures. This is a trial measure with a view to making permanent through alignment with TCF. The works area also includes provision of a school street is at West Road Primary

See maps below for area details

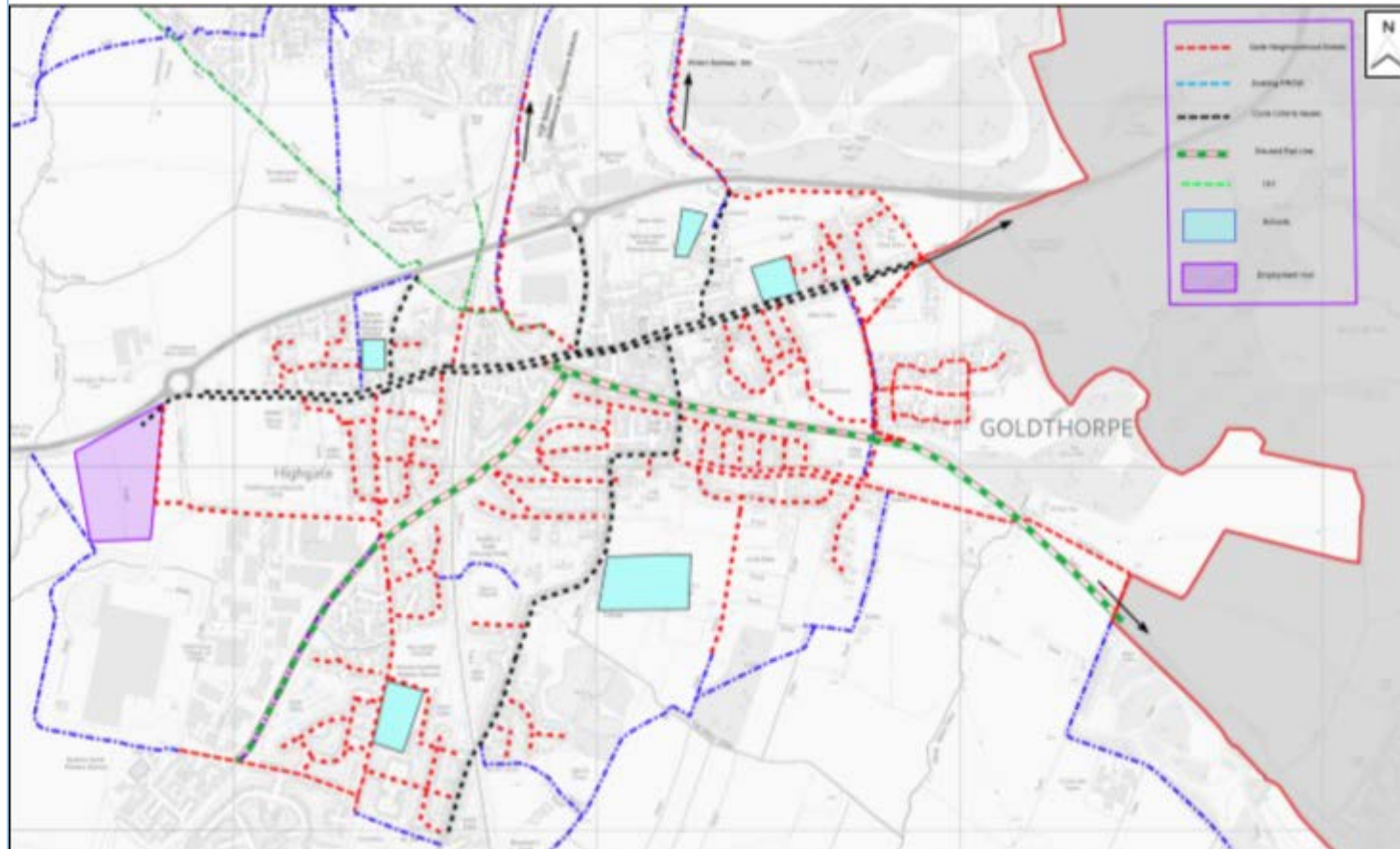




B4. Goldthorpe

Develop the Bee Network Goldthorpe covers, with improvements to walking, cycling, and mobility users' infrastructure across the town. These are planned as permanent measures.

