

Public Document Pack



Tuesday, 24 August 2021

To: Members of the MCA - Transport and the Environment Board and Appropriate Officers

You are hereby invited to a meeting of the Sheffield City Regional Mayoral Combined Authority to be held **virtually**, on: **Thursday, 2 September 2021** at **10.00 am** for the purpose of transacting the business set out in the agenda.

A handwritten signature in black ink, appearing to read 'D. Smith'.

Dr Dave Smith
Chief Executive



You can view the agenda and papers at www.sheffieldcityregion.org.uk or use a smart phone camera and scan the QR code

Member Distribution

Councillor Chris Read (Co-Chair)
Peter Kennan (Co-Chair)
Councillor Dominic Beck
Councillor Joe Blackham
Councillor Chris Lamb
Councillor Douglas Johnson
Karen Beardsley
Sarah Norman
Martin Swales
Stephen Edwards

Rotherham MBC
Private Sector LEP Board Member
Rotherham MBC
Doncaster MBC
Barnsley MBC
Sheffield City Council
Private Sector LEP Board Member
Barnsley MBC
MCA Executive Team
SYPTTE

MCA - Transport and the Environment Board

Thursday, 2 September 2021 at 10.00 am

Venue: Virtual Meeting



Agenda

Agenda Ref No	Subject	Lead	Page
1.	Welcome and Apologies	Chair	
2.	Declarations of Interest by individual Members in relation to any item of business on the agenda.	Chair	
3.	Urgent items / Announcements	Chair	
4.	Public Questions of Key Decisions	Chair	
5.	Minutes of the last meeting	Chair	5 - 10
6.	Active Travel Capital Fund – verbal update	P Zanzottera	
7.	Bus Service Improvement Plan	C Shepherd	11 - 24
8.	DfT - Decarbonising Transport Review	R Sulley	25 - 32
9.	Programme Approvals	C Taylor	33 - 90
10.	Any Other Business	Chair	
Date of next meeting: Thursday, 21 October 2021 at 10.00 am At: Virtual Meeting			

This page is intentionally left blank

MCA - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

MONDAY, 14 JUNE 2021 AT 2.00 PM

VIRTUAL MEETING



Present:

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Dominic Beck	Rotherham MBC
Councillor Douglas Johnson	Sheffield City Council
Sarah Norman	Barnsley MBC
Stephen Edwards	SYPTE
Martin Swales	MCA Executive Team
Councillor Tim Cheetham (Reserve)	Barnsley MBC
Mayor Ros Jones CBE (Reserve)	Doncaster MBC

In Attendance:

Sue Sykes	Assistant Director - Programme and Performance Unit	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team/SYPTE
Jenny Holmes	Assistant Director for Strategic Transport	MCA Executive Team
Tracey Brewer		Barnsley MBC
Neil Firth		Doncaster MBC
Tom Finnegan Smith		Sheffield City Council
Jonathan Spruce		Fore Consulting
Gillian Richards (Minute Taker)		

Apologies:

Karen Beardsley	Private Sector LEP Board Member
-----------------	---------------------------------

1 Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies were noted as above.

2 Declarations of Interest by individual Members in relation to any item of business on the agenda.

Members declared interests in respect of items 9 and 10 regarding schemes in their own council areas.

3 **Urgent items / Announcements**

None.

4 **Public Questions of Key Decisions**

None.

5 **Minutes of the last meeting**

RESOLVED – That the minutes of the meeting of the Board held on 4th March 2021 be agreed as a true record.

6 **Net Zero Work Programme - Introduction to Project Director**

Richard Sulley introduced himself as the Net Zero Project Director.

He informed the Board that he had been in post from 1st April and his role was to mobilise and operationalise the existing Net Zero programme to deliver on the pledges that had been made to be net zero by 2040.

Over the next few months and years he would be attending Board meetings and presenting more substantive reports on how it was intended to deliver on the pledges.

P Kennan commented the Transport for the North (TfN) had just issued its draft Decarbonisation Strategy for consultation and asked whether the SCR would be responding.

R Sulley replied that the TfN Strategy mirrored SCR thinking e.g. looking at whole lifecycle carbon infrastructure projects in the decision making process.

The draft strategy had only been published last week and more time was needed to work up a response. The Board would be consulted on the response.

With regard to the Yorkshire and Humber Net Zero forum, this was still in the formation stage of understanding what its role would be.

In relation to the newly-launched SME low carbon business support grant, there was no information as yet as to how this would be supported.

The Chair thanked R Sulley for his attendance at the meeting.

7 **South Yorkshire Bus Improvement Programme**

A report was considered which provided an update of the South Yorkshire Bus Improvement Programme (SYBIP) and considered the links to the National Bus Strategy (NBS) and Bus Service Improvement Plan guidance. The report presented the first set of outputs from Work Package 1 for discussion to shape their development and to ensure their alignment to the requirements of the Bus

Service Improvement Plan.

Appendix A contained :

- Shaping a vision for the bus in South Yorkshire including commitments from Operators and Districts.
- The role of bus and other modes of transport.
- Priority themes and objectives.

Board members were asked if they thought anything was missing from the vision described at Appendix A.

Cllr Read reported that, at another meeting, Mayor Jones had emphasised the importance of buses in more deprived areas where residents were far less likely to own cars and were therefore more dependent on buses. It was important to prioritise bus infrastructure in these areas which would have an impact on an inclusive economy. Although 'supporting a thriving and inclusive economy' was included within the vision this could be worded more strongly to prioritise communities where the need was greatest.

Members were asked how they felt about the level of ambition displayed within the document and should any areas be prioritised above others.

Cllr Johnson felt it was important to be clear that 'levelling up' in this instance was within South Yorkshire and not the government's north-south levelling up initiative.

With regard to the bus fleet upgrade to support the net zero ambition, Cllr Johnson felt that this should be made a priority and operators should be encouraged to speed up their fleet replacement.

J Spruce replied that the vision did not just rely on the operators fleet replacement programme, officers were proactively looking at sources of funding available from government to speed up the renewal programme.

P Kennan commented that the vision should address the main points contained within the Bus Review and also reinforce the messages in the Strategic Economic Plan, for example, growing the economy but not at the expense of environmental sustainability and inclusivity.

The Board felt it was important to be clear that the vision included support for the most deprived areas and to ensure that everyone in South Yorkshire had a realistic choice.

Officers would now work with partners, local authorities, business, the LEP and operators to develop this further and report back to the Board at its September meeting.

Cllr Johnson said that, as a new member, he would appreciate a session with officers to get him up to speed.

RESOLVED – That the Board note the linkages between the South Yorkshire

Bus Improvement Programme, WP1 outputs and the requirements of the Bus Service Improvement Plan.

8 Intra City Transport Settlement

A report was considered which provided an update on the Government's approach to multi-year Intra City Settlements for Mayoral Combined Authorities.

The Board was reminded that in the 2020 Spending Review the Government confirmed the Intra City Transport Settlements (ICTS) for eight Mayoral Combined Authorities totalling £4.2bn which would be available starting in 2022-23 with revenue funding available in 2021-22 to prepare.

The Government had provided further detail on the approach to consolidated multi-year transport funding for MCAs. The purpose of the Intra City Transport Settlements was to:

1. Boost local growth and productivity;
2. Level up opportunity;
3. Drive decarbonisation; and
4. Provide long-term fiscal sustainability.

The allocation of funding would be determined through negotiations based on the development of local transport plans. Government advice had been that these negotiations would take place over the second half of the year, however the most recent update had indicated that the process would now need to be completed before the summer. Further written guidance had been expected to be published in early June which would include confirmed deadlines and an indicative funding envelope but this was still awaited.

This meant that that the full details of submission requirements remained uncertain. Delivery of the submission would require commitment of resources across multiple organisations at the same time as other pressures were impacting resource capacity.

The plan needed to include a prioritised list of costed projects. MCA and Local Authority transport teams had begun to establish a pipeline of prospective projects, however it was noted that these were at varying degrees of readiness.

It was noted that an informal TEB session had been arranged for 9th July and it was hoped that this could be used to go through the guidance and discuss how the process would be approached.

In answer to a question from Cllr Beck, J Holmes informed the Board that there were no plans as yet for the revenue funding but this would be looked at in conjunction with the capital funding. There was no time limit as to when the money had to be spent.

RESOLVED – That the Board note the recent update from Government on Intra City Transport Settlements for Mayoral Combined Authorities and the need to commence activity on preparing a submission.

9 **Transforming Cities Fund - Expressions of Interest for inclusion of new schemes into the TCF Programme**

A report was considered which provided details of a new scheme that was requesting inclusion in the Transforming Cities Fund (TCF).

The scheme was the Rotherham, Broom Road Active Travel (£3m total – TCF contribution of £1.5m) and consisted of two elements:

- Construction of cycleways along Wellgate and Broom Road, with associated works at junctions and crossings.
- Works to provide improved conditions for walking and cycling along Broom Valley Road.

RESOLVED – That the Board approve the inclusion of the 'Expression of Interest' set out in Section 2.3 of the report within the Transforming Cities programme for development to Outline Business Case.

10 **Programme Approvals**

A report was submitted which sought programme approval from the Transforming Cities Fund Tranche 2 and Active Travel Fund Phase 2.

RESOLVED – That the Board approve:

- i) Progression of Doncaster College to Doncaster Station Outline Business Case to Full Business Case and release up to £59k business development cost funding from Transforming Cities Fund Tranche 2 to Doncaster Metropolitan Borough Council subject to the conditions set out in the Assurance Summary attached at Appendix A to the report.
- ii) Subject to approval of Item 9, progression of Broom Road Cycleways to Outline Business Case from Transforming Cities Fund Tranche 2 to Rotherham Metropolitan Borough Council.
- iii) Progression of Elsecar Active Travel Link Outline Business Case to Full Business Case and release up to £67k business case development cost funding from Active Travel Fund Phase 2 to Barnsley Metropolitan Borough Council subject to the conditions set out in the Assurance Summary attached at Appendix B to the report.
- iv) Progression of Goldthorpe Active Neighbourhood Outline Business Case to Full Business Case and release up to £57k business case development cost from Active Travel Fund Phase 2 to Barnsley Metropolitan Borough Council subject to the conditions set out in the Assurance Summary attached at Appendix C to the report.
- v) Delegated authority to be given to the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer enter into legal agreements for the points covered above.

11 **SYLTE Performance Dashboard**

This item was exempt by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

A report was submitted which provided an update on the performance of key areas of SYPTE activity.

RESOLVED – That the Board note the contents of the report.

12 Any Other Business

J Holmes informed the Board that a bid for the levelling up fund would be submitted to Government by the deadline of 18th subject to a review by Cllr Read and P Kennan.

S Edwards informed the Board that DfT had been asked to submit a proposal to extend light rail funding for a further four weeks from 21st June and a similar proposal for bus was a two week extension which would take it to the end of August.

P Kennan commented on serious problems experienced in recent weeks by East Midlands Railways such as delays, numerous cancellations and overcrowding and queried what was being done about it.

S Edwards would circulate details of the current situation and what steps East Midland Railways were taking to rectify the problems.

In accordance with Combined Authority’s Constitution/Terms of Reference for the Board, Board decisions need to be ratified by the Head of Paid Services (or their nominee) in consultation with the Chair of the Board. Accordingly, the undersigned has consulted with the Chair and hereby ratifies the decisions set out in the above minutes.

Signed

Name

Position

Date

Transport and the Environment Board

02 September 2021

Bus Service Improvement Plan Update

Is the paper exempt from the press and public?	No
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Stephen Edwards, Executive Director (SYPTTE)

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Chloe Shepherd

Chloe.shepherd@sheffieldcityregion.org.uk

Executive Summary

This report provides an update on the work package one (WP1) outputs that will be used to develop the initial SCR MCA Bus Service Improvement Plan (BSIP) submission in October 2021.

What does this mean for businesses, people and places in South Yorkshire?

The outputs produced by WP1 relate to improving the region's bus services and by incorporating them into our initial BSIP, they will support the recovery of our bus system post-COVID.

Recommendations

That the Board consider the content of this paper and offer a response to the questions set out in section 2, which will shape the next stages of work and provide a view of the preferred approach to the initial Bus Service Improvement Plan (BSIP), as set out in Section 3.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Mayoral Combined Authority Board

20 September 2021

1. Background

- 1.1 The initial BSIP setting out the MCA's proposals for improving bus services in South Yorkshire, is due for submission to the Department for Transport (DfT) in October. The BSIP guidance asks that Local Transport Authorities (LTAs) set targets relating to service improvements and outline how they will be delivered in their plans, which will be monitored and reported on annually.
- 1.2 The Route, Quality and Environmental Analysis workstreams that comprise work package 1 (WP1) are reporting the first set of key outputs. These three workstreams combined will set out what a better bus system looks like and provide the evidence to underpin the content of the initial BSIP. The first set of outputs provide examples of best practice from around the country, an identification of some of the barriers to delivery we face in our region as well as a strategic outline of overall network performance. They also highlight the impact that the COVID-19 pandemic has had on our bus system.
- 1.3 As we have collected a lot of strategic level evidence so far, there are areas where further work could be undertaken in detail to identify those locations and interventions that would support the recovery of the bus system post-COVID before moving onto measures that would grow the system. The Board is asked to consider the emerging strategic evidence and to advise on any areas they would like to explore in more detail, to ensure the BSIP delivers the region's objectives for bus.

2. Key Issues

- 2.1 The BSIP guidance states the overall aim of the document is to '...explain LTA ambition to improve buses and the plans and policies that will deliver them'. The Board has previously set out the Vision and Objectives for bus (see Appendix A) that consists of several elements including reliability, accessibility, integration and inclusion, plus a series of delivery commitments that includes growing patronage to create a financially sustainable and stable network and delivery of our SEP objectives.
- 2.2 As BSIPs will be 'living documents' that are monitored and reported on annually, LTAs are asked to set targets that measure journey time, reliability, patronage and customer satisfaction improvements. The details of how these targets will be delivered are also required, with plans required to contain information regarding the location of bus priority measures, the role of Demand Responsive Transport (DRT) services, investment in decarbonisation measures and the improvements to accessibility.
- 2.3 WP1 – the Route, Quality and Environmental Analysis workstreams - will provide the evidence and information (inputs) required for the BSIP as depicted in Appendix B, showing how the starting point for our work to reform the bus network is the Bus Review that was published in 2020. From the strategic level evidence gathered so far, there are areas where further work could be undertaken in detail to support the development of our initial BSIP. The evidence also highlights the impact the pandemic has had on bus patronage, which raises questions about how to structure the initial BSIP in response. A summary of progress across the three

workstreams in WP1 is provided in the following sections along with questions for the Board to consider, to shape the next stages of work and to identify the preferred approach to the initial BSIP.

