



Doncaster Council

Report

Date: 4th June 2019

To the Chair and Members of the Cabinet

A630 WEST MOOR LINK ROAD: APPROVAL TO ENTER INTO A FUNDING AGREEMENT WITH SHEFFIELD CITY REGION TO DRAW DOWN FUNDING FOR THE DELIVERY OF THE SCHEME

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Bill Mordue Joe Blackham	Wheatley Hills and Intake Edenthorpe and Kirk Sandall Armthorpe Hatfield	Yes/No

EXECUTIVE SUMMARY

1. This report provides an update on progress to date of the West Moor Link Improvement Scheme. The project is a high priority within the Sheffield City Region Investment Fund (SCRIF) with £5m of SCRIF funding available to be drawn down. SCRIF funding is conditional on gaining final business case approval. This is in addition to the NPIF at £3.324m and other local contributions to a total scheme cost of £10.65m.
2. West Moor Link (A630) connects the M18 Junction 4 with Thorne Road (A18). It is a heavily trafficked urban link connecting Doncaster Town Centre with the east of the Borough and the strategic road network. The A18 passes under a railway bridge with height restrictions. There are two inbound lanes and one outbound lane. The height restrictions mean that any diversions for high sided vehicles impacts on Armthorpe if there are issues on the M18 between Junction 3 and 4.
3. The area suffers from congestion and delays for all modes, particularly during peak times. The route is a key public transport corridor with over 240

buses (both directions) using the link under the rail bridge each week day. The width of the railway bridge over the A18 currently restricts the width of the carriageway beneath it and constitutes a pinch point.

4. Additional road capacity can be achieved by creating an additional lane which would allow two outbound lanes as well as two inbound lanes. To achieve this then the existing railway bridge over the A18 needs to be widened. As the bridge has height restrictions, the scheme will look to remove this by lowering the carriageway underneath the bridge.
5. Currently there is no provision for cyclists other than using the carriageway. Therefore the widening of the bridge will also allow space for a shared footway and cycleway which will remove a gap on the cycle network. This will support access to education, employment and leisure for cyclists.
6. Traffic Modelling Feasibility studies and options appraisals have been completed for the scheme and demonstrate that the proposed scheme can accommodate the planned developments as well as the proposed Local Plan proposals for the area.
7. Preliminary works relating to statutory service diversions commenced in April 2019. We have secured a disruptive possession from Network Rail for one week from the 1st March 2020. These works will have an impact on the network as they will require lane closures and two separate nine day road closures.
8. A Full Business Case is due to be submitted to Sheffield City Region in June 2019 to secure funding that has been aligned to this scheme. Once approved, Doncaster Metropolitan Borough Council will need to enter into a funding agreement with Sheffield City Region to be able to draw down the funding, which needs to be defrayed by 2021.

EXEMPT REPORT

9. Not exempt

RECOMMENDATIONS

10. Recommendations are set out below, for Cabinet to approve:

11. That Doncaster Metropolitan Borough Council enter into an agreement to draw down £5m funding from Sheffield City Region to deliver the scheme.
12. Delegation in respect of negotiating and agreeing the final terms and conditions of any funding agreement to the Director of Regeneration & Environment, in consultation with the Mayor and Chief Financial Officer.
13. Authorise the drawn down of £5m SCRIF funding subject to the estimate of expenditure remaining within the budget set out below.
14. That the funding drawn from Sheffield City Region is used alongside that already secured from NPIF to deliver and award contracts for the following elements:
 - a. Bridge Widening
 - b. Junction Improvements along the corridor

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

15. Completion of the A630 West Moor Link project will enable the widening of the A18 railway bridge and subsequent widening of the A630 beneath, eliminating the pinch point on it, which will reduce congestion and delay, support developments, minimise impacts on local communities and provide an enhanced cycle network in the area.

HOW DOES THE SCHEME CONTRIBUTE TO STRATEGIC OBJECTIVES?

16. The West Moor Link scheme will support the following Sheffield City Region SEP objective of providing the conditions that businesses need to prosper and become more resilient – through securing investment in infrastructure where it will do most to support growth, specifically SCR needs a bigger and stronger private sector and has an aspiration to create 70,000 jobs to 2025 as well as unlocking land that could deliver up to 14,000 new dwellings. The A630 West Moor Link could deliver 2000 new houses. It will strengthen connectivity to the DN7 Hatfield development as well as the future aspirational vision to provide an additional link to Doncaster Sheffield Airport.

