

Public Document Pack



Thursday, 3 February 2022

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

You are hereby invited to a meeting of the South Yorkshire Mayoral Combined Authority to be held at **Virtual Meeting**, on: **Thursday, 10 February 2022 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
Sarah Norman

Rotherham MBC
Private Sector LEP Board Member
Rotherham MBC
Doncaster MBC
Barnsley MBC
Sheffield City Council
Barnsley MBC

MCA - Transport and the Environment Board

Thursday, 10 February 2022 at 10.00 am

Venue: Virtual Meeting



Agenda

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MCA - TRANSPORT AND THE ENVIRONMENT BOARD

MINUTES OF THE MEETING HELD ON:

THURSDAY, 16 DECEMBER 2021 AT 10.00 AM

VIRTUAL MEETING



Present:

Councillor Chris Read (Co-Chair)	Rotherham MBC
Peter Kennan (Co-Chair)	Private Sector LEP Board Member
Councillor Chris Lamb	Barnsley MBC
Karen Beardsley	Private Sector LEP Board Member
Sarah Norman	Barnsley MBC
Stephen Edwards	South Yorkshire Passenger Transport Executive
Martin Swales	MCA Executive Team
Sue Sykes	MCA Executive Team
Joe Gardner	MCA Executive Team
Alex Forrest	South Yorkshire MCA
Mayor Ros Jones CBE (Reserve)	Doncaster MBC

In Attendance:

Pat Beijer	Director of Transport Operations	South Yorkshire Passenger Transport Executive
Alex Linton	LTP Programme Manager	Local Transport Plan
Chloe Shepherd	Senior Programme Manager	MCA Executive Team

Apologies:

Councillor Dominic Beck	Rotherham MBC
Councillor Douglas Johnson	Sheffield CC
Councillor Paul Wood	Sheffield CC

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 item 11 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 held on 21 October 2021

RESOLVED – That the minutes of the meeting held on 21st October 2021 be agreed as a true record.

6 Integrated Rail Plan for the Midlands and the North

A Forrest presented a report which set out the key outcomes of the Government's Integrated Rail Plan for the Midlands and the North that impacted on South Yorkshire and how the MCA proposed to respond to the plan to maximise the benefits for the region.

The Board was informed that following publication of the IRP, MCA officers had been assessing the implications for the region and discussing a proposed response. A table had been produced showing the expected and actual IRP outcome, which was attached at Appendix A. Work was now focusing on next steps.

The report contained details of press releases, media interviews and meetings by the Mayor, Leaders and the MCA since the publication of the IRP.

The next stage of the MCA response would be to develop a response to Government. This would focus on schemes that were already funded or in the pipeline and deliverable and were 'no regrets' i.e. they would provide shorter term benefits whilst not ruling out major longer term investment. The response would be discussed with MCA Local Authority Leaders, business groups and other key partners.

Members noted and discussed the summary of expected and actual outcomes of the IRP for South Yorkshire which were detailed at Appendix A.

P Kennan commented that he thought it was important that the business voice was heard during the process of formulating a response to Government.

From a LEP point of view, the concept of protecting a route was understood but a definite timescale was needed as to when the areas concerned would be out of blight.

Within the IRP there was a promise of investment of £3.5bn in the East Coast Mainline but no clarity as to how this would be spent – there was a need to push for investment in Doncaster to remove the existing bottleneck.

There was little mention of freight which was really important to the region's inter-modal logistics sector which was also a concern, and the levelling-up

agenda should also be included in the response.

It was noted that there would be further discussion in the new year with the LEP and business groups before going back to Ministers.

The slides from a recent Business Advisory Group would be circulated to TEB members.

Cllr Lamb commented that the lack freight within the IRP was concerning especially given the region's carbon ambitions which could not be achieved without the use of rail freight.

He also expressed concerns that taking out the Dearne Valley Parkway station would have an extremely detrimental effect on the plans to invest £100s of millions in the Goldthorpe area.

A Forrest replied that the Dearne Valley Parkway Station Board was continuing to meet and that the work that was funded for this financial year was continuing but would cease at the end of the year. A decision would have to be made as a City Region as to whether further funding could be found locally to continue the work. Discussions would continue in the new year.