- 2.4 **Route Analysis** - The Route Analysis workstream outputs provide a strategic overview of how our bus network is performing now (post-COVID) and how the network was performing in 2019 (pre-COVID). Current data indicates that bus patronage remains at around 60% of pre-COVID levels which, presents the region with a challenge when determining a set of targets for the BSIP. As COVID Bus Service Support Grant (CBSSG) is due to end in March 2022, the Board may wish to set BSIP targets that focus on the recovery of patronage to pre-COVID levels in the short term.
- 2.5 To understand where investment could be targeted to have the greatest impact on patronage, the Route Analysis workstream has conducted a strategic assessment of network performance. The outputs identified a number of areas of high bus demand in 2019, where patronage has fallen in 2021, but that also experience high levels of unreliability, which negatively impacts service provision. The evidence to date also shows a number of communities that are reliant upon bus services due to factors such as low car ownership, but their disparate locations do not suit traditional, timetabled bus service provision.
- 2.6 As the evidence gathered so far is at a high level, there is the opportunity to go into more detail to examine those areas of high demand and high unreliability, to potentially identify routes and interventions that could have the greatest impact on patronage recovery in the early years of our BSIP. Further work could also be undertaken to consider how best to address the issues presented in the evidence regarding serving our communities. For example, alternative models of delivery are likely to be required such as DRT to ease the pressure on traditional, timetabled services.
- 2.7 **Quality Analysis** - The Quality Analysis workstream has identified the different types of bus passenger across our region and the elements of a bus service that are most important to them. This work is being aligned with the Route Analysis to inform service design and a long list of quality improvements is being created that consider the entire customer journey i.e. from deciding to travel, through to journey completion. The outputs of this commission will directly feed into the customer satisfaction and accessibility components of the BSIP and aims to produce a Universal Quality Standard for passengers, captured in a Customer Charter.
- 2.8 A review of the existing partnership agreements in South Yorkshire shows that many of the measures proposed on the quality improvements long list are already captured in the current documentation but are not consistently applied across the region. This inconsistency highlights a critical role for the monitoring and enforcement of agreements if the region is to progress beyond its current position. The Quality Analysis also considers where we can seek to grow demand and highlights concerns over cleanliness as an immediate barrier when deciding whether to use public transport. The National Disability Strategy¹ (NDS) released

¹ <https://www.gov.uk/government/publications/national-disability-strategy>

in July 2021, also highlights the critical role infrastructure plays both on and off vehicle, in ensuring our transport networks are fully accessible to all.

- 2.9 It is proposed that further work is undertaken to identify where standards can be harmonised, and a set of Universal Quality Standards are developed that offer passengers consistency across our bus network. In the short term, improving the perceptions of public transport and giving visibility to the cleaning and maintenance regimes post-COVID may be an area to focus on in the BSIP to assist patronage recovery. In line with the aims of the NDS, it is proposed that in the short term we prioritise those measures that will build back public confidence of using the bus system to aid recovery, alongside identifying those measures that will lead to a fully accessible bus system and ultimately public transport network for South Yorkshire, over the medium to long term.
- 2.10 Our analysis also shows that there are locations of densely clustered bus stops, which if removed may help to speed up journey times and improve reliability. The Board is asked to consider whether they would like to explore this area in detail.
- 2.11 Environmental Analysis - The Environmental Analysis workstream has produced a report on the barriers to delivery that outlines some of the key barriers to the adoption of zero emission buses in our region. This report has been created drawing on intelligence from operators both inside and outside of South Yorkshire, as well as building on the experience of other MCAs that are more advanced in their delivery of a zero emissions fleet. Appendix C summarises the themes covered in the barriers report and highlights the risk categories investigated.
- 2.12 The South Yorkshire bus fleet is older (at 11 years) than the national average (8 years), with buses in South Yorkshire currently remaining in service for 20 years before being removed from service. Due to this long operational life, the analysis indicates that in the first five years of our BSIP, many of the older and more polluting buses (Euro III and IV) will be due for replacement. At this point a decision will be made by the operators regarding whether to replace those vehicles with a zero emission alternative or with a diesel/hybrid model, as they own the fleet.
- 2.13 Modelling is underway to outline the exact number of vehicles involved, the costs and potential delivery scenarios however, the costs associated with replacing the oldest vehicles in the next five years are critical, as these buses are currently expected to be replaced with a diesel equivalent. Noting the impact of COVID-19 on the financial sustainability of our bus system, securing operator investment to replace these buses with a more expensive zero emission model, may be difficult.
- 2.14 It is proposed that the Board consider the level of investment that may be available to support the transition to a zero emission fleet and that the BSIP focus is on treating those routes where patronage is expected to recover first, in order to support the financial case. Further work is being undertaken to identify those routes that could be prioritised for zero emission operation based upon their suitability, the environmental impact and the economic case. In addition, work is continuing on the investment trajectories, costs and delivery scenarios required to meet the MCAs net zero commitments by 2035 and 2040, which could feature in the BSIP in the long term.

3. Options Considered and Recommended Proposal

3.1 Option 1

Due to the impact of the COVID-19 pandemic on patronage levels, our BSIP may need to respond to the challenge of recovering patronage in the early years, before seeking to deliver growth over the longer term. It is proposed that the first two years (2022 – 2024) focus on delivering interventions that are likely to stabilise and recover patronage following the end of CBSSG in March 2022. The latter years of our BSIP would then focus on delivering growth beyond pre-COVID levels.

3.2 Option 1 Risks and Mitigations

Arranging the delivery of the initial BSIP around the short term recovery of the patronage lost due to COVID-19 and targeting further detailed work to identify those locations that are expected to assist patronage recovery in the short term, would contribute to reducing the risk of network destabilisation following the withdrawal of Government CBSSG in March 2022.

3.3 There is a reputational risk associated with setting targets to recover patronage to pre-COVID levels, which were already in decline. This can be mitigated by the need to monitor and report annually on BSIP progress. If after the first year we have surpassed our initial targets, there is scope to recast a more ambitious set of targets to ensure continuous improvement.

3.4 Option 2

An ambitious set of long-term growth targets could be set out in our initial BSIP proposals to DfT.

3.5 Option 2 Risks and Mitigations

This option is not recommended due to the negative impact that COVID-19 has had on patronage. Setting targets that are too ambitious in the early years of BSIP delivery may be deemed unrealistic and ultimately prove demotivating in the early years of the new Enhanced Partnership.

3.6 Recommended Option

Option 1

4. Consultation on Proposal

4.1 Our BSIP is being developed in partnership with stakeholders and operators to ensure they remain fully engaged in this process.

5. Timetable and Accountability for Implementing this Decision

5.1 This is not a key decision however input from the Board at this stage in the development process, will help to shape the initial BSIP submission in October.

6. Financial and Procurement Implications and Advice

6.1 Whilst there are no direct financial implications to arise as a consequence of this report, delivery of the BSIP will require funding from multiple sources. Applications to the Levelling Up Fund, CRSTS and the ZEBRA fund are being developed and

include measures to improve the region's bus system. The quantum of funding required to deliver our initial BSIP in full is still being calculated and will be reported back to this board in due course.

7. Legal Implications and Advice

- 7.1 The BSIP will initially be delivered through an Enhanced Partnership. Section 138 Transport Act 2000 provides the statutory powers to implement an Enhanced Partnership Plan and Schemes. The legislation sets out the process to be followed including obligations on consultation. The process also allows operators to object to the proposals and if there are sufficient "admissible" objections the operators can prevent the Enhanced Partnership from progressing. In addition to the statutory process an equality impact assessment will need to be undertaken and presented to Members highlighting any impacts on persons with protected characteristics.

8. Human Resources Implications and Advice

- 8.1 N/A

9. Equality and Diversity Implications and Advice

- 9.1 Through the Quality Analysis workstream, interventions will be identified that can be delivered to improve accessibility across our bus network. Delivering these improvements will play an important part in creating a fully accessible transport system for South Yorkshire.
- 9.2 When considering whether to pursue detailed work regarding bus stop removal (section 2.9) to secure journey time and reliability improvements, the impact on accessibility should also be considered.

10. Climate Change Implications and Advice

- 10.1 Surface transport in South Yorkshire accounts for around 37% of our total carbon footprint and has additional impacts on air quality and road safety. Currently private car use is around 60% of that figure. Modal shift from cars to public transport is critical to the delivery of the region and members net zero goals and keeping us within the 6th carbon budget. In investigating the costs, infrastructure and investment opportunities to influence delivery of a zero emission fleet will bring carbon and pollution benefits to South Yorkshire. The overall improvement of our bus system and aims to increase mode share will contribute to an increase in public transport use, which is a sustainable mode of transport.
- 10.2 Consideration of the sources of investment that could be used to support the delivery of the environmental elements of our BSIP is recommended. Investments made in improving the bus service will give a two-fold environmental impact, both in improving use rates and also in decarbonising the fleet

11. Information and Communication Technology Implications and Advice

- 11.1 N/A

12. Communications and Marketing Implications and Advice

- 12.1 The Department for Transport's 'It's Everyone's Journey' campaign seeks to promote message of inclusivity to attract people back to public transport. This is also a critical feature of the National Disability Strategy which states that the attitudes of others disincentivise public transport use amongst disabled people. SYPTTE have subscribed to participate in this campaign which will support patronage recovery post COVID-19 and ensure our system promotes a feeling of inclusivity.

List of Appendices Included

- A Draft Vision and Objectives for bus
- B BSIP Inputs Logic Map
- C Draft Environmental Analysis Barriers Report - Infographic

Background Papers

None

This page is intentionally left blank

Shaping a Vision for the South Yorkshire Bus Network

Our vision for the bus



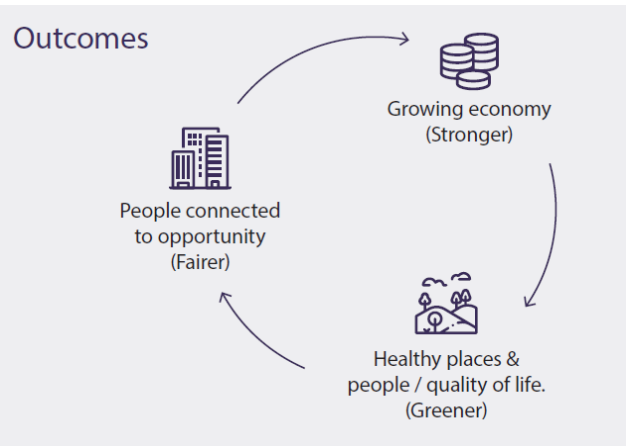
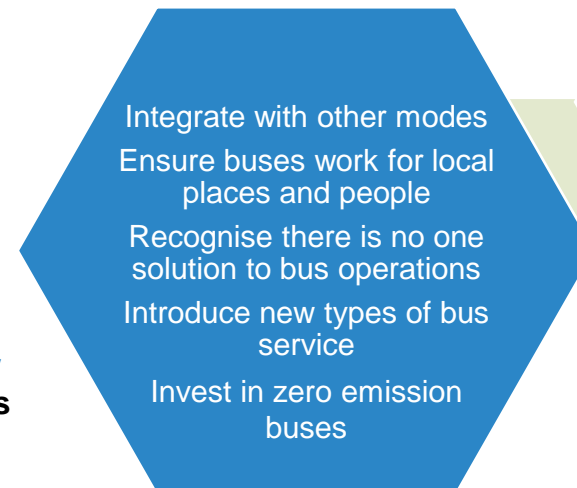
Districts and bus operators collectively commit to