Sub-National Policy:

17. Transport for the North (TfN) see a transformational economic scenario that includes the growth of the logistics sector (already strong in Doncaster) as well as seeing the benefit of agglomeration benefits, facilitated by faster connections between areas of employment and activity in the North.

Local Policy:

18. DMBC has an adopted Core Strategy (2013) which identifies the demand for new employment and housing across the Borough. A key document relating to the West Moor Link Improvement Scheme is the Local Plan, which identifies preferred sites for Employment and Housing. Consultation for this closed at the end of October 2018.

19. By strengthening infrastructure to enable investment and development to be unlocked, the A630 West Moor Link project supports all three priorities of Doncaster Council's Economic Strategy in the way it addresses current barriers and weaknesses; enables economic drivers to perform at their full potential; and maximises economic linkages to wider functional economies. The West Moor Link Improvement Scheme meets these objectives by:
- Raising the pace of employment growth in Doncaster through strengthened infrastructure, which unlocks development, improves links to arterial routes and the Strategic Road Network
 - Unlocking development to create private sector jobs in the Sheffield City Region in the period to 2030 and beyond
 - Supporting the provision of a range of housing options for local communities through the development that the scheme unlocks.
20. The investment and development that the scheme unlocks will also contribute to:
- Shifting the economy in Doncaster from its dependence on public sector employment, so it is closer to the current national average;
 - Offering suitable jobs to deprived wards with poor skills and benefit dependency through the development the scheme unlocks;
21. Raising the trend rate of GVA growth in Doncaster progressively narrowing the wide gap between per capita GVA in Doncaster and the national average. From a SCR Transport Strategy perspective, a key feature of the 2018 to 2040 plan is to fundamentally improve access to jobs, markets, skills and supply chains, enhancing productivity by making our transport system faster, more reliable and more resilient, whilst also investing in integrated packages of infrastructure to unlock growth and support Local Plans.
22. The net outcomes from this are an increase in GVA through increasing the number of economically active people living within 30 minutes of key employment locations and universities/ colleges by a plethora of public transport methods.
23. The West Moor Link scheme is one of many key opportunities for the SCR to deliver these net outcomes, whilst also aligning to the recently approved Doncaster Inclusive Growth Strategy which aims to deliver a combination of balanced actions to deliver infrastructure, connectivity, major investment projects and targeted interventions to raise our productivity and growth of industries. The IGS aims to provide a real platform for growth, whilst recognising that not all people and places are accessing key employment sites, the West Moor link proposal provides that gateway for communities, with the net result of providing a critical mass of growth and rejuvenating the east of the borough.

BACKGROUND

24. The A630 West Moor Link is the main strategic link between the M18 (Junction 4) and Doncaster Town Centre. A key pinch point of this scheme is the capacity constraints under the railway bridge on the A18. The height restrictions at this point and the capacity constraints in and around the bridge and both junctions either side of the bridge create congestion issues.

The height restriction causes major issues for Armthorpe, as diversions off the motorway require high vehicles to divert through the area which is not ideal for an already congested area. The scheme will also improve connectivity to and between Hatfield, Edenthorpe, Dunsville and into the Town Centre via Wheatley Hall Road.

25. The A630 West Moor Link scheme will address current capacity and congestion issues, as well as future proofing the infrastructure so that it is able to accommodate the planned developments in the area. Without investment in the scheme, future developments will create further congestion issues and may result in the viability of further schemes coming forward.
26. There are a number of sites along the A630 West Moor Link that have outline planning permission. These developments have been taken into account within the modelling work as well as potential sites listed with the Local Plan.
27. The modelling results show that without the West Moor Link Improvement Scheme, there will be a significant impact on the network when the committed developments are complete and that the network would see severe congestion if the developments identified in the Local Plan were also delivered.
28. Adding the additional lane capacity under the bridge has immediate benefits - reducing journey times by seven minutes in the peak periods. This addressed the evening peak periods but the morning peak period required a more extensive review of junctions.
29. Further modelling was undertaken to resolve the wider issues and a number of interventions have been proposed which can accommodate all of the developments in the area. As the developments will occur over a period of time, the interventions can be delivered through a phased approach but will be prioritised to deliver those with the greatest benefits first.
30. The bridge replacement requires the closure of the railway. The lead in times for doing this is two years. Possessions were applied for in 2018 and this was confirmed this year that Rail Possessions would take place 1st - 8th March 2020.
31. The detail in the OBC is extensive, therefore the FBC will not need a lot of additional detail and will be submitted by the end of July 2019.
32. Balfour Beatty were procured via the Scape framework to deliver bridge feasibility and design. The next stage is to award the contract to Balfour Beatty for the construction of the Bridge
33. The widening of the bridge will require us to purchase an additional piece of land from National Power Grid (NPG). Agreement in principle has been reached.
34. Ground survey investigations revealed some issues with ground conditions, which require piling works to support the abutments for the new bridge.
35. Drainage surveys for the scheme revealed that a culvert would need to be