Mayor Jones made comments around the problems blighting was causing in Mexborough and other places on the route. Pressure needed to be exerted to get a decision as to when, or if, it would be removed.

Furthermore, the East Coast Mainline was not guaranteed to be part of early interventions. Improvements around Doncaster station were crucial to remove the current bottleneck. This was an issue that needed to be highlighted.

The Chair commented that it was important to make the key issues extremely clear and home in on the crucial interventions that would invigorate South Yorkshire.

It was agreed that an update would be brought to the next meeting.

RESOLVED – That the Board note the report and agree to the proposed next steps as set out in the report.

7

ZEBRA bid

The Board was reminded that SYMCA had submitted an Expression of Interest (EoI) to DfT in July 2021 as part of DfT's Zero Emission Bus Regional Area (ZEBRA) fund. The South Yorkshire proposal detailed plans for the first Zero Emission Bus (ZEB) roll out across the whole of South Yorkshire.

Later in July SYMCA were notified that they had been successful and that the submission could progress to Full Business Case (FBC). SYMCA was currently progressing the development of the FBC with a deadline for submission to DfT of 31st January 2022.

The report gave details of the funding available, the terms of the ZEBRA

scheme and costs which the SYMCA would need to cover.

All operators were asked whether they wanted to collaborate with SYMCA on the ZEBRA project but only Stagecoach accepted.

A workshop was held to discuss options for the ZEB routes and the preferred scheme was to electrify Stagecoach's 221 and 22x services which covered Barnsley, Rotherham and Doncaster. In addition to this the MCA were working up a ZEBRA proposal in Sheffield which involved the introduction of a city centre shuttle bus. This proposal would require up to £400k per annum revenue support, Sheffield City Council (SCC) was currently working to identify a future source of this funding.

It was noted that SYMCA would bid for up to £6.8m of ZEBRA funding. A further £6.95m of funding was provisionally allocated from the City Regional Sustainable Transport Settlement.

The Group discussed the practicalities of the project, the benefits and the risks.

It was suggested that the possibility of a solar powered electric charging station at the depot in Rotherham should be looked in to reduce costs and the carbon footprint.

Concerns were expressed that the Sheffield city centre shuttle bus could be in competition with other modes of public transport and that any additional revenue costs associated with this remained with SCC; the Board sought assurance that this would not be the case.

RESOLVED – That subject to assurances around the concerns voiced above, the Board:

- (i) Note the latest ZEBRA proposals.
- (ii) Endorse the continued development of the ZEBRA business case based on the information provided in the report.
- (iii) Note that approval to submit the final business case to DfT would be sought through the January 2022 Mayoral Combined Authority meeting.

8

City Region Sustainable Transport Settlement

A Linton presented a report which provided an update on the status of the City Region Sustainable Transport Settlement (CRSTS) and the next steps to meet DfT requirements.

The Board was reminded that the Government Spending Review included announcements regarding a number of transport funding streams for SYMCA, including the CRSTS provisional award of £570m for the five-year settlement period April 2022 to March 2027.

Following the award announcement the MCA Executive Team had met with Treasury and DfT on a number of occasions to discuss next step

requirements. SYMCA was now required to submit a programme level Business Case by mid-January 2022 before the award was formally confirmed in March.

Since the report was written a workshop had been held with DfT and HMT and SYMCA Executive Officers which scrutinised the planned programme and discussed the concerns of DfT and HMT.

It was a robust challenge across the programme looking at the themes, the intentions to deliver and the structures in place for delivery. The discussion had been healthy and productive, it had been an opportunity for the government to test and also for officers to understand more of what government were looking.

The themes discussed were predominantly bus and active travel and whether the programme demonstrated these as a high enough priority. There were also comments on the delivery schedule and the importance of early delivery – officers would revisit delivery schedules in light of these comments.

Official feedback was awaited and would be fed into the Business Case which was on track to be submitted mid-January with a decision expected in March.

RESOLVED – That the Board note progress on the work required to take forward the CRSTS submission including the requirement to seek further information from all project sponsors and for completion of this within short timescales.