District commitments

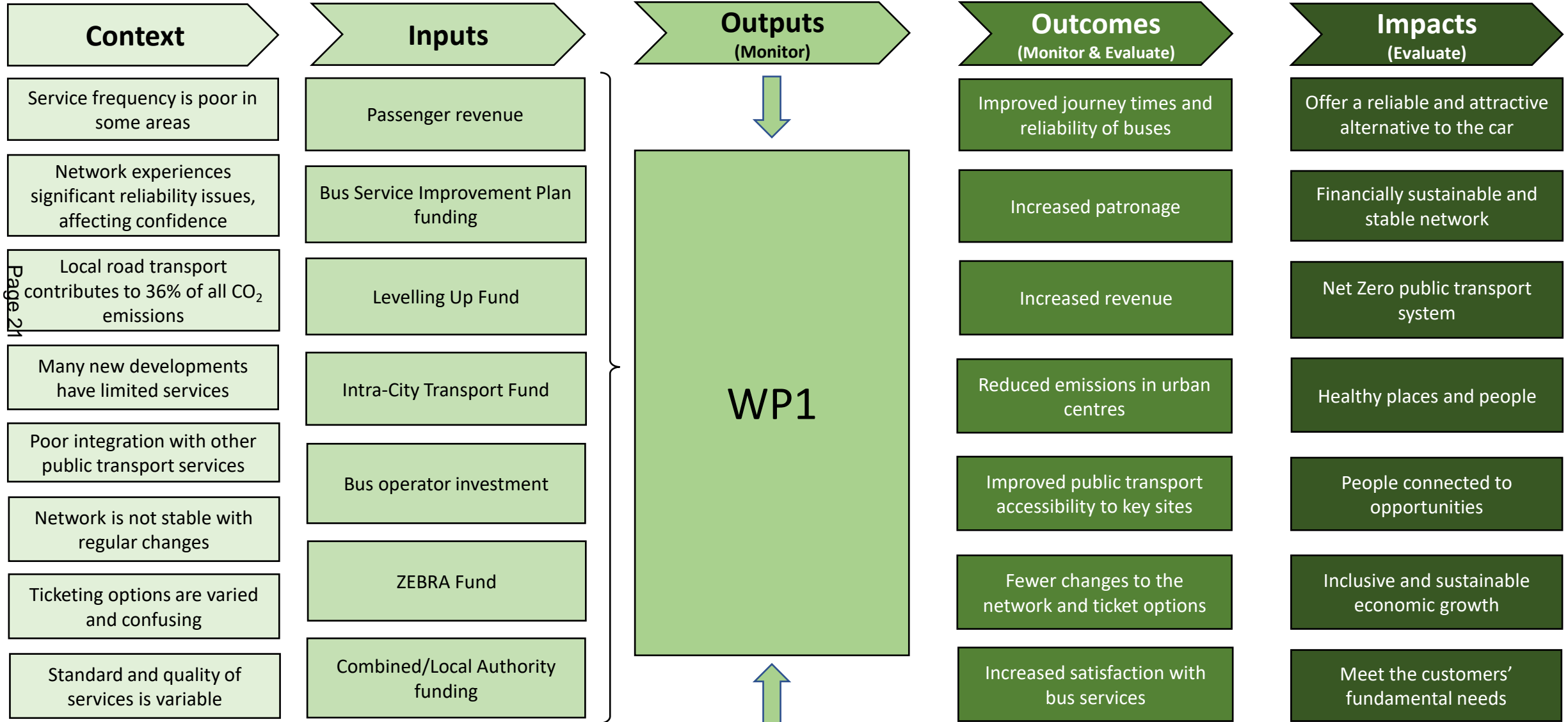


Bus operator commitments



This page is intentionally left blank

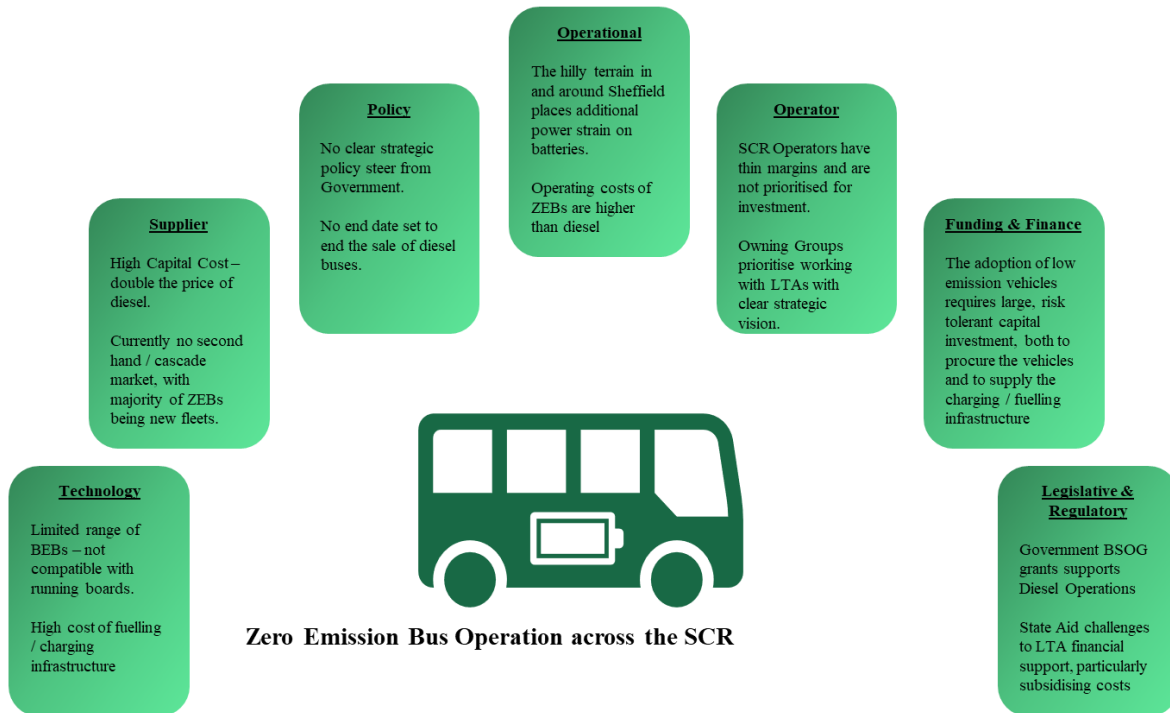
SYBIP Logic Map



This page is intentionally left blank

Appendix C

Barriers that have stopped the introduction of ZEBs within SCR to date



Condition for success going forward



This page is intentionally left blank

Transport and the Environment Board

02 September 2021

DfT Decarbonising Transport Review

Is the paper exempt from the press and public?	No
Purpose of this report:	Discussion
Is this a Key Decision?	No
Has it been included on the Forward Plan?	Not a Key Decision

Director Approving Submission of the Report:

Martin Swales, Interim Director of Transport, Housing and Infrastructure

Report Author(s):

Richard Sulley
 richard.sulley@sheffieldcityregion.org.uk

Executive Summary

The government published its transport decarbonisation plan: 'Decarbonising transport: a better, greener Britain', on the 14th July 2021. The Plan contains a range of commitments to invest in, support the development of, or consult on a range of interventions across the sector. The Plan aims to meet the sixth carbon budget with a net zero position of 2050 although there is a degree of uncertainty around the projection.

What does this mean for businesses, people and places in South Yorkshire?

Transport represents over a third of South Yorkshire's carbon footprint estimated at around 2MTCO_{2e}, with a 60%, 30%, 10% split between private cars, freight and public transport respectively.

Investment and improvement of our transport systems gives an opportunity not only to reduce its carbon and environmental impact but better and fairer access to jobs, improved health and wellbeing and lower costs.

Recommendations

The Board is asked to consider the implications of the DfT Decarbonisation strategy on the investment programmes for the region and how it interacts with and influences the MCA's transport and Net Zero strategies.

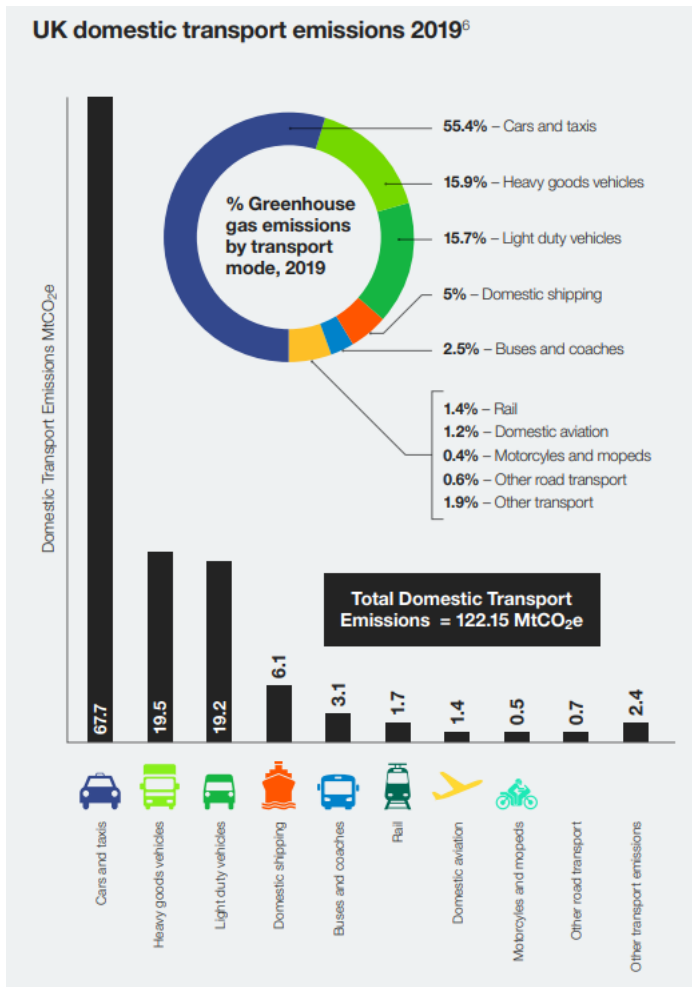
Consideration by any other Board, Committee, Assurance or Advisory Panel

None

1. Background

- 1.1 The government published its transport decarbonisation plan: 'Decarbonising transport: a better, greener Britain', on the 14th July 2021. Following a review of the document, this paper summarises the key findings in relation to the role of the MCA and the potential impacts on its ongoing transport and net zero strategies.
- 1.2 The accompanying publicity surrounding the report majored on business as usual in terms of car travel and aviation, with technology providing the solutions to decarbonisation, however the body of the report takes a more pragmatic approach and recognises that modal shift and use reduction will be required.
- 1.3 The Plan sets out the government's approach to reaching net zero transport in the UK, including its projections (or trajectories) in terms of overall emissions from the transport sector and also by mode, to 2050
- 1.4 The Plan re-iterates the six strategic priorities first introduced in its 'Setting the Challenge: Decarbonising Transport' position paper published in April 2020.
- 1.5 The associated documents published alongside the Plan include:
 - Consultation on when to phase out the sale of new, non-zero emission heavy goods vehicles.
 - Green paper on a new road vehicle CO₂ emission regulatory framework for the United Kingdom – this paper sets out proposals to align the existing framework to achieve proposed phase out dates, including through potentially employing a ZEV mandate.
 - Jet zero consultation: a consultation on our strategy for net zero aviation.
 - Transitioning to zero emissions cars and vans: 2035 Delivery Plan – a document setting out plans and proposals to achieve the delivery of the Governments new ICE vehicle phase out plans.
 - Electric vehicle smart charging consultation outcomes – this paper sets out the outcomes from the 2019 consultation and sets the stage for Government to seek powers to mandate smart EV charge points and the sharing of data charging.
 - Rail environment policy statement – a short paper which brings together existing policy and initiatives in the rail sector. It addresses not only decarbonisation, but also air quality, social value, noise, water, waste and litter and graffiti. It serves as a positioning paper ahead of the Sustainable Rail Strategy (SRS) being developed for publication next year by GB Railways.

1.6



The document highlights the scale of the carbon associated with transport. For comparison the SCR surface transport footprint is estimated at around 2MtCO₂e, with a 60%, 30%, 10% split between private cars, freight and public transport respectively.

2. Key Issues

2.1 The plan contains a number of commitments related to encouraging modal shift and increasing car occupancy. However, the Plan does not give an indication of the reduction in vehicle mileage (for cars, vans or HGVs) required to achieve its trajectories. It should be noted that vehicle mileage reduction targets play a key part in the SCR Decarbonisation Strategy (below)

- *The need for a 25% reduction in total travel demand by 2030*
- *The number of car miles reduces by 25% by 2040*
- *By 2035, all vehicles using our roads will need to be 100% zero emissions*
- *Full railway decarbonisation by 2040 including rail freight*
- *The number of freight miles reduces by 30% by 2040*

2.2 The Plan contains a range of commitments to invest in, support the development of, or consult on a range of interventions across the sector which are summarised below;

Increasing cycling and walking Investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030. World class cycling and walking network in England by 2040

Zero emission buses and coaches Consult on modernising the Bus Service Operators' Grant in 2021. 4,000 new zero emission buses and the infrastructure needed to support them. An All Electric Bus Town or City. Consulting on a phase out date for the sale of new non-zero emission buses and coaches

Decarbonising our railways A net zero railway network by 2050, Remove all diesel-only trains from the network by 2040. Electrification guided by Network Rail's Traction Decarbonisation Network Strategy. Development of battery and hydrogen trains. Build extra capacity on the rail network to meet growing passenger and freight. Modernise fares ticketing and retail to encourage a shift to rail and cleaner and greener transport journeys
Improve connectivity with walking, cycling and other modes of transport. Introduce a rail freight growth target. Incentivise the early take up of low carbon traction for rail freight

A zero emission fleet of cars, vans, motorcycles, and scooters Consult on regulatory options, including zero emission vehicle mandates, to deliver petrol and diesel phase out dates for new vehicles. Support demand for zero emission vehicles through a package of financial and non-financial incentives. 25% of the Government car fleet to be ultra low emission by December 2022 and 100% of the Government car and van fleet zero emission by 2027. Ensure the UK's charging infrastructure network meets the demands of its users.
Invest £15 million in 2021/22 to help address the backlog in traffic signal maintenance to improve traffic flow and reduce emissions. Review the National Networks National Policy Statement

Accelerating maritime decarbonisation Plot a course to net zero for the UK domestic maritime sector

Accelerating aviation decarbonisation Consult on a Jet Zero strategy, net zero aviation emissions by 2050. Consult on a target for UK domestic aviation to reach net zero by 2040.
Support the development of new and zero carbon UK aircraft technology and Sustainable Air Fuels (SAF)

Delivering a zero emission freight and logistics sector Consulting on phase out dates for the sale of all new non-zero emission HGVs. Stimulate demand for zero emission trucks through financial and non-financial incentive. Support efficiency improvements and emission reductions in the existing fleet. Support and encourage modal shift of freight from road to more sustainable alternatives, such as rail, cargo bike and inland waterways. Take forward measures to transform 'last mile' deliveries.

Delivering decarbonisation through places Investing more than £12 billion in local transport systems over the current Parliament, enabling local authorities to invest in local priorities – including those related to decarbonisation such as reducing congestion and improving air quality.

Maximising the benefits of sustainable low carbon fuels Increase the main Renewable Transport Fuels Obligation (RTFO) target.

Hydrogen's role in a decarbonised transport system Publish an overarching Hydrogen Strategy in summer 2021.

Future transport – more choice, better efficiency Increase average road vehicle occupancy by 2030. Consult on a “Mobility as a Service” Code of Practice. National e-scooter trials to understand their environmental impact, safety, and mode shift potential. Reduce the barriers to data sharing across the transport sector.

Supporting UK research and Coordinate transport's investment in R&D, Update our Areas of Research Interest (ARIs) and publish a new DfT Science Plan by summer 2021

- 2.2 Within the foreword, the Secretary of State commits to a review of the National Policy Statement for National Networks in light of changing patterns of work, shopping and business travel due to the pandemic.
- 2.3 Although the Plan acknowledges the major reduction in tax revenues that will result from a shift to electric vehicles, it does not touch on any proposed solutions or the need for road user charging.
- 2.4 Whole life carbon, in particular in relation to transport infrastructure projects is acknowledged but not accounted for within the Plan's projections, which is a position unchanged from the 'Setting the Challenge: Decarbonising Transport' policy paper.
- 2.6 Confirmation that the existing approach to carbon valuation is under review, and that BEIS will publish new carbon values later this year, which will be reflected in DfT business case and transport appraisal guidance.
- 2.7 The government has identified Local Transport Plans as the mechanism for delivering quantifiable reductions in transport emissions at a place-based level and funding will be conditional on this. The Plan refers in several places to a 'Local Authority Toolkit' which will provide guidance and tools to help local authorities achieve their objectives.
- 2.8 The Plan concedes that planning decisions are often not achieving requirements in relation to sustainable travel and that DfT is working with MHCLG and the LGA to ensure the need for sustainable transport is key within planning decisions.
- 2.9 The Plan recognises the challenges of modal shift in rural areas and references the forthcoming Future of Transport: Rural Strategy in this respect.
- 2.10 Reference is made to a new Sustainable Travel Reward Scheme, to be piloted next year.
- 2.11 No data has been published behind the decarbonisation projections presented within the Plan, however, it appears that the overall transport decarbonisation projection is unlikely to achieve the reductions required under the CCC's balanced net zero pathway, which the government recently committed to meeting. It is unclear if DfT is assuming that the residual emissions will be addressed through carbon sequestration and negative emissions achieved by other sectors.