replaced as part of the bridge works to enable us to lower the carriageway beneath.

36. The new culvert and other diversion works need to take place in advance of the bridge works. Where possible works will be carried out with minimal impact on the network, however there are some works which will require lane closures over a significant period of time. The gas diversions were due to commence at the end of April 2019 but due to other diversion routes from Barnby Dun this has been delayed until July. This carries an element of risk in completing the works within the timescales forecasted. Whilst there is an overlap with other works these have been programmed within school holidays to minimise disruption. There are two road closures planned, the first is in October during School Half Term to replace the culvert and then in March 2020 to replace the bridge. This does mean there will be disruptions on this route over a significant period of time.

Works	Start	Complete	Traffic Management
Gas Diversions	15 th July 2019	15 th Sept 2019	Lane Closure
Water Diversions	16 th Sept 2019	13 th Oct 2019	Lane Closure
Culvert Works	26 th Oct 2019	3 rd Nov 2019	Road Closure
Bridge Prep	4 th Nov 2019	28 th Feb 2020	Lane Closure (<i>as required</i>)
Bridge Construction	1 st Mar 2020	8 th Mar 2020	Road Closure

37. We have developed our programme of works in collaboration with our Network Management Team, to try to minimise disruption as we progress through construction.

OPTIONS CONSIDERED

Do Nothing:

38. Doing nothing will mean that congestion issues along this key arterial route into Doncaster will remain. Developments along the route will add to the current difficulties being faced, particularly at the connection with the A18. Modelling results show that there would significant breakdown in the performance of the junctions in the area.

Do Minimum:

39. The modelling results show that there is an immediate benefit to simply adding an additional outbound lane underneath the railway bridge. This would relieve the pinch point on the A18 and bring an improve traffic flow along this stretch of carriageway. Existing roundabout junctions would be retained with minor improvements. The “Do Minimum” would therefore require the railway bridge to be widened to accommodate the additional outbound lane.

Do Something:

40. The “Do Something” scenario builds on the benefits of the bridge widening and seeks to improve a number of junctions along the route. As these are

individual junction improvements, they can be delivered as part of a phased approach. The phasing will be dependent on a number of factors and may be influenced by the delivery of developments in the area. The junctions being considered for detailed design are as follows:

- Shaw Lane Roundabout
- A18/A630 Roundabout
- A630/Barnby Dun Road Roundabout
- A630 Additional Inbound Lane Section
- Mere Lane Housing Access
- Hatfield Lane/Armthorpe Lane Roundabout
- Yorkshire Way Roundabout

FUNDING

41. In 2017/18, Doncaster Metropolitan Borough Council secured £3.324m from the National Productivity Fund (NPIF) to help deliver the bridge improvements and remove a pinch point.
42. Sheffield City Region Infrastructure Fund (SCRIF) has £5m allocated against this project but is currently unringfenced until FBC is approved and a Funding Agreement has been signed.
43. Developments along this corridor have S106 agreements in place which will realise £1.57m in contributions subject to triggers on individual developments. This may mean that receipts for S106 monies are beyond 2021.
44. As part of Doncaster's Integrated Transport Block (ITB) £0.75m has been budgeted for West Moor Link Improvement Scheme.

SCHEME FUNDING PROGRAMME

Funding	Prior Years £m	2019/20 £m	2020/21 £m	Total £m
NPIF	0.398	2.926		3.324
SCRIF		2.500	2.500	5.000
ITB	0.061		0.692	0.753
S106			1.573	1.573
Total	0.459	5.426	4.765	10.650

PROGRAMME

45. The main focus of the programme is based around the rail possessions approval process through Network Rail. This required a two year lead in time and were submitted in January 2018. The possessions have been secured for March 2020 with the remaining programme built around this constraint.

