



# Doncaster Council

## Report

---

Date: 10<sup>th</sup> August 2022

To the Mayor and Members of Cabinet

To accept funding to make improvements to the Trans Pennine Trail

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Joe Blackham	Mexborough & Sprotbrough	Yes

### EXECUTIVE SUMMARY

1. In March 2019 Sustrans were awarded £22,000,000 from the Department for Transport to improve the National Cycle Network, outside of London. In April 2019 Sustrans invited bids from Local Authorities for grant funding to improve sections of National Cycle Network. Doncaster Council submitted a bid for this funding to improve areas of the Trans Pennine Trail in the Borough. Locations were selected based on the poor condition of surfacing and those that have had little or no investment. Doncaster Council was successful in this bid and we are now seeking approval to accept the £430,000 grant funding and to enter into a funding agreement with Sustrans to allow us to implement these works.

### EXEMPT REPORT

2. Not Exempt

### RECOMMENDATIONS

3. Approve accepting the grant funding into Doncaster Council's capital programme and approve entering into a funding agreement with Sustrans to allow implementation of an improvement scheme for the section of the Trans Pennine Trail identified between Mill Lane, Harlington and Pastures Road, Mexborough.

### WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

4. The project has the potential to improve connectivity for Doncaster residents to areas of employment and green, open spaces on bike and by foot. It will make walking and cycling a more attractive option by installing a sealed surface along
- [www.doncaster.gov.uk](http://www.doncaster.gov.uk)

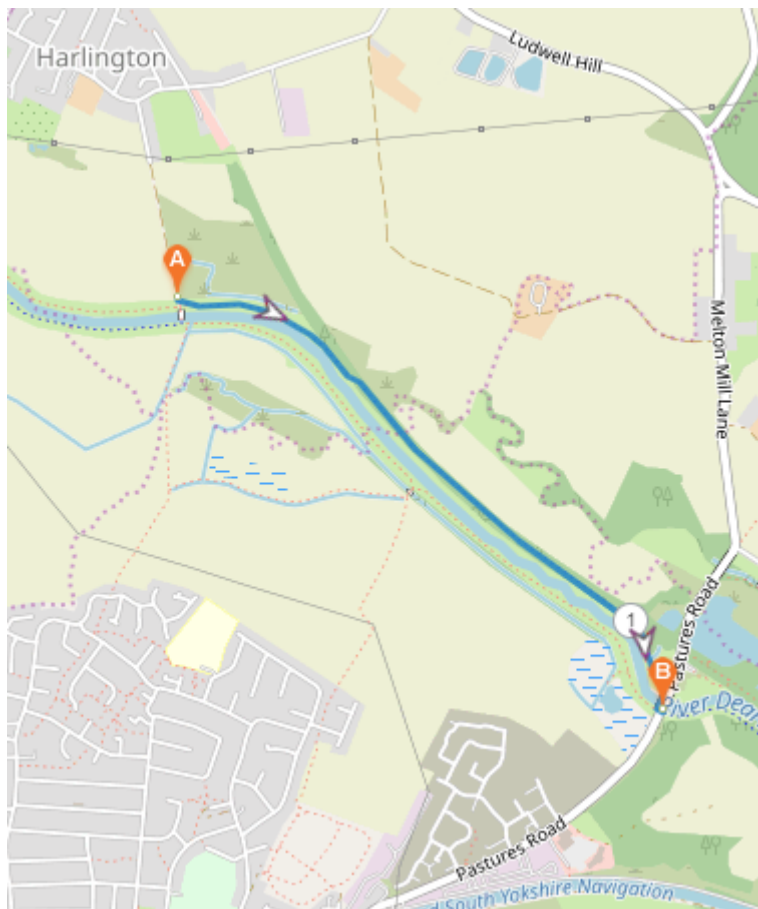
the routes specified.