2.12 The Plan references the co-benefits associated with many of the decarbonisation measures, particularly the potential for improved air quality, better health and an increase in jobs and growth.

2.13 It should be noted that the requirement to comply with the Plan is referenced within the guidance document for the City Region Sustainable Transport Settlement (CRSTS)

3. Options Considered and Recommended Proposal

3.1 **Option 1**
N/A

4. Consultation on Proposal

4.1 N/A

5. Timetable and Accountability for Implementing this Decision

5.1 N/A

6. Financial and Procurement Implications and Advice

6.1 N/A

7. Legal Implications and Advice

7.1 N/A

8. Human Resources Implications and Advice

8.1 N/A

9. Equality and Diversity Implications and Advice

9.1 N/A

10. Climate Change Implications and Advice

10.1 No direct implications from this paper, however the adoption of ongoing policies which mirror those in the DfT decarbonising Transport report should be assessed to ensure they meet the decarbonisation ambitions of the MCA and the members.

11. Information and Communication Technology Implications and Advice

11.1 N/A

12. Communications and Marketing Implications and Advice

12.1 N/A

List of Appendices Included

None

Background Papers

None

This page is intentionally left blank

Transport and the Environment Board

02 September 2021

Programme Approvals

Is the paper exempt from the press and public?	No
Purpose of this report:	Funding Decision
Is this a Key Decision?	Yes
Has it been included on the Forward Plan?	Yes

Director Approving Submission of the Report:

Gareth Sutton, Chief Finance Officer/s73 Officer

Report Author(s):

Charli Taylor

Charli.Taylor@sheffieldcityregion.org.uk

Executive Summary

This paper seeks approval to progress 2 Full business Cases (FBCs) to full approval and award of grant, progression of 5 Outline Business cases (OBCs) to FBC and the release of development funding, and the progression of 1 OBC to FBC subject to funding becoming available.

The report further provides an update on the TCF2 programme and its interdependency to the new City Region Sustainable Transport Settlement ('CRSTS') funding stream.

What does this mean for businesses, people and places in South Yorkshire?

This report is seeking approval to progress business cases and enter into contract for a number of investment proposals which will support the MCA's aspirations.

Recommendations

The Board consider and approve -

1. Progression of T8/2 Magna Tinsley ('OBC') to MCA for approval to proceed to FBC and release of up to £845k business case development cost funding from TCF2 to Sheffield City Council ('SCC') subject to the conditions set out in the Assurance Summary attached at **Appendix A**;

2. Progression of T28 Unity ('OBC') to MCA for approval to proceed to FBC and release of up to £50k business case development cost funding from TCF2 to Doncaster Metropolitan Borough Council ('DMBC') subject to the conditions set out in the Assurance Summary attached at **Appendix B**;
3. Progression of T34 River Dearne ('OBC') to proceed to FBC subject to funding becoming available and the conditions set out in the Assurance Summary attached at **Appendix C**;
4. Progression of T23 Nether Edge Wedge ('OBC') to MCA for approval to proceed to FBC and release of up to £1.38m business case development cost funding from TCF2 to SCC subject to the conditions set out in the Assurance Summary attached at **Appendix D**;
5. Progression of T18 iPort Bridge ('FBC') to MCA for full approval of award of £5.46m from TCF2 to South Yorkshire Passenger Transport Executive ('SYPTe') subject to the conditions set out in the Assurance Summary attached at **Appendix E**;
6. Progression of T16 Stations Access Package ('FBC') to MCA for full approval of award of £6.17m from TCF2 to DMBC subject to the conditions set out in the Assurance Summary attached at **Appendix F**;
7. Progression of O47 Broom Road Cycleways ('OBC') to MCA for approval to proceed to FBC and release of up to £211k business case development cost funding from ATF2 to RMBC subject to the conditions set out in the Assurance Summary attached at **Appendix G**;
8. Progression of O46 Warmsworth to Conisborough Cycle Superhighway ('OBC') to proceed to FBC and release of up to £80k business case development cost funding from ATF2 to DMBC subject to the conditions set out in the Assurance Summary attached at **Appendix H**;
9. Delegated authority to be given to the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer to enter into legal agreements for the points covered above.

Consideration by any other Board, Committee, Assurance or Advisory Panel

Assurance Panel	28 July 2021
Assurance Panel	12 August 2021
Assurance Panel	13 August 2021

1. Background

1.1 This report seeks approval for the progression of schemes funded from the Transforming Cities Fund (TCF) programme and the Active Travel Fund programme. This report further provides an update on the TCF programme, and how that programme interfaces with the new City Region Sustainable Transport Settlement (CRSTS).

1.2 Active Travel Fund Phase 2

In December 2020 the MCA was awarded £5.46m funding for the ATF2 towards total programme costs of £7.70m, matched by £2.24m Gainshare. The grant was allocated to the 4 Local Authorities for active travel activity to March 2022 and builds upon the temporary provisions as proposed during the Emergency Active Travel Fund Phase 1.

The MCA approved the early release of up to 2% of total scheme costs to facilitate the development of the business case.

This paper requests approval of 2 OBCs which will enable release of business case development funding as detailed in sections 2.8 – 2.9 of this report.

1.2 TCF Tranche 2

In March 2020 the MCA was awarded £166.30m funding for the MCA's TCF2 aspirations. This grant was allocated from April 2019 to March 2023 resourcing a programme of transformational public transport, active travel and rail initiatives.

In June 2020 the MCA approved the early release of project funding to facilitate the development of the business cases. Funding is released upon progression through governance gateways as a percentage of the total funding envelope:

1. Up to 2% is released following SOBC approval; and
2. c.10% is released, subject to a costed plan, following OBC approval.

This paper requests approval to progress 4 OBCs to FBCs which will enable release of business case development funding, and 2 FBCs to full approval, and approval of 1 OBC dependent on funding becoming available as detailed in sections 2.1 – 2.7 of this report.

1.3 TCF2 Programme Update & Interface to CRSTS

For a number of months concerns have been raised with the Board around the TCF2 programme's ability to complete within the funding window prescribed within the grant conditionality set by the DfT.

Principally, there was a significant concern that a number of schemes would either complete or commence after March 2023, leaving the MCA and partners exposed to the DfT's condition that all funding must have been spent by this date or be returned to government.

To mitigate against this risk the Board has previously authorised the MCA to adopt a twin-track approach of adopting an over-programmed position whilst continuing to lobby government for flexibility on the grant conditions.

The decision to adopt the over-programming approach has led to a number of schemes being worked up with partners at risk. This allowed the programme to develop out contingency schemes that could exploit any funding should undeliverable schemes be removed from the programme. Schemes would only progress beyond the OBC gateway should funding headroom arise.

However, since this point the announcement of the new CRSTS has changed the transport funding landscape. Over time it has become apparent that the final year of TCF2 funding (£72m) would be rolled into the new five-year CRSTS programme. Whilst this represents the re-announcement of previously committed funding, it does change the dynamic around the previously accepted need to have defrayed all funding by March 2023 by effectively extending the delivery window.

The consequence of this is that the immediate risk around deliverability of schemes has abated, but it also significantly reduces the likelihood of schemes being removed

from the TCF2 programme and thus the possibility of funding headroom being created to resource the overprogramming position.

This issue is exacerbated by the significant cost-inflation that is now materialising across the programme. Across partners and schemes the costs of materiel, labour, and professional services are rising beyond expectation, influenced by a number of factors largely outside the control of project sponsors.

Taken together, these issues now shift the risk significantly from one of potential programme underspend to one of potential funding shortfalls.

The MCA has proactively engaged partner authorities where necessary to convey risk around individual schemes and recommend that where final scheme costs are likely to be in excess of the available TCF funding that the shortfall be recognised in the CRSTS bids. This approach has led to a number of pipeline schemes and further funding requirements being reflected in partner submissions.

Based on this action it is currently forecast that the remaining schemes can be accommodated within the TCF programme envelope, however there is little remaining headroom to accommodate further cost inflation.

The MCA will continue to work with partners to ensure developing schemes reflect this constrained funding position, whilst pipeline schemes will continue to be held at OBC – as originally agreed – until funding headroom becomes available.

2. Proposal and Justifications

2.1 T8/2 Magna-Tinsley (TCF2 OBC)

Appendix A provides a summary of the project assurance and the suggested conditions of award.

This investment is for £5.27m from TCF2, with development costs to be released of £0.84m to SCC.

This project will deliver a number of cycling and pedestrianised improvements, predominantly -

- Sheffield Road
 - New unidirectional cycle tracks on both sides of Sheffield Road between the Sheffield/Rotherham district boundary and Blackburn Meadows Way
 - Upgrade and widening of footpaths on Sheffield Road
- Blackburn Meadows Way
 - Upgrade of the existing shared use infrastructure to provide traffic-free, segregated and safe infrastructure for both pedestrians and cyclists along this road
- New toucan crossings on Sheffield Road and Meadowhall Road/Meadowhall Way
 - Provision of a two/three new toucan crossings to provide safe crossing points and reduce levels of severance resulting from the physical and built environment.

The Benefits and Outcomes

The project will deliver the following outputs -

- 0.92km of new segregated cycle track
- 0.92km of upgraded cycle track
- 0.92km of upgraded footpaths
- 2/3 toucan crossings

The project is considered a good strategic fit. Risks concerning land acquisition have been raised as part of the assurance however are considered manageable at this stage.

2.2 T28 Unity (TCF2 OBC)

Appendix B provides a summary of the project assurance and the suggested conditions of award.

This investment is for £4.39m from TCF2, with development costs to be released of £0.05m to DMBC.

The project will deliver a combination of off road cycle facilities and on road quiet ways, connecting Doncaster town centre with Doncaster Royal Infirmary, employment and retail zones located north east of the town centre and a significant residential catchment area which is within 2.0km cycle of the town centre.

The Benefits and Outcomes

The project will deliver the following outputs -

- 14.1km of new segregated walking and cycling infrastructure
- 2.7km of new cycle quiet streets

The project will deliver the following outcomes -

- Increased walking and cycling journeys (68%)
- Increased percentage of population cycling to work (68%)

The project has a clear strategic rationale and risks are considered manageable at this stage. The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix B.

2.3 T34 River Dearne Active Travel (OBC)

Appendix C provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.55m.

The project will deliver a package of measures which seeks to improve walking and cycling connectivity between A61 Gyratory at Old Mill Lane and A633 Grange Lane via A628 Pontefract Road. The proposal will also incorporate a spur which will improve connectivity to Old Tannery Road.

The Benefits and Outcomes

The project will deliver the following outputs –

- Infrastructure improvements to 2.45km of off-road active travel route

- 1 toucans crossing at A61 Old Mill Lane
- Improved crossing facilities on Pontefract Road and Grange Lane
- Wayfinding signage
- Improvements to public realm
- Resurfacing improvements
- Improvements to lighting
- Incorporation of a dish channels to the existing steps to allow cyclists to negate level differences in the Dearne Valley Park

The project has a clear strategic rationale to facilitate a reduction in dependence on private car travel through the provision of new and enhanced active travel infrastructure.

The project was accepted onto the TCF2 programme pipeline in March 2021 with a condition that progression beyond the OBC stage was entirely contingent on funding being available. There is currently no grant availability within the TCF2 programme, therefore approval is recommended to progress once alternative funding becomes available.

2.4 **T23 Nether Edge Wedge (TCF2 OBC)**

Appendix D provides a summary of the project assurance and the suggested conditions of award.

This investment is for £13.20m from TCF2 towards total project costs of £13.30m, with development costs to be released of £1.38m to SCC.

The project will deliver enhanced transport connectivity between Sharrow, Nether Edge and Broomhall linking into the city centre while at the same time improving journeys in the local area.

The Benefits and Outcomes –

The project will deliver the following outputs –

- 2.5km improved cycle infrastructure
- 2.5km improved pedestrian infrastructure
- 6 junction improvements
- 50m of new bus lane
- 1 bus priority signal
- 4 signalised junction improvements
- 1.84km segregated cycle track
- 7 pedestrian crossings and 8 upgrades
- 100 cycle parking spaces

The project is considered high value for money.

The Assurance Summary notes some conditions of approval that will need to be resolved within the submitted FBC, these are detailed in full within Appendix D.

2.5 **T18 iPort Bridge (TCF2 FBC)**

Appendix E provides a summary of the project assurance and the suggested conditions of award.

This investment is for £5.45m from TCF2 towards total project costs of £5.79m to SYPTE.

The project will deliver a new 0.5km bus and active travel link between New Rossington and the lport to make PT a viable option for workforce and visitors.

The Benefits and Outcomes –

The project will deliver the following outcomes-

- Increased walking and cycling journeys
- Reduce public transport journey time
- Increase bus patronage
- Improvements in air quality and health and wellbeing

The project has a clear strategic rationale, demonstrating strong linkage to transport strategy goals, mayoral commitments and policies, the SEP, the RAP and TCF2 objectives. There is a key risk concerning access rights to the site however the risk is considered manageable at this stage. The Assurance Summary notes some conditions of approval that will need to be resolved prior to contract execution, these are detailed in full within Appendix E.

2.6 T16 Stations Access Package (TCF2 FBC)

Appendix F provides a summary of the project assurance and the suggested conditions of award.

This investment is for £6.17m from TCF2 to DMBC.

The Stations Access package aims to enhance accessibility to/from and at rail stations within Doncaster, including Adwick, Bentley, Conisborough, Kirk Sandall, and Thorne North and South, and deliver interventions that support connectivity to future High Speed Rail 2/Northern Powerhouse Rail touchpoints so that the rail network can become a viable alternative to the private car.

The project complements other TCF intended works including a package focused upon rail station improvements including enhanced signage, CCTV and lighting, and a package of improvements to cycle parking at each of the stations.

The Benefits and Outcomes

The project will deliver the following outputs -

- 10.1km of improved walking and cycling infrastructure
- 10.9km of new walking and cycling infrastructure
- 30 junction improvements to benefit non-car modes

The project will also contribute to the following outcomes -

- More walking and cycling journeys across the Sheffield City Region
- Increased rail patronage
- Increased satisfaction with public transport

The project aligns well with local and national policies and is considered good value for money. A number of conditions were outlined to be resolved during the assurance of the FBC, which have been addressed. The Assurance Summary notes some conditions of approval these are detailed in full within Appendix F.