Activity	Timeframe
Network Rail Possession Approval	January 2018 - March 2019
Planning Permission	February 2019
Land Requirements	March 2019
Completion of Final Modelling	April 2019
SCR Outline Business Case	April/May 2019
Detailed Design Highways Phase 1	April – September 2019
Stats Diversions	July - October 2019
Bridge Prep Works	November 2019 – February 2020
Bridge Installation Works	1 st – 8 th March 2020
Highways Work	March 2020 – March 2021
Highways Work Phase 2	March 2021

46. We are currently developing communications and a communications plan to include construction activities and timings, as set out in the above table.

REASONS FOR RECOMMENDED OPTION

47. The funding that has been allocated allows the do minimum to be delivered, however the modelling shows that the benefits of do minimum is very short term as the developments delivered along this corridor will eventually result in severe congestion in the area. The Do Something scenario is therefore the preferred option subject to securing the funding through SCR. This will not deliver all the elements along the corridor, therefore as and when further funding becomes available then the remaining junctions will be improved in line with the Final Business Case.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

- 48.

	Outcomes	Implications
	<p>Doncaster Working: Our vision is for more people to be able to pursue their ambitions through work that gives them and Doncaster a brighter and prosperous future;</p> <ul style="list-style-type: none"> • Better access to good fulfilling work • Doncaster businesses are supported to flourish 	<p>Contributes to supporting continuing housing development and job creation in and around the area. The scheme also improves connectivity and accessibility of jobs in the town centre and other areas.</p>

	<ul style="list-style-type: none"> • Inward Investment 	
	<p>Doncaster Living: Our vision is for Doncaster's people to live in a borough that is vibrant and full of opportunity, where people enjoy spending time;</p> <ul style="list-style-type: none"> • The town centres are the beating heart of Doncaster • More people can live in a good quality, affordable home • Healthy and Vibrant Communities through Physical Activity and Sport • Everyone takes responsibility for keeping Doncaster Clean • Building on our cultural, artistic and sporting heritage 	<p>The A630 West Moor Link scheme will improve connectivity into the town centre for residents, particularly those living in, Edenthorpe, Dunsville and Hatfield.</p> <p>The scheme provides infrastructure that will contribute to meeting the conditions applied to proposed and committed housing developments in and around the A18, increasing the supply of good quality homes.</p>
	<p>Doncaster Learning: Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;</p> <ul style="list-style-type: none"> • Every child has life-changing learning experiences within and beyond school • Many more great teachers work in Doncaster Schools that are good or better • Learning in Doncaster prepares young people for the world of work 	<p>By widening the footway on the A18, the scheme will address a missing link in Doncaster's cycle network, connecting Armthorpe and Wheatley Hall Road. The scheme also incorporates a widened footway, ensuring conflict between pedestrians and cyclists is mitigated, promoting Active Modes of Transport, which are also cleaner and greener. This provides a better connection with Hungerhill School making both Cycling and Walking to School more attractive.</p>
	<p>Doncaster Caring: Our vision is for a borough that cares together for its most vulnerable residents;</p> <ul style="list-style-type: none"> • Children have the best start in life • Vulnerable families and individuals have support from someone they trust • Older people can live well and independently in their own homes 	
	<p>Connected Council:</p> <ul style="list-style-type: none"> • A modern, efficient and flexible workforce • Modern, accessible customer interactions • Operating within our resources and 	<p>Careful management of the funding for the scheme will ensure value for money on our investment, along with that from NPIF, Sheffield City Region and private</p>

	<p>delivering value for money</p> <ul style="list-style-type: none"> • A co-ordinated, whole person, whole life focus on the needs and aspirations of residents • Building community resilience and self-reliance by connecting community assets and strengths • Working with our partners and residents to provide effective leadership and governance 	<p>contributions. This will also be demonstrated by the BCR currently being calculated for the scheme.</p> <p>The West Moor Link scheme helps to connect community assets and strengths, through providing a strengthened and improved route between the M18, the A630, the A18 and the Town Centre.</p>
--	--	--

