



Doncaster Council

Report

Date: 8th August 2019

TO THE MAYOR

Transforming Cities Phase 1: Approval to accept funding and enter into a funding agreement with Sheffield City Region to draw down funding for the delivery of the interventions

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Blackham	Borough wide	Rule 15 Urgent Decision

EXECUTIVE SUMMARY

1. The Council, in partnership with Sheffield City Region (SCR) Authorities, has been successful in receiving £1.264m from the Department for Transport (DfT) to deliver the phase 1 of the Transforming Cities Fund (TCF).
2. This report sets out the requirement to accept the funding into Doncaster Council's capital programme for transport and enter into the funding agreement with SCR.
3. The successful Transforming Cities Phase 1 Programme is listed below; there is a requirement for a local match funding contribution. Match funding has been identified from the Integrated Transport Block 19/20 Programme and BDR Local Transport Capital programme as shown in below table.

Scheme	TCF	Match	Total
Don Active Travel Corridor	£480k	£120k	£600k
Y Routes	£320k	£80k	£400k
Ten Pound Walk to Train Station	£120k	£30k	£150k
Thorne to Moorends Active Travel	£200k	£50k	£250k
A18 High Street/ St Marys Road Signal Scheme	£144k	£36k	£180k
Total	£1.264m	£316k	£1.580m

EXEMPT REPORT

4. Not exempt

RECOMMENDATIONS

5. To accept the funding for the Transforming Cities Phase 1 programme and to endorse entering into the Funding Agreement with SCR to enable draw down of the funding to deliver the initiatives.

REASONS FOR URGENCY

6. The reasons for this decision to be made as urgent are as follows;
 - Delays on receiving the funding agreement, has placed pressure on the decision making process and timescales for delivery
 - Funding must be spent by end of March 2020, to give DfT confidence we are capable to deliver the significantly larger TCF phase 2 project
 - Challenging delivery programme including extensive ward member consultation
 - The need to enter into the Funding Agreement with SCR to meet their deadlines.

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

7. The delivery of the Transforming Cities Fund Phase 1 projects is linked to the success of the 'Get Doncaster Moving' programme. Physical activity and sport is one of nine transformational programmes within Doncaster Growing Together and will accelerate the progress of Doncaster's 10yr Physical Activity and Sport strategy. The 'Get Doncaster Moving' (GDM) programme is delivered by collaborative working across Team Doncaster, public services, voluntary/ community organisations and the business community and focuses on interventions and reforms which will achieve the whole system change for physical activity and sport. A modal shift in active travel is essential for a sustained change in activity levels as this can be the entry for people becoming more active. This is reflected within the Get Doncaster Moving programme with Cycling and Walking being 2 of the 5 themes (see diagram below) and sharing a project board that will ensure that transformational change is achieved and the potential benefits realised. The interventions funded by Transforming Cities are integral to the walking and cycling themes, providing the platform to achieving the outcome of increased numbers of residents making journeys by active travel means.

BACKGROUND

8. Doncaster Council, as part of Sheffield City Region, submitted a bid in January 2019 for projects deliverable in the financial year 2019/20. The Sheffield City Region Mayor mandated that projects for this submission were focussed on active travel.
9. The schemes are linked to implementation of SCR Transport Strategy.
10. Schemes were aligned with DfT TCF criteria. They were sifted and assessed by SCR's TCF Programme Team.

OPTIONS CONSIDERED

11. Two options have been considered:

- Do something - Enter in to the Funding Agreement with SCR and accept the funding to allow delivery of active travel interventions
- Do nothing - failure to enter into the Funding Agreement will result in Doncaster not benefiting from £1.264 million worth of investment in improvements to the transport network.

REASONS FOR RECOMMENDED OPTION

12. The acceptance of funding and entering into the funding agreement will allow Doncaster to improve its network of active travel infrastructure, enabling communities and residents to consider other options for travel, potentially improving their health and wellbeing.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

13.

	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 • Inward Investment 	<p>The Transforming Cities programme has the potential to assist in providing improved active travel access to employment. The health benefits to businesses of employing travelling actively to work includes reduced absenteeism and improved productivity.</p>
	<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 	<p>Increasing and enhancing our active travel network could lead to an increase in residents being active, which contributes to a healthy and vibrant Doncaster.</p> <p>Investing in the creation of the Y routes could facilitate people visiting the Borough to cycle those routes.</p>

	<ul style="list-style-type: none"> • Building on our cultural, artistic and sporting heritage 	
	<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>Active travel provides opportunities for residents to explore their local area, be active in the outdoors and stay healthy in mind as well as body, helping to boost mood and self-esteem.</p> <p>It helps maintain social interaction and improve community cohesion.</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>Active travel in older adults has been shown to improve strength, balance and coordination reducing the risk of falling.</p>
	<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 delivering value for money • 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>We will work together to promote the assets that Doncaster has not only to residents but visitors too.</p>

RISKS AND ASSUMPTIONS

14. The main risk is the Transforming Cities phase 1 funding is not accepted and the entering into the funding agreement is not endorsed, this will mean the interventions are not delivered resulting in reputational damage to the Council.

LEGAL IMPLICATIONS [Officer Initials Nichola Varty by email Date 25th July 2019]

15. Section 1 Localism Act 2011 gives the Council a general power of competence to do anything that individuals may generally do.

Section 2B of the National Health Service Act 2006 (as amended by Section 12 of the Health and Social Care Act 2012) introduced a new duty on Councils in England to take appropriate steps to improve the health of the people who live in their area.

There are no specific Legal Implications. Please contact the legal team for review and advice of the terms and conditions attached to the funding.