5. The works would be delivered in areas with high levels of deprivation and therefore provide high quality, traffic free cycling and walking infrastructure to the communities that need it the most. The potential improvements in the active travel network could also lead to modal shift resulting in better air quality and a reduction in levels of congestion.
6. The delivery of the project contains elements which is linked to key themes in the success of 'Get Doncaster Moving'. Physical activity and sport are one of nine transformational programmes within Doncaster Growing Together and will accelerate the progress of Doncaster's 10 year Physical Activity and Sport strategy.
7. This is reflected within the Get Doncaster Moving programme with Cycling, Walking and Access to Parks and Opens Spaces being 3 of the 5 themes. Sharing a project board that will ensure that transformational change is achieved and the potential benefits realised.
8. Potential interventions funded by the project ensures that residents have access to high quality, safe traffic free routes. The interventions also ensure that we are complicit with the Equality Act by removing barriers to walking and cycling opportunities for people with specific needs.
9. The improvements would help realise ambitions set out in both Doncaster's cycling and walking strategies. These include;
  - Cycling is embedded in all future infrastructure schemes, ensuring a well-connected and safe cycle network that supports a variety of journeys, for work or for pleasure." (Doncaster Cycle Strategy, 2020)
  - Develop and enhance recreational walking opportunities in Borough In line with the Doncaster Rights of Way Improvement Plan, explore opportunities to develop and improve recreational walking routes and the Rights of Way network by improving existing routes and creating new routes where appropriate and where the opportunities arise. (Doncaster Walking Strategy, 2018)
  - Explore opportunities to increase access to the Trans Pennine Trail (TPT) Work with partners to investigate and pursue opportunities to develop new links to the TPT in Doncaster and increase accessibility. (Doncaster Walking Strategy, 2018)
  - Ensure appropriate signage and wayfinding along key walking routes Review signage provision along and to key walking routes in Borough such as the Trans Pennine Trail. (Doncaster Walking Strategy, 2018)

## **BACKGROUND**

10. The Department for Transport grant was awarded to Sustrans to improve on and off-road stretches of National Cycle Network to improve conditions for walking and cycling around the country.
11. The route that is proposed to receive improvements in Doncaster is;
  - Trans Pennine Trail, Mill Lane to Pastures Road (1.2 km)
12. The route was selected for improvements in collaboration with DMBC

Transportation, Public Rights of Way and Sustrans, the custodians of the National cycle Network. A 2021 consultation on the Trans Pennine Trail revealed this as a key section to receive improvements should future funding arise.



13. The funding comes after Sustrans produced their “Paths for All” report in 2018 which indicated a cycling network of intermittent quality. There are 25 miles of National Cycle Network which runs through Doncaster, all of which is Route 62. Much of the Trans Pennine Trail in Doncaster was categorised as being Good (18 Miles), with the on road sections scoring Very Poor (7 Miles).
14. Although the area where improvements are proposed scored Good, due to its level of off-road segregation, the condition of the route needs investment to bring it up to Very Good in order to facilitate more active travel journeys. The route becomes muddy through winter and unusable for some users. The existing access control also needs to be replaced to allow access for legitimate users who currently cannot use the route. The proposals include setting the existing access control back to allow sufficient space for cycles and equestrian users to queue and not be in the live carriageway. The access control is currently unsafe for users on adapted cycles such as tandems and trikes as there isn’t sufficient space to negotiate the barrier without an extended amount of time in the road. It is proposed that an LTN 1/20 compliant access control is installed to allow legitimate access to users on adapted cycles and mobility aids. A chicane style access control has been identified as being most appropriate as this would deter larger off road illegal vehicles.

## OPTIONS CONSIDERED

15. Two options have been considered:

**Do something-** Accept the grant funds and secure investment to improve sections of the Trans Pennine Trail in Doncaster

**Do nothing-** Failure to accept the grant funds will result in Doncaster not benefiting from potential investment.

## REASONS FOR RECOMMENDED OPTION

16. Accepting the grant funds will allow Doncaster to improve sections of the Trans Pennine Trail, enabling communities and residents to consider cycling and walking for travel, potentially improving their health and wellbeing.

## IMPACT ON THE COUNCIL'S KEY OUTCOMES

17.

	Outcomes	Implications
	<p><b>Doncaster Working:</b> 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"> <li>• Better access to good fulfilling work</li> <li>• Doncaster businesses are supported to flourish</li> <li>• Inward Investment</li> </ul>	<p>The scheme has the potential to provide improved sustainable transport access to employment for Doncaster residents.</p> <p>The health benefits to businesses of employees travelling actively to work include reduced absenteeism and improved productivity.</p>
	<p><b>Doncaster Living:</b> 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"> <li>• The town centres are the beating heart of Doncaster</li> <li>• More people can live in a good quality, affordable home</li> <li>• Healthy and Vibrant Communities through Physical Activity and Sport</li> <li>• Everyone takes responsibility for keeping Doncaster Clean</li> <li>• Building on our cultural, artistic and sporting heritage</li> </ul>	<p>The trans pennine trail is a key active travel route, by improving this section we can expect to have more users</p>
	<p><b>Doncaster Learning:</b> Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;</p>	<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</p>