RISKS AND ASSUMPTIONS

49. The main risks to the scheme relate to:

- The need for the disruptive possession of the railway bridge to enable construction of the new one, which could lead to increased disruption and costs to freight operators, as well as delays to our delivery programme and project costs;
- The complexity and extent of statutory diversion requirements, potentially causing delay to the programme, achievement of milestones, the need for significant traffic management, which all have increased cost implications;
- The project programme and milestones reflect the earliest delivery opportunity and assume full resources available. There is a risk that any slippage in either part of the programme could jeopardize project funding, which must all be defrayed by 2020;
- Funding Profiles from NPIF and SCRIF carry risk of losing funding if not defrayed in line with them;
- Upon entering the funding agreement with SCR, we will be contractually required to defray all eligible costs by March 2021;
- If funding is not secured from SCR, the outputs of the scheme will be restricted. It will therefore only be possible to widen the bridge, using the NPIF plus DMBC/LTP monies and to make limited improvements to the A18 carriageway. Future funding will be required to deliver the highways elements of the project but this can be phased. This is again, however quite a low risk to the project;
- The only additional land required to deliver the scheme belongs to NPG, who have provisionally agreed the sale;
- The forecasted level of traffic growth in the area are based on an assumption that proposed developments will come forward.

LEGAL IMPLICATIONS [SF: Date: 26/04/2019]

50. The Local Government Act 1972 provides a local authority with the power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions.

The 2011 Localism Act introduced the so called “general power of competence” which states that “A local authority has power to do anything that individuals generally may do”.

Legal services will provide support and advice regarding the contents of the Funding Agreements to be entered into to secure the SCRIF monies. The SCRIF Funding Agreement will undoubtedly place obligations on the Council and contain claw-back provisions if the Council fails to comply with the terms upon which funding is provided. Further detailed work will be required on that agreement when it is received from SCR and appropriate legal advice on the risks to the Council and mitigation/management strategies to manage those risks. Careful monitoring of the claw-back provisions and compliance with the terms of both Funding Agreements will be required by the project team.

Use of the SCAPE framework to appoint the contractor is compliant with both EU Procurement Regulations and Council Contract Procedure Rules. The report author should assure themselves that this procurement method is compliant with SCR requirements.

Further legal advice will be required as the project progresses particularly in relation in relation to Planning and Highways Law and compliance with the term and conditions of the Funding Agreements.

FINANCIAL IMPLICATIONS [DR: 25/04/2019]

51. The Council's capital programme already contains a budget for the A630 West Moor Link Road scheme of £10.650m with its current profile and financing shown below: -

	Prior Years £m	2019/20 £m	2020/21 £m	Total £m
Expenditure	0.459	5.426	4.765	10.650
Financing: -				
NPIF	0.398	2.926		3.324
SCRIF		2.500	2.500	5.000
LTP	0.061		0.692	0.753
S106			1.573	1.573
Total Financing	0.459	5.426	4.765	10.650

52. The project is still in development and at this stage only the NPIF and LTP funding are predominantly secure: -

- The SCRIF money has been approved by the SCR in principle but is still subject to approval of the Outline and Final Business Cases (expected September 2019). Until this is achieved the funding is considered unringfenced and could be diverted to other SCR projects. Once the

FBC is approved it would then be dependent on the subsequent agreement of terms and conditions in the resulting funding agreement.

- The LTP money is part of the IT block allocation to the Council from the SCRIF and its use for this project will be prioritised as part of the Council's budget setting process.
 - The NPIF funding from the Department for Transport is specifically for widening the railway bridge on the A18. This is predicated on there being Council match funding of £1.425m, which is nominally from the S106 contributions but could also be from SCRIF and LTP grants, depending on how the project develops.
 - S106 contributions are outlined to provide the match funding to NPIF but to date only £0.100m of these have been received. The remaining £1.473m is dependent on trigger points for payment that depend on the speed at which the proposed developments come forward. There is a risk that these trigger points will not have been hit by the time the money is required and a further risk that the trigger points may not get hit at all if the developers have difficulty progressing their developments (e.g. economic downturn, remaining in business, lack of sales, etc.). For example, the planning application for the development providing the biggest single contribution of £0.874m will only be realised on the following trigger points: -
 - £0.300m prior to commencement of the development
 - £0.300m prior to construction of the 300th dwelling
 - £0.274m prior to construction of the 500th dwelling
53. Approval of this report would allow significant steps to be taken in securing SCRIF and reducing the reliance on the timing of S106 contributions for match funding. If the SCRIF is not secured then the NPIF element of the project can still proceed but would be solely reliant on S106 contributions for match funding. If these are not realised in the timeframe of the project then the Council may need to provide interim resources until they are received, which could become permanent if not received at all. To date, such contingent resources have not been specifically identified. Given the project contains £0.753m of LTP and £0.100m of received S106 monies then the value required would be up to £0.572m.
54. Should the SCRIF monies not be secured, any abortive spend arising from the elements of the project that could not proceed would be expected to be minimal.
55. It should be noted that compliance with the SCRIF grant regime is becoming more challenging regarding monitoring arrangements and also in relation to claw back from failure to achieve the outputs/outcomes of the project and the spend profile in particular. As things stand the £2.926m of NPIF and £2.500m of SCRIF need to be spent in 2019/20 with a further £2.500m of SCRIF in 2020/21; otherwise any unspent money from those allocations would be at risk of being lost to the project. Once the terms and conditions of the SCRIF funding are agreed the Council will need to ensure that this is properly managed over the life of the agreement.
56. The project will be subject to further decisions, including those relating to accepting the terms and conditions of the SCRIF and formal commitment of resources in excess of £1.0m, both of which will require approval of Director