See map below



16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- ☐ New segregated cycleway (permanent)
- ☐ New segregated cycleway (temporary)
- ☐ Installing segregation to make an existing cycle route safer
- ☐ **Point closures of main roads to through traffic, apart from buses, access and disabled**
- ☐ New permanent footway
- ☐ New temporary footway
- ☐ **Widening existing footway**
- ☐ Provision of secure cycle parking facilities
- ☐ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- ☐ **Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)**
- ☐ Park and cycle/stride/scooter facilities
- ☐ **Selective road closures using planters, cones or similar**
- ☐ **Provision for monitoring and evaluation of schemes**
- ☐ Other (please specify):

School streets with specific interventions being agreed with the schools involved.

One-way filters

Signage improvements

17. For corridor schemes, please provide the route length in miles

n/a

18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Not all of the interventions can be quantified at this time as the detailed design of the LTN's and school streets requires further consultation with the communities and areas benefiting. It is essential that the final project is what the local stakeholders require. The consultation process has already started and has helped inform the areas we are working in, more detail on the approach to consultation is in section 44.

The outline figures to date are:

6 school streets

24 point closures

11 one-way filters (including but not limited to use of planters and droppable bollards)

Up to 60 signage replacements or installations

De-cluttering of street furniture

AL NOTE – the format of this document is from the online form, section 19 to 36 were for additional schemes which we did not require so our submission skips straight from here to section 37

9. Finance case

37. Total DfT funding sought (£) *

£7,939,000

38. Total DfT capital funding sought (£) *

£6,609,000

39. Total DfT revenue funding sought (£) *

£1,330,000

40. Total local authority contribution, if applicable, (£)

£285,000

10. Management case

41. When do you expect to commence construction? (DD/MM/YY) *

01/09/2020

42. When do you expect to have completed the work? (DD/MM/YY) *

31/03/2020

43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met *

Our governance arrangements and decision-making processes are detailed in our Assurance Framework which has been approved by Government, and it outlines the respective roles and responsibilities of the MCA, SCR Mayor, LEP and Thematic Boards and Committees. It also explains how we will use public money responsibly, and our processes and procedures for ensuring accountability, probity, transparency, legal compliance and achieve best value for money from projects we invest in. This includes our project application, appraisal and approval process, and the systems we have in place for monitoring and evaluating the delivery and impact of projects and programmes funded by the MCA.

All projects and programmes that apply for funding from the MCA undergo a proportionate appraisal to assess the merits, its strategic fit, risks and value for money (VfM). Our appraisal process is fully compliant with the HM Treasury Green Book and appraisal guidance published by individual Government departments including the Department for Transport. The VfM assessment (which includes a basket of indicators), considers the potential costs, benefits, risks, uncertainties and impacts of the project, and a Benefit Cost Ratio (BCR) is calculated for the project wherever possible. All of the wider monetised and non-monetised impacts and benefits of a project are quantified wherever possible and non-quantifiable benefits are also assessed qualitatively.

Following award to a project, local funding agreements are co-signed by the MCA and the lead delivery authority. These provide the structure around which ongoing reporting, performance monitoring and evaluation requirements are managed and programme delivery is measured.

44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators *

Where possible, within the timescales of the submission deadline, stakeholders have been actively engaged in the development of the proposals. This includes, but is not limited to, responses to the Phase 1 schemes and communications with the businesses and communities affected by these, close engagement with elected members and ward members within the respective local authorities, discussion with SYPTE and bus operators, Chamber of Commerce and contact with key user groups, e.g. Cycle Sheffield.

In March 2020, we re-purposed our interactive map for COVID-19 related Active Travel input. Between March and July an additional 1,256 comments were received at specific locations from 409 unique registered users. This is on top of well over 3,000 comments from over 1,000 users in the period October 2019 to March 2020. <https://cyclewalkscrmapp.sheffieldcityregion.org.uk/>.

Also, throughout lockdown the SCR Active Travel Commissioner has taken part in a large number of online presentations, discussions and webinars. The LTN scheme in Crookes (Sheffield) has been suggested by local people, who have submitted their own analysis of potential solutions from 79 users. Enabling access for those living with impairment is a key focus of the Active Travel programme, led by the Commissioner who is Britain's most decorated Paralympian.