2.7 **O47 Broom Road Cycleways (ATF2/Gainshare/TCF2 OBC)**

Appendix G provides a summary of the project assurance and the suggested conditions of award.

This investment is for £3m for two phases of the total project from ATF2/Gainshare/TCF2, with development costs to be released of £0.21m from ATF2 to RMBC.

The project will deliver new cycle ways along Wellgate and Broom Road and infrastructure improvements along Broom Valley Road.

The Benefits and Outcomes

Phase 1 of the project will deliver the following outputs -

- 650m of new cycleways

The project will also contribute to the following outcomes -

- Increased cycling journeys

The project is recommended for approval; however the request is for £1.5m ATF2/Gainshare and £1.5 TCF2. The TCF2 element of the OBC was approved onto the programme pipeline in June 2021 with a condition that progression beyond the OBC stage was entirely contingent on funding being available. There is currently no grant availability within the TCF2 programme, the recommendation is therefore to approve the phase 1 element of the project and the ATF2/Gainshare element to progress to FBC. The phase 2 element will progress once alternative funding becomes available.

2.8 **O46 Warmsworth to Conisborough Cycle Superhighway (ATF2 OBC)**

Appendix H provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.99m from ATF2, with development costs to be released of £0.08m to DMBC.

The project will deliver 2 km of new LTN 1/20 standard bi-directional cycle superhighway with pedestrian improvements delivered alongside. A new toucan crossing will enable residents in Conisbrough to access the new active travel facility and enable more active travel journeys towards Doncaster Town Centre.

The Benefits and Outcomes

The project will deliver the following outputs -

- 2km of new cycling infrastructure
- 2km of improved walking infrastructure
- 1 junction improvement to benefit non-car modes.
- 1 Toucan crossing
- Improved cycle storage within Conisbrough and Warmsworth
- Improved street lighting along the active travel corridor

The project is considered a good strategic fit. The Assurance Summary notes some conditions of approval that will need to be resolved before an FBC can be submitted, these are detailed in full within Appendix H.

3. Options Considered and Recommended Proposal

3.1 Option 1

Do not approve the recommendations in this report.

3.4 Option 1 Risks and Mitigations

Inability to approve the projects presented or release development costs may result in a slower pace of delivery and loss of activity/spend to the programmes.

3.5 Option 2

Award projects a smaller amount of grant funding.

3.8 Option 2 Risks and Mitigations

All funding awards associated with the projects have been fully appraised in line with the MCA Assurance Framework to ensure value for money. Funding for these projects is timebound by the funding bodies and any deliverability issues will be managed via alternative funding sources.

3.9 Option 3

Approve all recommendations.

3.12 Option 3 Risks and Mitigations

By approving the recommendations, the available programme funding will reduce with funding beyond the original allocations secured from alternative funding sources. However, the projects were included in the bids submitted to the funding bodies and/or are considered a strong strategic fit in line with investment aims.

3.13 Recommended Option

Option 3

4. Consultation on Proposal

- 4.1 Once a project has been accepted onto a programme pipeline, the Value for Money Statement is published on the MCA website alongside a summary of the activity. This is updated periodically to include links to the key documents for each project and a record of progress. The MCA Executive Team collects any external comments on these schemes, and these are considered as part of the appraisal process. Project sponsors are also required to publish business cases on their own websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the next stages of the application process.

5. Timetable and Accountability for Implementing this Decision

- 5.1 Subject to the approval of the recommendations, the Head of Paid Service in consultation with the Section 73 Officer and Monitoring Officer will progress to enter into legal agreements with each promoter.
- 5.2 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the MCA Assurance process.

6. Financial and Procurement Implications and Advice

6.1 The projects presented for approval today are profiled to drawdown up to £13.89m from the TCF2 allocation of £166.3m and up to £0.29m from the ATF2 allocation of £7.70m.

7. Legal Implications and Advice

7.1 The legal implications of the projects have been fully considered by a representative of the Monitoring Officer and included in the recommendations agreed within the Assurance Summaries as presented in the Appendices.

7.2 Prior to awarding the grants, the MCA shall ensure contracts are put in place to ensure the recipients comply with the grant conditions.

8. Human Resources Implications and Advice

8.1 NA

9. Equality and Diversity Implications and Advice

9.1 Appropriate equality and diversity considerations are taken into account as part of the assurance of the project business cases.

10. Climate Change Implications and Advice

10.1 A number of the programmes include new and/or enhanced active travel initiatives and improved infrastructure availability thereby shifting private vehicle use to more sustainable modes of transport. This aims to deliver huge benefits for health and the prosperity of cities, positively contributing to the MCA's climate change aspirations.

11. Information and Communication Technology Implications and Advice

11.1 NA

12. Communications and Marketing Implications and Advice

12.1 The approvals provide positive opportunities to highlight the difference the MCA's investments will make to people and passengers, businesses and places across South Yorkshire and how Members are taking action to support the region's recovery from COVID.

List of Appendices Included

- A Assurance Summary T8/2 Magna Tinsley (TCF2 OBC)
- B Assurance Summary T28 Unity (TCF2 OBC)
- C Assurance Summary T34 River Dearne Active Travel (OBC)
- D Assurance Summary T23 Nether Edge Wedge (TCF2 OBC)
- E Assurance Summary T18 iPort Bridge (TCF2 FBC)
- F Assurance Summary T16 Stations Access Package (TCF2 FBC)
- G Assurance Summary O47 Broom Road Cycleways (ATF2/Gainshare/TCF2 OBC)
- H Assurance Summary O46 Warmsworth to Conisborough Cycle Superhighway (ATF2 OBC)

Background Papers
NA

This page is intentionally left blank



Assurance Summary

Scheme Details

Project Name	T00082 Magna-Tinsley OBC AKA: Bawtry Road (Brinsworth to Tinsley) Waverley AMP Active Travel Scheme	Type of funding	Grant
Grant Recipient	SCC	Total Scheme Cost	£5,276,350
MCA Executive Board	TEB	MCA Funding	£5,276,350
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes.	
<ol style="list-style-type: none"> 1. Sheffield Road cycle tracks <ul style="list-style-type: none"> ○ New unidirectional cycle tracks on both sides of Sheffield Road between the Sheffield/Rotherham district boundary and Blackburn Meadows Way ○ Upgrade and widening of footpaths on Sheffield Road 2. Blackburn Meadows Way <ul style="list-style-type: none"> ○ Upgrade of the existing shared use infrastructure to provide traffic-free, segregated and safe infrastructure for both pedestrians and cyclists along this road 3. New toucan crossings <ul style="list-style-type: none"> ○ Provision of a two/three new toucan crossings to provide safe crossing points and reduce levels of severance resulting from the physical and built environment. <ul style="list-style-type: none"> - Sheffield Road – new crossing from Tinsley Village to the canal towpath. This will allow access to a traffic free route to the opportunities at Meadowhall and accessible from Meadowhall South tram stop - Meadowhall Road/Meadowhall Way – one/two new crossings across the six traffic lanes. This will help remove a severance issue for the National Cycle Network and improve access on foot or by bicycle to Meadowhall Interchange 	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. The strategic rationale is clear, with a lack of safe walking and cycling infrastructure acting as a deterrent to trips between Sheffield, Meadowhall, Magna and Rotherham. The scheme seeks to address that gap, in combination with others being developed through the TCF programme, by applying LTN 1/20 guidance to establish a flagship walking and cycling route under the M1 Tinsley Viaduct and improve alternatives to driving for local trips in this area as well as the continuity of the route between Rotherham and Sheffield.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Yes. There is clear alignment with the growth, inclusion and sustainability objectives set out in the SEP, as well as the SCR Transport Strategy and Transforming Cities Fund objectives. The scheme forms part of a combination of interventions that seek to deliver significant components of the City Region's published LCWIP.

Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes, although not quantified for the strategic case.</p>		
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ul style="list-style-type: none"> • 0.92km of new segregated cycle track • 0.92km of upgraded cycle track • 0.92km of upgraded footpaths • 2/3 toucan crossings <p>This needs to be more focussed on outcomes than outputs – e.g. target levels of AT in this location, changes in car use if discernible, impact on safety and journey times for cyclists. The M&E plan (7.14) broadly describe the sources of data for each outcome but not the methodology for the evaluation. However, it is accepted that this will be carried out centrally..</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> No, this is not clearly set out.</p>		
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Yes. The need for solutions to congestion in this corridor are established, and the options available for increasing active travel's share are well researched.</p>		
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> Only those associated with TROs. The position of SCCs boundary on Blackburn Meadows Way is unclear, and may result in a need for land acquisition. TBC for FBC. Impact on motorway junction operation has been modelled and is minimal. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No. If the scheme does <u>not</u> go ahead then an opportunity to improve access to Sheffield, Rotherham, Magna, Meadowhall and local facilities/employment land uses in Tinsley/Templeborough will be missed. Identified potential for mode-shift from private car trips, and releasing capacity on local bus/tram-train services, will not be realised if the scheme is not delivered. If the scheme <u>is</u> implemented there may a minimal impact on the operation of J34N and J34S as a result of the new pedestrian crossings close to Meadowhall. This was not found to be significant through junction assessment using appropriate modelling tools, and has been discussed with Highways England (as key stakeholders).</p>		
Value for Money			
Core monetised Benefits	<p><i>[Core BCR – table 4.22]</i> 1.07</p>	Non-monetised and wider economic benefits	<p><i>[Values/description – supplementary form]</i> Enviro/Social Slight beneficial: LAQ, GHG, Townscape</p> <p>Distributional Positive Accidents (Stage 2 DIA required for FBC)</p>
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> Base demand is appropriately estimated, based on a combination of local count ped/cycle data and background growth uplifts since the counts were completed (October 2019) in line with default AMAT assumptions. As with all AT schemes there are uncertainties on the demand side, which the promoter has tested for. Increases in cost are covered by the OB assumed (24% - higher than usual for this stage). High growth (50% increase) = 1.79</p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> No, these are all likely to eventuate</p>	

Low growth (33% red'n) = **0.78**
 Optimistic COVID (+34% cycling; +38% more walking) = **1.59**
 Pessimistic COVID (-19% cycling; -21% walking) = **0.83**

In all tests, toucan crossing benefits are excluded. Separate modelling indicates accident savings worth £1.05m PVB. This would increase BCRs for all tests to above 1.

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?
Yes, probably conservative as ignores weekends and underestimates increasing attractiveness of Meadowhall.

Risk

What are the most significant risks and is there evidence that these risks are being mitigated?

Risk	Mitigation	Owner
1. Widening behind bus stop on Blackburn Meadows Way may require additional land take – 50% likelihood	Investigation into SCC land boundaries ongoing. Alternative design to be investigated if not.	SCC PM/Designer
2. Change in legislation resulting from Brexit may result in materials and supply chain issues – 50% likelihood	Suppliers to be approached in advance, advance orders placed and/or alternative materials sought	SCC PM
3. Condition of existing services (lighting standards) may not be adequate and may need moving to accommodate new works – 50% likelihood	Lamp standards that require moving to be identified. Light plot of proposed scheme required.	SCC PM/Designer
4. Location of existing services may result in unexpected utilities' costs – 50% likelihood	C2 stats complete show minimal disruption required. C2s to be shared with cost manager to allow some initial costing work to be done for contingency purposes. Contingency to also be factored into the potential programme	SCC PM
5. SCR are proposing to hold 10% of the funds for contingency, to be used on a first come first served basis. If delays are experienced in the release of contingency funds the project will experience delays – 30% likelihood	Confirm the timescales and process for release of funds from SCR. Maintain relationship with SCR contact Monitor and review scheme costs regularly.	SCC PM

Some risks identified are considerable (top 4 have 50% likelihood), and bring the possibility of cost escalation / need for alternative scheme designs, but are duly priced within the scheme risk register. SCR's retention of 10% of funds for contingency purposes also helps to mitigate some of this risk.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No, a contribution from Highways England (not assumed) is being requested – to be confirmed pre FBC

Are there any key risks that need to be highlighted in relation to the procurement strategy?

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Slightly optimistic overall. Note that Stage 2 work commences on site in May 2023, which may not fall within the TCF programme delivery timescales (but may be fine on the basis that Stage 1 work is due to commence in 2022).

Is the procurement strategy clear with defined milestones?

Yes, Yes

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60%. Higher would be better – but risk provision (p50= 7% base costs) excludes inflation which increases the joint provision to 12%. OB higher than normal, to reflect.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No – cost overruns would result in delay to completion whilst other funding sought.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes, a clear plan for project and programme management is laid out
Has the SRO or other appropriate Officer signed of this business case?

No
Has public consultation taken place and if so, is there public support for the scheme?

Yes, but will continue, with all local interest groups involved.

Are monitoring and evaluation procedures in place?

Yes, broadly. More detail will be required for FBC

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes.