of Regeneration & Environment and Chief Financial Officer, in consultation with the Mayor or Portfolio Holder (Finance & Corporate Services). The project already has internal approval to draw on £0.200m of the LTP funding to undertake preliminary work. To 31st March 2019 £0.459m has actually been incurred, with £0.061m claimed from LTP and £0.398m from NPIF. The latter could be at risk of securing the full level of match funding but should be covered by LTP if the match funding is proportionate to spend. Approval of this report will allow funds to be drawn down for development costs up to the award of contract provided these are less than £1.0m, including those already incurred.

57. This is a large and involved scheme and further financial advice and implications will be needed as the project advances.

HUMAN RESOURCES IMPLICATIONS [Officer Initials..... Date.....]

58. Not applicable

TECHNOLOGY IMPLICATIONS [Officer Initials..... Date.....]

59. Not applicable

HEALTH IMPLICATIONS [CH: 15/05/2019]

60. Increasing the highway network will provide capacity for more vehicles on Doncaster roads. This may provide potential benefits for Doncaster in regards to accessing services, opportunities for social activity, affordable good quality housing and employment which both can have significant benefits to resident's health.
61. However, it is recommended to consider that increasing the road network could lead to induced demand and continue to encourage the reliance on cars as a mode of transport. Some of the benefits from the road enhancements may be lost due to increased demand in the longer term.
62. When undertaking road schemes consideration of the underlying concerns around poor air quality, community severance, increased noise pollution and reduction in the perception of safety for pedestrians and cyclists should be given. Doncaster currently has 7 Air Quality Management Areas and it is estimated that 136 deaths in Doncaster are attributable to air pollution each year (Public Health England, 2017). Not only are these impacts on health but also on the broader economy as the less healthy our residents the less productive we are as a borough.
63. It is important to consider the flow of people and not just traffic, particularly when many vehicles have a single occupant. This scheme provides the opportunity for enhanced active travel provision. It is recommended that Doncaster Council ensures that there is a high standard of active travel infrastructure (e.g segregated cycle paths, wide pavement, pedestrian priority crossing points, reduced speed limits) included as a part of this programme of infrastructure development to ensure that we are providing safe active travel routes that will benefit the future housing and employment developments.

64. It is recommended that this scheme proceeds and considers the mitigation of potential negative health impacts, implements air quality monitoring and enhances the current and proposed active travel networks to support Doncaster's aspiration to be an active and sustainable borough.

EQUALITY IMPLICATIONS

65. A Due Regard Statement will be completed as we finalise the production of the Outline Business Case

CONSULTATION

66. A consultation plan is in development to engage with local communities, businesses, local ward members and transport providers. The impact on the road closure elements will be managed to minimise disruption and keeping all stakeholders informed.
67. A web page will be created and updated which will outline the benefits of the scheme and provide up to date information on any disruptions expected as part of the construction. This will include diversion routes when road closures are in place.
68. All businesses and local residents will be contacted by letter to explain the scheme along with details of the road closures and diversionary routes.

BACKGROUND PAPERS

69. Sheffield City Region Outline Business Case.

REPORT AUTHOR & CONTRIBUTORS

Neil Firth, Head of Strategic Infrastructure & Investment
01302 735002 neil.firth@doncaster.gov.uk
Steve Shannon – Strategic Infrastructure Manager
01302 862310 steve.shannon@doncaster.gov.uk
Emma Middleton – Senior Project Manager.
01302 735669 emma.middleton@doncaster.gov.uk

Name & Title of Lead Officer

Peter Dale, Director of Regeneration and Environment