Stakeholder engagement will continue through the delivery phase of the programme with the appropriate communities and groups being consulted to help inform final designs and ensure user requirements are recognised. This will include collaborative design, for example agreeing the details of the school streets with each school individually. We recognise that involving residents and stakeholders in school streets and LTNs will need a wider capacity and skills base, and we have included in our bid training and building skills in community engagement and the wide range of solutions now available.

Member engagement within each authority will continue to be a key component of the ongoing design and delivery to ensure through them that the communities, business and individuals that the programme is intended to serve are represented. We have introduced informal update sessions and online member engagement sessions that recognise that we need to help members share their experience of dealing with, for instance, issues from a small number of residents about loss of parking.

45. Please state which design standards have been followed in developing your scheme(s) *

As part of the Active Travel programme we have introduced new universal standards across the region in 4 key areas:

1. When to segregate active travellers
2. Minimum lane widths (2m uni-directional, 3m bi-directional)
3. Surface quality and route continuity
4. Crossings and signal timings

These general standards were introduced and approved by the MCA whilst awaiting the detailed standards contained in LTN 1/20 which was published on 28th July 2020. We will follow our standards and LTN 1/20 for all active travel schemes, regardless of the funding source.

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? *

☐ Yes

☐ No

If yes, please provide details

Consultancy support will be kept to a minimum and only applied where internal resources are not able to meet the demand. At present this is limited to some LTN expertise to support community consultation and involvement, some communication support for centralised messaging for the MCA and external monitoring and evaluation for the programme as part of wider activity to monitor and evaluate our Active Travel Implementation Plan.

Values have not yet been confirmed however the current total estimate for the above equates to less than 1.5% of the total bid value.

11. Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? *

☐ Yes

☐ No

Please provide details

The majority of works are planned to be delivered through internal DLO's, for example, through Sheffield City Council's PFI arrangement, early contractor involvement has already taken place with the council's highway delivery partner; Amey who have been involved in the scheme development process.

Our primary procurement options are tried and tested and provide the capacity for works of the scale we are proposing. Where extra delivery resilience is needed, existing frameworks will be utilised to de-risk the securing of resources beyond our primary options.

12. Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? *

☐ Yes

☐ No

If yes please provide details

Some of the data used to help identify the proposed schemes has come from ongoing monitoring systems and these will continue to be used to measure scheme performance. Also as stated in section 46, we are sourcing external monitoring and evaluation expertise to support delivery of the programme objectives. Individual scheme design also takes into account the need for project sponsors to use the existing data sources and processes to provide monitoring and evaluation following implementation.

49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") *

In England, the monitoring of cycle and pedestrian movements is patchy and like many authorities putting together these bids, we have found that the figures that scheme appraisals are based on can sometimes be inconsistent or out of date. Also, the quality of evidence for uplift in active travellers from analogous schemes is similarly patchy. Appraisal tools are very sensitive when low numbers are presented, and there is a wide gap between user survey data and pedestrian and cycle count data.

In recognising that currently we have some shortfalls in baseline data, we have included in our guidance to all our partner authorities that we will expect cycle counters to be installed in all cycle ways over 500m length.

However, the lack of data is of concern to the whole programme and upon advice from our Advisory Board we are tendering for independent monitoring and evaluation advice for the active travel programme. This will include collating information for progress reports. We have also partnered with the Floow (a private company) in a separate bid for Sustainable Innovation Funding to evaluate the success of LTN.

13. 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.

50. Personal details removed.

51. Personal details removed.

52. Personal details removed.

53. Please add further details or clarification

In line with the staggered schedule provided by DfT, the full value for money assessment will be conducted post business case submission and in time for the September deadline. Work on the VfM assessment has commenced and some headline evaluation has been completed to advise on suitability for inclusion in the business case.

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 Phase 2 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. We welcome the opportunity for early implementation of schemes to be built this year.

The COVID-19 pandemic has fundamentally changed travel behaviour in South Yorkshire, and in the rest of this financial year we are committed to extending every opportunity for active travel to be an alternative to using public transport. We have a history of a large number of short vehicle trips and it is essential that more people walk trips under 2km, and cycle trips under 5km. Our strategy is clear, and in this bid we outline a set of schemes.