	<ul style="list-style-type: none"> <li>• Every child has life-changing learning experiences within and beyond school</li> <li>• Many more great teachers work in Doncaster Schools that are good or better</li> <li>• Learning in Doncaster prepares young people for the world of work</li> </ul>	to boost mood and self esteem.
	<p><b>Doncaster Caring:</b> Our vision is for a borough that cares together for its most vulnerable residents;</p> <ul style="list-style-type: none"> <li>• Children have the best start in life</li> <li>• Vulnerable families and individuals have support from someone they trust</li> <li>• Older people can live well and independently in their own homes</li> </ul>	Physical activity including active travel maintains and improves muscle strength and the ability to balance which is crucial in reducing the risk of falling.
	<p><b>Connected Council:</b></p> <ul style="list-style-type: none"> <li>• A modern, efficient and flexible workforce</li> <li>• Modern, accessible customer interactions</li> <li>• Operating within our resources and delivering value for money</li> <li>• A co-ordinated, whole person, whole life focus on the needs and aspirations of residents</li> <li>• Building community resilience and self-reliance by connecting community assets and strengths</li> <li>• Working with our partners and residents to provide effective leadership and governance</li> </ul>	

## RISKS AND ASSUMPTIONS

18. The main risk is that works need to be completed by 31/10/2022. To ensure this milestone is met, a detailed delivery program has been developed.

## LEGAL IMPLICATIONS NJD 27<sup>th</sup> June 2022

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

20. 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.

21. The grant will allow the Council to improve sections of the Trans Pennine Trail

in Doncaster which then has the potential to improve connectivity for Doncaster and allows residents more access to green, open spaces on bike and by foot all year round.

22. The Council will sign a funding agreement, when received, which is most likely to set out a number of obligation. Failure to comply with these obligation may lead to claw back of funding.
23. The Council must comply with the Public Contract Regulations 2015 when purchasing goods and service. Further legal advice and assistance may be required when the funding agreement is received.

#### **FINANCIAL IMPLICATIONS Jeanette Inkson 15/06/2022**

24. In March 2019 Sustrans were awarded £22,000,000 from the Department for Transport to improve the National Cycle Network, outside of London.
25. Doncaster Council bid into this funding and have been awarded grant to the value of £430,000 to deliver such schemes. The acceptance of the funding, and associated milestones and risks, will allow Doncaster to deliver the improvements to the Trans Pennine Trail between Mill Lane, Harlington and Pastures Road, Mexborough.
26. The scheme is 100% grant funded and will be monitored through the Capital Programme on a quarterly basis. Should any overspends occur resulting from these works in excess of the grant funding approved, or completion of the works are outside the parameters of the grant, then this would have to be met from other appropriate capital grant funding, most likely South Yorkshire Mayoral Combined Authority (SYMCA) – City Region Sustainable Transport Settlement (CRSTS-ITB) funding.
27. The main risk is that works need to be completed by 31/10/2022, to ensure this milestone is met, a detailed delivery program has been developed. Should any delays in delivery of the scheme be incurred then this will need to be reported as soon as possible to both Doncaster Council's Capital Programme and DfT/Sustrans.

#### **HUMAN RESOURCES IMPLICATIONS (Kimberley Jackson 15/06/2022)**

28. There are no direct HR Imps in relation to this ODR, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

#### **TECHNOLOGY IMPLICATIONS**

**N/A**

#### **HEALTH IMPLICATIONS CT 16.06.22**

29. Public Health supports the Do Something option.
30. Providing good walking and cycling infrastructure builds confidence in the community feeling that the route is safe to use. Walking and cycling not only

improve health and wellbeing, improvements to this route will provide access to green and blue spaces. They are also the cleanest ways to get around a city, and both can have enormous benefits for greenhouse gas emissions, air quality, road safety and equity.

## **EQUALITY IMPLICATIONS**

31. *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*

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

## **CONSULTATION**

33. Detailed internal consultation has been undertaken. Once Cabinet approval has been received, Sustrans will engage the local community.

## **BACKGROUND PAPERS**

34. .N/A

## **GLOSSARY OF ACRONYMS AND ABBREVIATIONS**

## **REPORT AUTHOR & CONTRIBUTORS**

Kerry Perruzza, Strategic Transportation Manager  
01302 735435 [kerry.perruzza@doncaster.gov.uk](mailto:kerry.perruzza@doncaster.gov.uk)

David Atherton, Active Travel Auditor  
01302 734008 [david.atherton@doncaster.gov.uk](mailto:david.atherton@doncaster.gov.uk)