FINANCIAL IMPLICATIONS [Officer Initials Dave Rosser Date 26/07/19]

16. The TCF: Tranche 1 River Don Corridor Active Travel Package is a £1.580m programme consisting of five capital projects funded by £1.264m TCF grant, with a requirement for a £0.316m match funding contribution, proposed to be met from the Barnsley, Doncaster & Rotherham Local Transport Capital Programme (LTCP). Financial Procedure Rules (FPR's) require any in year additions to the Capital Programme to be agreed by the Chief Financial Officer, after which a programme of this value is to be followed by a key decision report to approve the addition to the capital programme and to accept the grant.

The TCF money originates from the DfT but with the SCR acting as the accountable body. The funding agreement between the SCR and the Council is similar in format to agreements for the SCR Infrastructure Fund (SCRIF) already signed up to by the Council. The main risks for the Council will be in relation to claw back for failure to deliver the works and incurring spend in time to be eligible for the grant.

All of the grant must be spent by 31st March 2020 by which time the Outputs, i.e. the product of the works, must also be achieved. Pressure on timescales for delivery has been referred to above; so there is a risk that some of the spend could be outside the time frame of the grant and alternative resources may have to be found to cover it. The agreement only allows use of the grant on eligible expenditure in delivering the Outputs and there is claw back proportionate to the extent that Outputs have not been achieved. Outputs are outlined as:

- Doncaster South East Active Travel Gateway (Bennetthorpe).
- Y Routes: Orbital Connections.
- Thorne to Moorends Cycling Connectivity.
- Ten Pound Walk to Doncaster Train Station Pedestrian Improvements.
- A18 corridor improvements: Dunsville A18 High Street / St Mary Road Signal Scheme.

There is no claw back on Outcomes, i.e. the benefits of the work, but the SCR will hold a retention of 5% or £0.063m of the grant until these are achieved. The

Outcomes are increases in walking and cycling journeys as outlined by the Council in the original grant bid.

The terms and conditions of the TCF grant prescribe a budget of £0.240m for fees and £1.340m for construction. It also prescribes a quarterly claim profile for the grant of £0.064m in September, £0.400m in December and £0.800m in March. Any variation from these must be accompanied by a change request form for approval by the SCR. This carries the risk that changes could not be approved and grant lost to the Council.

The claiming, evidencing and reporting associated with the grant is also similar to that of the SCRIF, which experience has shown can be quite onerous. The Council will need to ensure that resources are in place to properly administer the grant over its lifetime. This will need to be met from the existing staff budgets as the cost of this is not recoverable from the grant. FPR's stipulate that the respective Director is responsible for producing the grant claim and providing sufficient information to enable the claim to be signed. No external audit is required but the final declaration of compliance with the terms and conditions of the grant (due by 31st July 2020) requires the signature of the CFO and the Chief Internal Auditor, which may require an internal audit review before certification can be given.

It is also expected that the works will be undertaken largely by the Council's own highways design and works teams. SCR are reviewing the value of overheads that Councils claim against SCRIF projects. There is a risk that the outcome of this review could affect other SCR grants and lead to some elements of internal charges not being recoverable from the TCF and the Local Transport Capital Pot. In this event, alternative funding that is not provided through the SCR would need to be identified. The value is not currently quantifiable as it is dependent on the conclusion of the SCR's review.

The LTCP grant has already been accepted by the Council. It does not have clawback conditions attached to it, though it is reasonable to assume that in order to achieve the outputs and avoid clawback on the main TCF money then this would also need to be spent by 31st March 2020.

HUMAN RESOURCES IMPLICATIONS [Officer Initials CR Date 23/07/2019]

17. There are no HR implications specific to the recommendations in the report, however, any emerging matters that impact on the workforce will require HR engagement at the appropriate time.

TECHNOLOGY IMPLICATIONS [Officer Initials...AM Date...29/07/19]

18. There are no specific technology implications in relation to this report. However, technology continues to be a key enabler to support performance improvement and the delivery of the projects and programmes within the Doncaster Growing Together portfolio. ICT must always be involved via the technology governance model where technology-based procurements, developments or enhancements are required. This ensures all information is safe and secure and the use of technology is maximised providing best value.

HEALTH IMPLICATIONS [Officer Initials CT Date 25/7/19]

19. Public Health supports the recommendation to enter in to the Funding Agreement with SCR and accept the funding to allow delivery of active travel interventions. Walking and cycling are good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment, and local productivity, while at the same time reducing costs to the public purse. These are substantial 'win-wins' that benefit individual people and the community as a whole. We need to create environments which promote physical activity as a normal part of everyday life and the Transforming Cities Fund enables Doncaster Council to put in the place the necessary infrastructure to support active travel.

EQUALITY IMPLICATIONS [Officer Initials KP Date 21/07/19]

20. Decision makers must consider the Council's duties under the Public Sector Equality Duty at s149 of the Equality Act 2010. The duty requires the Council, when exercising its functions, to have "due regard" to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the act, and to advance equality of opportunity and foster good relations between those who share a "protected characteristic" and those who do not share that protected characteristic.

An Equality, Diversity and Inclusion Due Regard Statement has been prepared and appended to support this report.

CONSULTATION

21. The Transforming Cities Phase 1 package was developed with approval from Cabinet Members. Relevant Ward Member consultation has been undertaken on specific schemes.

BACKGROUND PAPERS

22. Sheffield City Region Transforming Cities Business Case
<https://sheffieldcityregion.org.uk/explore/sheffield-city-region-transforming-citiesfund-bid/>

Sheffield City Region Funding Agreement

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