Recommendation and Conditions

Recommendation	Proceed to FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	

Required before a stage 2 contract can be executed -

- Submission of the MCA Appendices A

The following issues should be covered at FBC -

- Confirmation of number of toucan crossings proposed
- How outcomes will be measured, in detail, with reference to AMAT and central M&E plan
- Potential contribution from HE with any obligations
- Need for land/other statutory requirements and impact on project
- Update of risk register/QRA and correction of small inconsistency between MC11 and 6.1/Appendix F1
- Sign-off by SRO

This page is intentionally left blank



Assurance Summary

Scheme Details

Project Name	T0028 Unity AT	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	4,391,562
MCA Executive Board	TEB	MCA Funding	4,391,562
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i>	
<p>Yes:</p> <ul style="list-style-type: none"> • 14.1km of new segregated walking and cycling infrastructure • 2.7km of new cycle quiet streets 	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <ul style="list-style-type: none"> • Improved connectivity for pedestrians and cyclists along the two key corridors into Doncaster leading to 68% uplift in the number of walking and cycling trips. • Segregated cycle facilities to enable more cycle journey stages • Better connectivity for cyclists throughout the entire length of the routes • More space for people to feel safe from vehicles.
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>The scheme has a clear strategic rationale shown in section 3.1 which aligns well with SCR's objectives, including improving businesses and lives of residents, key to the SEP objectives, and aligning to TCF objectives.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>The package will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • More walking and cycling journeys across the SCR (68% increase) • Increased percentage of population cycling to work (68%). <p>These outcomes will be expected to be realised between one and five years after completion of the works, are linked to the Mayor's Transport Strategy outcomes and are in accord with the approved SCR programme monitoring and evaluation plan. In order to measure these outcomes a survey will be carried out to collect data on the number of cyclists using the scheme. The survey will be carried out on a weekday in June, both one and five years following completion of the works. The data will feed into the two evaluation reports. Traffic counts will be undertaken at the following locations:</p> <ul style="list-style-type: none"> • Thorne Road (between Coventry Grove and Thornhill Avenue) • Leger Way (north of Bennetthorpe / Leger Way/ Bawtry Road roundabout) <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p>

	Yes.		
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes.3.9 describes the previous work done to generate, sift and identify the preferred corridor option that best meets the overall objectives whilst taking account of feasibility, geographic “fit” and local aspirations. The DfT’s EAST tool was used.</p>		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>The scheme aims to improve the physical environment for pedestrians and cyclists, and whilst there are no significant changes planned for vehicles in any of the elements of the package, there may be some resistance to the priority given to active travel modes from car users given recent publicity around active travel.</p> <p>There may be some short-term disruption to local businesses and the transport network during construction of the elements of the package. This will be managed by using a phased approach to the areas of construction, ensuring businesses can operate during normal working / operating hours, and any social distancing measures required by the guidance at the time can be managed and adhered to by the public and contractors.</p>		
Value for Money			
Core monetised Benefits	[Core BCR – table 4.22] 1.55	Non-monetised and wider economic benefits	[Values/description – supplementary form] Enviro: Slight Positive – Noise, LAQ, GHG Distri. Positive - Accidents. Severance, Accessibility
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No, the scheme drawings provide confidence that the costings are reasonably accurate. Costs in the appraisal include 15% Optimism and 15% residual risk and inflation to 2023, the main risk to the BCR is assessed to be demand. However, the AMAT appraisal was based on local recent counts and is considered robust. There may also be net benefits for car users, which have not been calculated.</p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No</p>	
Value for Money Statement			
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>			
Medium VfM			
Risk			
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>			
	Risk	Mitigation	Owner
	1. Delays in funding and SCR MCA approval and Funding Agreement sign-off: Potential delay to start of works as cannot order materials at risk 25% probability - High risk	Work with SCR to prepare draft FA documents to reduce approval timescale	Major Projects

<p>2. Failure to consult, engage and inform stakeholders (internal and external) in a timely and effective manner: Negative impact on the proposals - lack of buy-in and support from stakeholders for the package requires re-design and/or removal of package elements 20% probability - High risk</p>	<p>Engagement will be continuous with key stakeholders, and undertake early consultation with those most directly affected with revised scheme design Corporate Communications team will be involved</p>	<p>Major Projects / Corporate Communications</p>
<p>3. Traffic Regulation Orders: Objections to TROs will delay the start of the package and completion dates. Significant objections could result in the scheme being revised downwards and not achieving the desired outputs 25% probability High risk</p>	<p>TROs will be prepared and submitted for each individual element of the package. Any objections will be for specific location and minimise the impact of delay of delivery of the package</p>	<p>Major Projects</p>
<p>4. Delays due to ongoing COVID-19 restrictions: Impact on site management while delivering package adhering to social distance rules for workers 50% probability Medium risk</p>	<p>Workers maintain social distancing Limited measures can be undertaken due to proposed site and works involved</p>	<p>Contractor</p>
<p>5. Increased competition for resources across SCR TCF programme: Lack of available resources means a reduced ability to deliver within TCF timescales and potentially additional cost 25% probability Medium risk</p>	<p>Early contractor engagement</p>	<p>Major Projects / Contractor</p>

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No.

Are there any significant risks associated with securing the full funding of the scheme?

No – 100% SCR funding

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No – decision on DLO or commercial will be taken pre FBC (September 2021) and 5.2 states that cost overruns will be covered by the Council.

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes. Surveys and planning including public consultation will start before Start on site, which will occur as soon as TRO's are confirmed to minimise risk of abortive spend.

Is the procurement strategy clear with defined milestones?

Not finalised. The scheme milestones are mapped out in section 7.1 and are realistic for a scheme of this scale.

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60%. Ideally higher but FBC will be based on detailed designs and procurement route will be known.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Yes

Has the promoter demonstrated clear project governance and identified the SRO?

Yes (per 6.3)

Has the SRO or other appropriate Officer signed of this business case?

No

Has public consultation taken place and if so, is there public support for the scheme?

Yes (per 7.3)

Are monitoring and evaluation procedures in place?

Yes (per 3.6)

Legal

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes, No.

--

Recommendation and Conditions

Recommendation	Proceed to FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Required before a stage 2 contract can be executed - <ul style="list-style-type: none">• Submission of the MCA Appendices A	
The FBC to include - <ul style="list-style-type: none">• A Stage 2 DIA• Procurement route finalised• 95% cost certainty	

This page is intentionally left blank

Assurance Summary



Scheme Details

Project Name	T0034 River Dearne Long Route Active Travel Scheme OBC	Type of funding	Grant
Grant Recipient	BMBC	Total Scheme Cost	£559,664
MCA Executive Board	TEB	MCA Funding	£559,664
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>The scheme consists of a package of measures which seeks to improve walking and cycling connectivity between A61 Gyratory at Old Mill Lane and A633 Grange Lane via A628 Pontefract Road. The proposal will also incorporate a spur which will improve connectivity to Old Tannery Road. The plans for the scheme are set out in Appendix B and the option appraisal is set out in Appendix J. The list of interventions includes:</p> <ul style="list-style-type: none"> ▪ Infrastructure improvements to 2.45km of off-road active travel route and improving widths to accord with LTN 1/20, MCA standards, but in parts built to 4/5 metres in width; ▪ Provision of Toucans crossing at A61 Old Mill Lane; ▪ Improved crossing facilities on Pontefract Road and Grange Lane; ▪ Wayfinding signage; ▪ Improvements to public realm; ▪ Resurfacing improvements; ▪ Improvements to lighting; ▪ Incorporation of a dish channels to the existing steps to allow cyclists to negate level differences in the Dearne Valley Park. <p>MCA funding will cover all preparation, management and monitoring and evaluation costs associated with the scheme.</p>	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. The proposed scheme has a clear strategic rationale to facilitate a reduction in dependence on private car travel through the provision of new and enhanced active travel infrastructure.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p>

	<p>Yes. The scheme is well aligned with SCR's transport and environmental objectives, as well as those of SCR's Strategic Economic Plan (SEP) and the objectives of the Transforming Cities Fund (TCF) programme</p>
Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes.</p>
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>These are stated to be:</p> <ul style="list-style-type: none"> • To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way • To affect a mode shift away from the private car on those corridors where new opportunities are likely to see an increase in demand or where growth could be stifled • To create a cultural shift towards making cycling and walking the natural choice for shorter journeys • To improve the safety of the A61 corridor • To improve air quality and environmental impacts along the corridor <p>The scheme objectives are clearly stated <u>but are not consistent with a scheme of this nature and value</u>. Several appear to be at programme rather than scheme level. Target values should relate to scheme not long-term SCR Transport strategy targets.</p> <p>The OBC should be updated to include short term targets and address other issues raised by the Assessor.</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>No.</p>
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. Several realistic options have been identified and are presented. These options have subsequently been sifted to identify the preferred option. The reasoning presented for the preferred option appears sound.</p> <p>The Option Appraisal Report (OAR) provided as Appendix J indicates that a qualitative sifting process was used to reduce the number of schemes and that the scheme options were appraised using a modelling tool. For completeness it would be useful to include details of the key stakeholders who fed into the option generation process through the virtual workshop.</p>
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>Some parts may need planning permission. Expected - November 2021</p> <p>TROs needed as part of detailed design</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No significant adverse consequences of the scheme going ahead have been identified at this stage. If the scheme goes ahead it is not expected to have a significant impact on the highway network as the preferred option is predominantly off-road.</p> <p>There are expected to be some minor adverse ecological impacts associated with the installation of lighting at points on the route; however, potential adverse impacts on wildlife will be mitigated by limiting the installation of lighting to areas where there is a perception of danger.</p>

Value for Money			
Core monetised Benefits	<i>[Core BCR – table 4.22]</i> 3.23	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> The applicant suggests moderate positive impacts are expected for greenhouse gas emissions, physical health and wellbeing, and accessibility, with slight positive impacts for noise, local air quality, landscape, journey quality, accidents, security, and severance.
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>In general, the input values and assumptions used in the modelling seem reasonable. Although the anticipated growth rate for cycling (323%) may be viewed as a little on the high side, advice from SCR officers suggests that this scheme has sufficient similarities to the cited Sustrans case studies that its use is justifiable. The conservative assumption that no pedestrian uplift is anticipated, coupled with the use of sensitivity tests to vary the expected uplift in demand does give a degree of reassurance that the scheme will realise benefits even if the cycle demand achieved is not as high as the growth rate used in the modelling.</p> <p>There is an issue with the PVB, PVC and BCR figures set out in Section 4.22. The AMAT tool outputs for the Grange Lane section of the scheme is 2.72 whilst that of the Old Mill Lane section is 1.43. The combined PVB (1,955.53) divided by the combined PVC (943.88) show a total BCR of 2.07 which is in the 'High' Value for Money category set out in DfT's Value for Money Framework. The numbers should be revised and corrected if this scheme is approved for progression to FBC.</p> <p><u>Aside from the above there appear to be no shortfalls that would threaten the robustness of the scheme appraisal.</u></p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>Set against these are potential slight adverse impacts for townscape, biodiversity, and water environment, which suggests overall that environmental and social impacts of the scheme will be positive.</p>	
Value for Money Statement			
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i></p> <p>Yes, albeit further work is required for the FBC (see below)</p>			
Risk			

What are the most significant risks and is there evidence that these risks are being mitigated?

1. **COVID and the impacts – potential issue around delivery of materials, contractors working on site**
2. **Land not dedicated / secured**
3. **Statutory Undertakers Apparatus**
4. **Old Mine Workings**
5. **Failure to identify / ensure that all local access requirements are resolved / met including Rights of Way diversions and private means of access.**

The Quantified Risk Assessment (Appendix E) is comprehensive and the levels of risk appear acceptable. The mitigation/management measures proposed for the risks identified appear appropriate.

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No.

Are there any significant risks associated with securing the full funding of the scheme?

No.

Are there any key risks that need to be highlighted in relation to the procurement strategy?

The applicant has prepared a Benefits Realisation and Monitoring and Evaluation Plan (Appendix A). This is well-structured but requires additional work should the scheme progress to the FBC stage.

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes. The scheme milestones are sufficiently mapped out for OBC stage and appear realistic for a scheme of this nature.

Is the procurement strategy clear with defined milestones?

Yes. The proposed works are likely to go to the Direct Labour Organisation. (DLO). This is anticipated to be February 2022.

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

60%

Has the promoter demonstrated clear project governance and identified the SRO?

Yes, Yes.

Has the SRO or other appropriate Officer signed of this business case?

Yes.

Has public consultation taken place and if so, is there public support for the scheme?

No, but only generic across the borough

Are monitoring and evaluation procedures in place?

The applicant has prepared a Benefits Realisation and Monitoring and Evaluation Plan (Appendix A). This is well-structured but requires additional work should the scheme progress to the FBC stage.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes, No.

Recommendation and Conditions

Recommendation	Proceed to FBC <u>subject to funding availability (currently no headroom in TCF2 programme)</u>
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>Required before a stage 2 contract can be executed -</p> <ul style="list-style-type: none">• Submission of the MCA Appendices A• Funding availability <p>FBC to address detailed concerns raised by Assessor detailed in the business case and assessment.</p>	

This page is intentionally left blank

Assurance Summary



Scheme Details

Project Name	T0023 Nether Edge Wedge	Type of funding	Grant
Grant Recipient	SCC	Total Scheme Cost	£13,307,585
MCA Executive Board	TEB	MCA Funding	13,207,585
Programme name	TCF	% MCA Allocation	99%

Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>Yes:</p> <ul style="list-style-type: none"> • improved cycle infrastructure: 2.5km • improved pedestrian infrastructure: 2.5km • junction improvements: 6 • new bus lanes: 50m • Bus priority signals : 1 • Signalised junction improvements (ITS): 4 Length of segregated cycle track: 1.84km • Traffic calming measures: 6 • pedestrian crossing upgrades: 8 • segregated cycle crossings: 7 • school streets :1 • Cycle parking: 100 spaces including an allocation for non-standard bikes (number determined by destination) 	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. The applicant is seeking to enhance transport connectivity between Sharrow, Nether Edge and Broomhall linking into the city centre while at the same time improving journeys in the local area. The Nether Edge scheme proposal phase 1 is to construct an active travel route connecting the fringes of Nether Edge into the city centre via Sharrow, and on toward the university and hospital campus via Broomhall.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Yes. 3.1 and 3.2 set out strong strategic rationale as to why a scheme is needed, and what benefits the pursuance of a scheme could deliver. 3.3. outlines a number of ways in which the scheme has alignment with SCR and other regional policies. Section 3.3 refers not just to SCR policies, but also to recent national policies and policies adopted at the city council level</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes - the applicant states in 3.1 that measures which encourage use of active modes for journeys to / from / within Sheffield will help to manage transport related emissions.</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>These are summarised from 6.1:</p> <ul style="list-style-type: none"> • Enable more travel by active modes • To provide safe, direct and attractive active travel routes from Nether Edge to the City Centre.

