

27th July 2020

LGF CAPITAL PROGRAMME APPROVALS

Purpose of Report

The paper seeks approval of one scheme with a total value of £2.45m Local Growth Fund (LGF) and seeks delegated authority to the Head of Paid Service in consultation with the S73 and Monitoring Officer to enter into legal agreements for the schemes.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth

Freedom of Information and Schedule 12A of the Local Government Act 1972

The paper will be available under the Combined Authority Publication Scheme.

Recommendations

The SCR MCA consider and approve:

1. Progression of Greasbrough Road Improvements to full approval and award of £2.45m grant to Rotherham Metropolitan Borough Council subject to the conditions set out in the Appraisal Panel Summary Table attached at **Appendix A**
2. Delegated authority be given to the Head of Paid Service in consultation with the s73 and Monitoring Officer to enter into legal agreements for the schemes covered above.

1. Introduction

- 1.1 This paper requests approval for one scheme with a total value of £2.45m.

2. Proposal and justification

2.1 Greasbrough Road Improvements (Transport Scheme)

Appendix A provides a summary of the scheme appraisal and the suggested conditions of award.

- 2.1.1 **Background** - The scheme incorporates improvements on the B.6089, at its junction with Coach Road, Greasbrough. This route connects Rotherham Town Centre with the Dearne Valley growth area whilst also providing access to the Major Road Network. The improvements address an existing congestion hotspot and seek to improve the traffic and accessibility conditions for all modes of transport.

2.1.2 The Project – This investment is for a £2.45m grant

The improvement takes the form of the conversion of a mini roundabout, into a signalised crossroads with associated highway amendments and signalised pedestrian crossings, to improve junction capacity on all approaches whilst improving accessibility for pedestrians. The scheme includes a series of dedicated left and right turn lanes where appropriate to improve junction capacity, and control conflicting movements which currently cause considerable delay on the B.6089 at all times of the day.

The LGF grant will be used to fund:

- the preparation costs associated with the design development of the preferred option. This will include preliminary design, detailed design and associated scheme promotion and consultation material; and,
- the construction of the scheme outlined above.

2.1.3 The benefits and outcomes – Based upon the appraisal undertaken, the preferred scheme appears to provide substantial benefits to vehicle drivers in the area, by reducing queueing, improving journey time reliability and providing additional capacity for key motorised movements. Other benefits include fuel efficiency and emission savings. Pedestrians will benefit by the greater certainty afforded by signalisation and the staged crossings to be marked out across two arms of the junction.

The BCR of the scheme, after modification providing more time for pedestrian crossing and the inclusion of maintenance costs (to be funded locally) and optimism bias (3% - “unknown unknowns” also to be funded locally) remains high at 12.

The project is assessed as offering good value for money for the LGF investment.

3. Consideration of alternative approaches

3.1 Do nothing - The scheme cannot be delivered within the timescales envisaged. Funding of the scheme is beyond the means of RMBC for the foreseeable future. In a best case, delivery of the scheme and its benefits would be delayed until such time as alternative funding could be secured; in a worst case, no such funding would materialise and no scheme would be delivered. The nature of the scheme does not allow for it to be broken down into smaller phases.

4. Implications

4.1 Financial

The project presented for approval today is profiled to drawdown £2.45m from the 2020/21 annual LGF allocation of £43.6m.

After existing commitments, this will leave a remaining £14.2m in the programme assuming no additional sources of funding are secured. Work is ongoing across the project pipeline to progress schemes to funding award.

4.2 Legal

The legal implications of the project have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed by the Appraisal Panel as presented in the supporting information.

4.3 Risk Management

Risk management is a key requirement for each of the submissions and is incorporated into the FBC submissions. Where weaknesses have been identified

in the FBCs in terms of risk management, further work to capture and mitigate these risks is included as a condition of award in the appraisal panel summary sheets. Risks and Issues management is reported quarterly to the SCR Executive as part of contract monitoring.

4.4 Equality, Diversity and Social Inclusion

Appropriate equality and diversity considerations are taken into account as part of the assessment of the project business case.

5. Communications

5.1 The business case for LGF schemes presents opportunities for positive communications; officers from the SCR Executive Team will work with the relevant officers on joint communications activity at the appropriate time.

6. Appendices/Annexes

6.1 Appendix A: Appraisal Panel Summary Greasbrough Road Improvements

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