	<ul style="list-style-type: none"> • Improve the health of local residents • Increase the use of pedestrian and cycling facilities in the city • Reduce severance between Nether Edge/Sharrow and the city centre • Improve the environment for residents along the route • Enhance road safety by all modes • Increase footfall in the city centre and HOTC2 area • Improve access to key city centre destination for all modes including walking and cycling <p>Some of these are “outputs” others “outcomes”. More detail on how and when outcomes will be measured, is required for the FBC. <i>Is there a ‘golden thread’ between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> Yes. The scheme objectives derive clearly from SCR objectives, although there is no mention made of if and how local air quality impacts will be monitored.</p>		
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i> Alternative routes could have been considered but they would be less direct.</p>		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i> No, apart from TROs and associated public consultation required. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> 3.11 indicates that the principal negative implications relate to reduced operational performance at two junctions, plus reduction in car parking. Limited detail is presented. Modelling has been carried out and reports will be provided by the applicant.</p>		
Value for Money			
Core monetised Benefits	[Core BCR – table 4.22] BCR = 2.21	Non-monetised and wider economic benefits	[Values/description – supplementary form] Enviro: Slight beneficial: LAQ, Townscape, biodiversity, water Distributional: Positive/slightly positive: Residents (Users, Noise, LAQ, Acc., Security, severance, accessibility)
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>		<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>	
<p>BCR</p> <p>Low traffic growth (-60%) 1.88 High traffic growth (+100%) 2.69 No pandemic impact 2.43 No pandemic + low growth 2.06 No pandemic + high growth 2.99</p>		No	
Value for Money Statement			
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> Yes. High VfM.			
Risk			
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>			
Risk	Mitigation	Owner	

1.Increased build costs	Elements of the scheme reduced or removed , the route length would stay the same, to clarify this would be around planting, cycle stands, changes to surfacing colour etc -there would be no change to the scope and thus to the benefits	Sheffield City Council
2.Unexpected Utilities' costs.	Early involvement with cost manager	Project manager
3.Road Safety Audit issues	RSA team appraised of developing design	Project manager
4.Core Works Interface	Forward planning with relevant parties	Project manager
5.Traffic Regulation issues	Early identification of TRO requirements	Project manager

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No

Are there any significant risks associated with securing the full funding of the scheme?

No. 99% SCR funding

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No Design and Build contract with defined stages in 7.1

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, Milestones are provided at 7.3, but with a scheme of this size it is recommended that a programme is prepared, with construction and design broken into sections

Is the procurement strategy clear with defined milestones?

Yes, Design and Build contract with defined stages in 7.1

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

60%. Yes. Risk provision of 15% of base costs included

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

Yes and has indicated that monetised benefits do not depend on some elements of the scheme which can therefore be cut without impact. Clarity is required at FBC regarding funding for works likely to occur beyond the end of the TCF programme.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes, Yes.

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes, it has commenced. General support, with some concerns

Are monitoring and evaluation procedures in place?

Yes, but targets need to be refined for FBC.

Legal

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

No evidence that the applicant has consulted a solicitor but it is reasonable to conclude that the scheme would not be deemed a subsidy.

Recommendation and Conditions

Recommendation	Approval to proceed to FBC
-----------------------	----------------------------

Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Prior to contract execution – <ul style="list-style-type: none">• SCC to provide MCA appendices A The FBC should include: <ul style="list-style-type: none">• More detail on how objectives will be monitored/evaluated• More detail on impacts on car traffic at two junctions (3.11)	

This page is intentionally left blank



Assurance Summary

Scheme Details

Project Name	T0018 IPort Bridge	Type of funding	Grant
Grant Recipient	SYLTE	Total Scheme Cost	£5,798,291
MCA Executive Board	TEB	MCA Funding	£5,458,141
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description	
<i>Is it clear what the MCA is being asked to fund?</i> Yes. As described in the OBC, it is proposed to install a new 0.5km bus and active travel link between New Rossington and the Iport to make PT a viable option for workforce and visitors. Design changes since OBC include a slight lengthening of the bridge span, addition of verges on the western approach and verge widening between cycle and footway, addition of a footway link to the north-east, additional planting and green bus shelters. This has not changed the overall scheme cost cited at OBC.	
Strategic Case	
<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes , there is a clear strategic rationale, demonstrating strong linkage to transport strategy goals, mayoral commitments and policies, the SEP, the RAP and TCF objectives.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> As above
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> <ol style="list-style-type: none"> 1. To improve public transport and active travel connectivity to the iPort by November 2022, through the delivery of a new public transport and active travel bridge link over the River Torne. 2. To achieve 9% bus mode share for employee journeys to iPort by November 2023. 3. To increase the walking and cycling mode share for shorter journeys to the iPort for employees and visitors by 27%, by November 2023. 4. To reduce public transport journey time by 4 minutes for employees and visitors to the iPort by November 2022. 5. To increase bus patronage on the 55/56 bus service in Doncaster by 9% by November 2023. 6. To achieve improvements in air quality and health and wellbeing, to be measured through objectives 3, 4 & 5. <p>The response to clarification questions raised by the assessor at OBC stage confirm that:</p> <ol style="list-style-type: none"> 1. The baseline position against which changes cited in objectives 3,4 and 5 will be measured is that at September 2019. 2. 'Shorter journeys' in objective 3 will be those of less than 5km. 3. Air quality improvements will not be quantified directly in the monitoring and evaluation plan, but will be inferred from measured changes in mode share.

	<p>Ideally, these clarifications should have been made explicit in this FBC.</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>Yes</p>		
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. Three 'Do Something' options for meeting the objectives have been considered: two different alignments for a bus & active travel bridge (south, north); and one active travel only bridge option (north). These appear to be all the realistic options for addressing the current limited green connectivity of iPort with the community to the east. Two of the options have been sifted out through a structured process of considering strengths and weaknesses, with the preferred option (bus & active travel bridge) taken through to the economic, commercial, management and financial case assessments.</p> <p>This appears to be a reasonable and proportionate approach given the nature of the scheme.</p>		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>Yes:</p> <ul style="list-style-type: none"> • Planning consent (expected imminently). • TROs are required (for the bus gates to restrict parking). 3 months. • Licence agreement with Harworth for construction of the scheme. • Licence agreement with Verdion for construction of the scheme. • Rights of access agreement with Verdion. • S.38/S.278 Agreement (Highways Act 1980) for adopted highway. • Environment Agency agreement for construction of a bridge over a Main River and discharge of surface water. <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>The main potential adverse consequence of the bridge going ahead is localised noise disbenefit to the rear of properties on Heatherfields Crescent, which has been recognised by the promoter in the design. The main potential adverse consequence of the scheme not going ahead is continuing poor green connectivity between iPort and the residential area to the east. This will lead to poorer employment prospects for residents of that area (particularly for non-car-owning households) and a constrained labour market for iPort businesses.</p> <p>The potential adverse consequences of the scheme not going ahead appear to significantly outweigh those of going ahead.</p>		
Value for Money			
Core monetised Benefits	<p><i>[Core BCR – table 4.22]</i></p> <p>2.71 (down from 2.89 at OBC due cost increase net of OB reduction to 4%)</p> <p>Low growth – 2.63</p> <p>High Growth – 2.79</p>	Non-monetised and wider economic benefits	<p><i>[Values/description – supplementary form]</i></p> <p>Slight Beneficial:</p> <p>1. Enviro and Social Noise, LAQ, GHG, Landscape,</p> <p>2. Distributional User benefits skewed to poorer communities Accidents – reductions to benefit cyclists (Moderate) Security – improved for vulnerable Severance Accessibility</p> <p>Slight adverse: Water environment (to be mitigated)</p>
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>			<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i>

No, there appear to be no shortfalls that would threaten the robustness of the appraisal. The approach adopted appears proportionate, reasonable and in line with webTAG guidance. It is noted that the benefit estimate for bus users may be slightly conservative as the additional two-minute time saving for bus services serving the south of iPort from 2025-26 was omitted from the benefit calculation.

Sensitivity testing has been carried out to understand the impact of lower and higher bus demand on net present value (NPV) and benefit/cost ratio (BCR). The sensitivity testing has been carried out under low growth and high growth scenarios as recommended in Section 4.2 of TAG Unit M4, yielding values of 2.63 and 2.79 (values that are still in the 'high' value-for-money category).

No sensitivity testing has been carried out on walking and cycling demand, although it is recognised that such fluctuations in walking and cycling demand are unlikely to have a significant impact on the forecast overall BCR given that the majority of calculated benefits relate to bus operation improvement.

No

Value for Money Statement

Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?

Yes, the scheme represents high value for money.

Risk

What are the most significant risks and is there evidence that these risks are being mitigated?

Risk	Mitigation	Owner
1. Volume of Peat encountered is larger than estimates resulting in time and cost impact	Additional boreholes sunk to assess ground conditions to estimate volumes. Disposal off site has been reduced through agreement to reuse as part of Harworth enabling works.	Scheme promoter (DMBC/SYPTE)
2. Ground conditions encountered during piling operations not what are envisaged	Further boreholes sunk to assess ground conditions	Scheme promoter (DMBC/SYPTE)
3. Working in winter/adverse weather causes programme delays and productivity reductions		Scheme deliverer up to 1 in 10 weather event. Scheme promoter above this level.
4. Design issues result in additional costs being incurred.	Scheme design checked/assessed and approved.	Scheme promoter (DMBC/SYPTE)
5. Steel price fluctuations could add greater cost than envisaged previously.	Project QS has undertaken an assessment of risk against potential price fluctuation.	Scheme promoter (DMBC/SYPTE)

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No.

Are there any significant risks associated with securing the full funding of the scheme?

No. However, the scheme is reliant upon Verdion (the Iport operator, which has to date been fully engaged in the process) being willing to allow buses ongoing access to the private iPort road network on completion. A draft Head of Terms (HOT) has broadly been agreed. It is expected that the HOT will be signed off by all parties imminently. Verdion is currently drafting the licence and deed of dedication documents. It is expected that these draft documents will be issued to DMBC / SYPTTE within the next week for review and comment. Likewise the scheme is dependent on commercial bus services being diverted into the iPort and using the new link. First has been engaged with throughout the scheme. First is supportive of the project, provided a letter of support as part of the planning application, and intend to divert their 55/56 buses into the iPort.

Are there any key risks that need to be highlighted in relation to the procurement strategy?

No.

Delivery

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes.

Is the procurement strategy clear with defined milestones?

Yes. The procurement strategy has involved using the MHA+ framework, under which it is understood that Eurovia has been selected as contractor. The latest project programme provided in Appendix L to the FBC appears to have clear milestones for the procurement process.

What is the level of cost certainty

85%, based on detailed design and independently of contractor. The cost estimate includes a 26% allowance for inflation (above 5% p.a.) and risks at the 80% confidence level. If steel prices rise by 5% p.a. the inflation allowance will be used up, leaving 16% for other risks, which is comparable to other schemes in the programme.

and is this sufficient at this stage of the assurance process?

Yes.

- Prior to tendering there will be a further update to the cost plan. The applicant states (5.2) *“The target cost will be reviewed, and value engineering meetings held to see if savings can be achieved through the duration of the project. As works are progressed defined costs are tracked against the target cost. The contractor will also provide predicated outturn costs on a monthly basis to review against budget/target cost. The above should enable costs to be tracked through the construction phase and decisions taken if overspend is being predicted.”*
- The risk of capital cost overruns or benefit reduction is ultimately the MCA’s.

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No,

- but applicant confident the residual risk pot and their and their stakeholders experience in cost and risk management is adequate.
- DMBC say they will meet the required ongoing maintenance costs for this scheme, although the strains this (and other schemes) will put on the council’s budget are likely to be significant in future.
- **N.B. The maintenance of four bus shelters will cost the PTE/MCA approximately £22K p.a.**

Has the promoter demonstrated clear project governance and identified the SRO?

Yes. Yes.

Has the SRO or other appropriate Officer signed off this business case?

No

Has public consultation taken place and if so, is there public support for the scheme?

Yes, this took place in August 2020 : “A statement of community involvement is included as **Appendix S**. For the people that completed a questionnaire survey, approximately 69% of respondents support or strongly support the scheme.” (1.3)

Are monitoring and evaluation procedures in place?

Yes. It is stated that SYPTE will be responsible for monitoring and SCR for evaluation, within the overall TCF programme Monitoring and Evaluation Plan. The proposed monitoring procedures appear reasonably well thought through.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes, No

Recommendation and Conditions

Recommendation	FBC Approval
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Prior to contract execution –	
<ul style="list-style-type: none">• Planning consent to be confirmed by SYPTE/DMBC• Heads of Terms for construction/access rights into the site in perpetuity, signed by SYPTE, Harworth and Verdion• Written confirmation that DMBC will meet ongoing highway and bridge maintenance costs• DMBC to provide a MCA appendices A• Final project costs to be confirmed	
To be included in contract –	
<ul style="list-style-type: none">• Clawback on outputs	



Assurance Summary

Scheme Details

Project Name	T0016 Doncaster Access to Stations Package FBC	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£6,172,638
MCA Executive Board	TEB	MCA Funding	£6,172,638
Programme name	TCF	% MCA Allocation	100%

Appraisal Summary

Project Description

Is it clear what the MCA is being asked to fund?

Yes. This scheme is unchanged in coverage from the OBC approved by TEB 24/5 /21. The main change is to the width of lanes and the benefits arising.

Outputs remain:

- 10.1km of improved walking and cycling infrastructure
- 10.9km of new walking and cycling infrastructure
- 30 junction improvements to benefit non-car modes.

Costs requested have increased from £6,015,550 to £6,172,638 (+£157,088) of which:

Preparation +£195,147
 Fees +£79,520
 Construction -£73 523
 Risk -£44,055

Clear rationale for these changes is not given, although the following new text is provided in the FBC:

With many of the schemes now designed to LTN 1/20 standards more width has been needed to accommodate the new standards. This additional width of footway and cycleways has meant an increase in costs. This was due to many schemes needing a new kerblineline to reallocate road space for active travel users.

Original designs were drawn before the new Sheffield City Region design standards were rolled out across the region. Therefore, costs have increased due to the extra width needed to meet design standards. Most schemes were designed to a standard of 3m shared use, this has increased to a minimum width needed of 4m. This is then separated to create a 1.5m footway and a 2.5m bi-directional cycleway. This change has led to cost increases.

So clearly in-house and consultancy design costs/fees have risen by more than construction costs, with the rise in the latter outweighed by more accurate costings and the consequent reduction in the OB factor.

The profile of spend has slipped slightly, which, together with the reduced level of Optimism bias allowance (15% to 4%) improves the BCR, assuming completion dates unaffected.

	OBC	FBC	Diff
2021/22	£3,057,958	£2,941,022	-£116,936
2022/23	£2,957,952	£3,231,616	£273,664
Total	£6,015,910	£6,172,638	£156,728

A number of conditions were set for FBC:

- 3.8 - single tick, not 3.
- Appraisal results for the 'Do Less' option;
- final scheme costs based on the completed detailed scheme design and an agreed price with the successful contractor/value contained on the supplier brief.
- a brief exploration of wider benefits;
- final appraisal results using the latest version of AMAT;
- fuller DIA as set out in section 7 of the Economic Assessment Report;
- procurement strategy in more detail;
- clarity on timescales and key milestones for delivery;
- reconciliation of residual risk claimed with total expected value of remaining risks in the risk register;
- an organogram.

The following reports on the extent to which these conditions have been met.

Strategic Case	
Scheme Rationale	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes. Unchanged from OBC</p>
Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Good alignment. Unchanged from OBC</p> <p><u>Conditions of OBC approval to be satisfied:</u></p> <ul style="list-style-type: none"> • 3.8 - single tick, not 3. <p>Response from promoter: Scheme is primarily designed to improve public transport efficiency</p>

Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>Yes. Unchanged from OBC</p>		
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i> <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>Yes. Unchanged from OBC</p> <p><u>Conditions of OBC approval to be satisfied:</u></p> <p>For the FBC, the applicant should include the further detail on how it intends to measure uplifts in Active Mode transport along the route (counters). The clarifications response confirms that is the intention, but the FBC should include this along with links to the wider TCF monitoring plan.</p> <p>Assessor's comment: Further clarifications were sought on the use of automatic counters to monitor usage and uplift in active modes and how these would support wider TCF M&E activity. This approach to using counters has now been confirmed by the applicant in the FBC.</p>		
Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. Unchanged from OBC, reinforced by introduction of LTN 1/20</p>		
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i> <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p>		
Value for Money			
Core monetised Benefits	4.41	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> Noise, LAQ and GHG – Slight Positive
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No. The various sensitivity tests performed in AMAT shows that the BCR remains above 3 in all scenarios</p>	<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No</p>		
Value for Money Statement			
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i></p> <p>Yes. Unchanged substantially from OBC.</p> <p><u>Conditions of OBC approval to be satisfied:</u></p> <ul style="list-style-type: none"> final appraisal results using the latest version of AMAT <p>The applicant has provided an updated EAR (10th June) which presents a revised PVB, PVC and BCR for the project drawing on the latest AMAT outputs. The same approach is taken to presenting the preferred scheme, while a lower cost scheme with varying degrees of uptake (90% and 50% uplift) are also presented, along with appropriate sensitivity testing again. However, as set out in the FBC, lower cost schemes do not meet the required SCR design standards.</p>			

- Appraisal results for the 'Do Less' option;

AMCB table has been provided including both the preferred and the Low Cost option

- fuller DIA as set out in section 7 of the Economic Assessment Report;
a screening proforma and a mapping of impacts on disadvantaged groups has been carried out.
- a brief exploration of wider benefits;
Not done but no land use change involved and monetised benefits considered substantial enough.

Risk

*What are the most significant risks and is there evidence that these risks are being mitigated?
Do the significant risks require any contract conditions? (e.g. clawback on outcomes)
Are there any significant risks associated with securing the full funding of the scheme?
Are there any key risks that need to be highlighted in relation to the procurement strategy?*

Unchanged from OBC.

Conditions of OBC approval to be satisfied:

- reconciliation of residual risk claimed with total expected value of remaining risks in the risk register;

Sum of mean values of risk events in risk register totals £821,650 whereas risk element in 6.1 is £819,547. This is close enough but the total still includes £187,500 for delays to approval beyond September 2021. The risk log should be updated on the assumption that the FBC is approved in the timescale laid out.

Delivery

*Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?
Is the procurement strategy clear with defined milestones?
What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?
Has the promoter demonstrated clear project governance and identified the SRO? **PENDING**
Has the SRO or other appropriate Officer signed off this business case?
Has public consultation taken place and if so, is there public support for the scheme?
Are monitoring and evaluation procedures in place?*

Unchanged substantially from OBC.

Conditions of OBC approval to be satisfied:

- clarity on timescales and key milestones for delivery;

The FBC provides greater clarity on start and completion timescales, as well as the order in which the station schemes will be progressed. It is also clearer on the DLO process for implementation.

- procurement strategy in more detail;

The FBC provides a clear update on the proposed procurement strategy the applicant will deploy. Procurement will not arise, with the works being undertaken by Doncaster as part of a 'DLO' approach

- final scheme costs based on the completed detailed scheme design and an agreed price with the successful contractor/value contained on the supplier brief.

Cost certainty has improved since the OBC, but is judged to be 75% now that Bill of Quantities for each scheme within the package have been developed following detailed design work. SCR should confirm with the applicant when greater cost certainty (95%) will be achieved and provided, given the works will be undertaken under the DLO approach.

- an organogram.

Supplied.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes, No. Unchanged from OBC.

Recommendation and Conditions

Recommendation	Authorisation to proceed to Contract
-----------------------	--------------------------------------

Payment Basis	Defrayal
----------------------	----------

Conditions of Award (including clawback clauses)

Full approval and award of contract is recommended, subject to the following conditions being satisfied prior to contract execution -

1. MCA Appendices to be populated in full
2. Applicant should confirm when the detailed DIA assessments will be completed and any implications for the project.
3. FBC to be signed by Applicant
4. Breakdown of costs per station to be provided by DMBC and included within the contract

The conditions above should be fully satisfied by 30th October 2021. Failure to do so could lead to the withdrawal of approval.

The following conditions must be included in the contract -

5. Clawback on Outputs

6. Grant allocated to Thorne Station to be ring fenced and managed via change control if it's inclusion needs to be amended at a future date. This may result in deduction of grant.

This page is intentionally left blank



Assurance Summary

Scheme Details

Project Name	O0047 Broom Road cycleways and associated traffic management OBC	Type of funding	Grant
Grant Recipient	RMBC	Total Scheme Cost	£3,000,000
MCA Executive Board	TEB	MCA Funding	£3,000,000
Programme name	ATF2/TCF/Gainshare	% MCA Allocation	100%

Appraisal Summary

Project Description

Is it clear what the MCA is being asked to fund?

Yes, but Phase 2 is not adequately defined, with no drawings provided:

- Phase 1 - Wellgate and Broom Road – 650m of street to be provided with cycleways
- Phase 2 - Broom Valley Road – one of four options, to be tested at consultation post OBC
 - Closure of the street to through traffic
 - Closure of the street to through traffic except buses
 - Provision of type B2 advisory cycle lanes
 - Provision of cycle tracks alongside Broom Valley Road

Strategic Case

<i>Scheme Rationale</i>	<i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i> Yes. Table 1 sets out the relationship between transport strategy goals and policies, as well as commitments made by the MCA Mayor. Table 2 goes on to demonstrate how the proposed scheme aligns with those goals and objectives.
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Section 3.2 asserts that the SCR Transport Strategy is itself aligned with the Strategic Economic Plan.
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes, but impact is negligible (~0.3% of emissions on Phase 1)
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> More people cycling. <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> Yes, objectives are both highly relevant to proposed scheme, and are set out with appropriate timescales. It is recommended, for future interpretation, that a distinction is made between “number of people cycling” and “number of cycle trips” at a certain point. There is a difference between these two measures.
<i>Options assessment</i>	<i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i>

	No – the main criteria for selecting the preferred option was engineering. No public consultation has taken place, contrary to DfT Guidance for transport investment.		
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i> TROs only <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> Yes – Congestion costs at Clifton roundabout have not been monetised. This should be calculated for the FBC if the OBC is approved.</p>		
Value for Money			
Core monetised Benefits	[Core BCR – table 4.22] 1.07	Non-monetised and wider economic benefits	[Values/description – supplementary form] None quantified
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> Yes. The cycling and walking uplifts forecasted are reasonable, but more certainty is required for the walking uplifts at FBC, and the promoter should cite more relevant local evidence than he has. The BCR is highly sensitive to this. Also, the operation of the Clifton Road junction is highly sensitive to the assumptions employed in its modelling, as well as the volume of traffic that is passing through it. The promoter accepts that there are “acceptable” disbenefits considering the benefits of the scheme against a declining trend in traffic levels” but has not monetised them.</p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> Congestion impacts have not been monetised and could render the scheme poor VFM (BCR<1)</p>	
Value for Money Statement			
<p><i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i> No. Probably Poor taking into account disbenefits to road users.</p>			
Risk			
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> As regards showstopper and capital cost risks:</p> <ol style="list-style-type: none"> 1. Narrow & substandard traffic lanes and footways on part of Broom Road likely to be raised at Road Safety Audit with no alternatives available (showstopper) 2. Unforeseen utility works 3. Works cost not market tested 4. Additional and/or extended tarmac layers at tie-ins or within scheme where lower layers to be retained (Assumptions re: existing build up / infrastructure prove to be optimistic, or where more extensive resurfacing required) 5. Additional night and weekend working required <p>The QRA appropriately allocates risks to stakeholders and includes normal mitigation measures <i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i> No. <i>Are there any significant risks associated with securing the full funding of the scheme?</i> No. <i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i> No. Costs may increase substantially as the scheme is designed in more detail, however an allowance is made in costing for Optimism Bias.</p>			
Delivery			

Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?

Yes, but he has requested funding for Phase 1 and part of Phase 2 (to be completed in 2022/3). Since Phase 2 has not been defined, costed or appraised the grant should be reduced to cover Phase 1 (completion 2021/22) only, unless Phase 2 can be defined clearly at FBC.

Is the procurement strategy clear with defined milestones?

Yes. Section 5.1 does describe the approach to procurement; Timescales and milestones are provided at Section 7.1.

What is the level of cost certainty and is this sufficient at this stage of the assurance process?

No - Phase 1 - 60%.

Phase 2 - 30%

Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?

No.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes, Yes.

Has the SRO or other appropriate Officer signed of this business case?

Yes.

Has public consultation taken place and if so, is there public support for the scheme?

No. The applicant considers that it would raise expectations or upset motorists unduly.

Are monitoring and evaluation procedures in place?

Yes.

Legal

Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?

Yes, No.

Recommendation and Conditions

Recommendation	Proceed to FBC <u>subject to available headroom within the TCF programme</u>
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	

The project is recommended to proceed to FBC however funding is only currently available for ATF2/Gainshare (Phase 1). Alternative funding and business case provisions are required for the phase 2.

The FBC should -

1. exclude Phase 2, unless justified by robust appraisal to the same standard as that for Phase 1 and funding available;
2. include contract prices based on detailed designs
3. include more relevant local evidence (with references) of walking uplifts based on an actual scheme or suite of schemes or examples from other sources than provided in the OBC and
4. include robust estimates of congestion disbenefits at Clifton Roundabout as a result of the scheme.



Assurance Summary

Scheme Details

Project Name	O0046 A630 Conisbrough to Warmsworth Cycle Superhighway	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£999,924
MCA Executive Board	TEB	MCA Funding	£999,924
Programme name	ATF2	% MCA Allocation	100%

Appraisal Summary

Project Description	
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>Yes:</p> <ul style="list-style-type: none"> • 2km of new cycling infrastructure • 2km of improved walking infrastructure • 1 junction improvement to benefit non-car modes. • 1 Toucan crossing • Improved cycle storage within Conisbrough and Warmsworth • Improved street lighting along the active travel corridor 	
Strategic Case	
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes - the response is clear that the funds would enable DMBC to provide a 2km bi-directional cycle track with pedestrian improvements and a new crossing. The submission explains what the project is expected to deliver; a new active travel facility which will enable active travel journeys between Conisbrough and Warmsworth.</p>
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Partially - the proposed scheme supports the objectives set out in the SEP, but does not discuss the RAP. However, the response at Section 2.5 does briefly indicate which outcomes derived from SEP and RAP are supported by the proposed scheme - albeit the level of detail provided is limited and unquantified.</p>
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>No evidence is provided within the Strategic Case as to the extent to which carbon would be reduced by the scheme. This is required for the FBC.</p>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i></p> <p>No - the objectives set out under 2.4 are not SMART. For example the objective "More walking and cycling journeys across the SCR" is not scheme specific nor measurable. The provision of counters as stated in the latest version, is essential but their position, timescale for usage and the interpretation of results, particularly concerning trip purpose, needs to be stated. If this is to be managed centrally then this should also be agreed and reported in the FBC.</p>

Options assessment	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes- There is a clear rationale for the selection of short-listed options. The principal options available to the promoter (without acquiring new land) have been considered.</p>		
Statutory requirements and adverse consequences	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>TROs only.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p>No adverse consequences are identified within the submission which could not be addressed through conventional engagement and engineering processes. For example, there may be some short- term disruption to local businesses and the transport network during construction of the elements of the package.</p>		
Value for Money			
Core monetised Benefits	<p><i>[Core BCR – table 4.22]</i></p> <p>2.00</p>	Non-monetised and wider economic benefits	<p><i>[Values/description – supplementary form]</i></p> <p>High and Positive effect claimed for:</p> <p>LAQ</p> <p>Accessibility</p>
<p><i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No. The AMAT assessment followed guidance and results are reasonable. Counts in Jun 2021 indicate substantial demand exists already and the uplifts are based on similar scheme/area results. However, it is not clear if the comparators are appropriate. If only 75% of the forecast uplift is achieved, the BCR drops to 1.03. There is thus a good chance that at least medium value for money will be achieved, but more surety is required for FBC</p>		<p><i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i></p> <p>No. But further work is needed to quantify these for FBC.</p>	
Value for Money Statement			
The scheme has the potential to generate twice its cost in terms of monetizable social benefit.			
Risk			
<p><i>What are the most significant risks and is there evidence that these risks are being mitigated?</i></p> <p>Lack of public support continuous engagement with stakeholders is in place</p> <p>COVID restrictions – little can be done</p> <p>Increasing competition for resources – early contractor involvement is planned (is this relevant with the DLO?)</p> <p><i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i></p> <p>No</p> <p><i>Are there any significant risks associated with securing the full funding of the scheme?</i></p> <p>No</p> <p><i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i></p> <p>No</p>			
Delivery			
<p><i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i></p> <p>Yes - commencement now stated to be in November.</p> <p><i>Is the procurement strategy clear with defined milestones?</i></p> <p>Yes, DLO to be used for civils</p> <p><i>What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?</i></p>			

75%, Yes, Yes.

Has the promoter demonstrated clear project governance and identified the SRO?

Yes

Has the SRO or other appropriate Officer signed of this business case?

Yes

Has public consultation taken place and if so, is there public support for the scheme?

Yes

Are monitoring and evaluation procedures in place?

Not clearly.

Legal

Has the scheme considered Subsidy Control compliance or does the promotor still need to seek legal advice?

Yes

Recommendation and Conditions

Recommendation

Proceed to FBC

Payment Basis

Defrayal

Conditions of Award (including clawback clauses)

Required for FBC -

- An assessment of local air quality impacts in terms of emission reduction at peak times and quantification of carbon reduction impacts;
- More surety that the demand uplifts used are appropriate to this case;
- scheme targets for the scheme need to be made SMART and reference made to the M & E plan and
- detailed design to clarify location of toucan crossing
- FBC to note that ongoing maintenance costs are to be met by the promoter