9

Programme Approvals

J Gardner presented a paper which requested full approval of four schemes and progression of two schemes from Strategic Business Case (SBC) and Outline Business Case (OBC) to Full Business Case (FBC) and also requested delegated authority to enter into the necessary agreements for the schemes.

With regard to the A631 Rotherham to Maltby Bus Corridor, the Board expressed concerns at the BCR of 0.20 which would not normally be acceptable. Appendix B notes: “A BCR of 0.20 would not normally be acceptable if referenced to the Department for Transport’s Value for Money Framework. However, the scheme aims - reducing journey times to make buses more attractive for residents and businesses - will contribute to the three goals of the Programme. These are to improve access to economic opportunity, achieve a cleaner and greener Sheffield City Region and deliver a safer, more reliable and accessible public transport network. The alignment with MCA objectives is strong enough to regard this scheme to be of strategic importance”. In addition the BCR calculation does not consider journey time savings, car travel impact or reliability benefits which could enhance the case for this scheme.

Conditions of approval include the requirement for the FBC to incorporate: monetised reliability benefits as part of a “wider BCR” and a more detailed Strategic Case to address this issue

RESOLVED - That the Board approve:

- (i) Progression of 'T27 South Yorkshire Rail Station Improvements' to MCA for full approval and award of £3.45m grant from Transforming Cities Fund to South Yorkshire Passenger Transport Executive subject to the conditions set out in the Assurance Summary attached at Appendix A1.
- (ii) Progression of 'O43 Goldthorpe Station Access' to full approval and award of £0.55m grant from Active Travel Fund 2/Gainshare to Barnsley Metropolitan Council subject to the conditions set out in the Assurance Summary attached at Appendix A2.
- (iii) Progression of 'O44 Elsecar Station Access' to full approval and award £0.58m grant from ATF2/Gainshare to BMBC subject to the conditions set out in the Assurance Summary attached at Appendix A3.
- (iv) Progression of 'O46 Warmsworth to Conisbrough Active Travel Link' to full approval and award of £1.0m grant from ATF2/Gainshare to DMBC subject to the conditions set out in the Assurance Summary attached at Appendix A4.
- (v) Progression of 'D31 Community Transport Electric Minibus' SBC for approval to proceed to FBC for Gainshare funding to SYPTE subject to the conditions set out in the Assurance Summary attached at Appendix B1.
- (vi) Progression of 'T5 A631 Rotherham to Maltby Bus Corridor' OBC to proceed to FBC for ATF/Gainshare funding to RMBC subject to the conditions set out in the Assurance Summary attached at Appendix B2.
- (vii) Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered in ii) to iv) above subject to funding being available.

10

Transport Performance Report

S Sykes presented a report which provided the Board with the latest performance information on Transport and Environment capital programmes being delivered on behalf of the MCA.

The Board noted that the SYMCA currently had 54 projects which fell within the remit of the Transport and Environment Board. The schemes were resourced from various funding streams with an aggregate value of £235.47m.

The expenditure baseline for 20221/22 was initially set at £102.51m with the latest forecasts suggesting outturn expenditure of £58.27m. This would generate a material underspend of £44.24m (43%),

Members were informed that of this value, £24.89m (56%) was funded from conditional government grant and consents would likely be required to roll forward funding unspent at the year-end to future periods.

Tables within the report highlighted the forecast full-year expenditure profiles set against the baseline targets and the forecast full-year expenditure which showed that claims totalling only 3% of the forecast had been received, processed and paid to date.

S Sykes informed members that, with regards to the Transforming Cities Fund, further review meetings had been held with all partners and the forecast had now dropped to c. £12m.

There had been further slippage in ATF2, this fund was supposed to be defrayed by the end of the financial year but officers had spoken to the DfT and given assurances that the schemes could be completed and DfT had agreed to a 6-month extension.

Of particular concern was the underspend on the Get Britain Building Fund which had to be defrayed by March 2023. All partners across all schemes were suffering from inflation and supply chain delays. One of the options to ease the situation had been identified as looking at freedoms and flexibilities within the local authorities.

The Board acknowledged that it was a very worrying situation. S Sykes commented that officers were talking to government and trying to find ways to mitigate the situation. It had been made clear that the funding streams had to be delivered, however the government were now willing to listen to suggestions.

It was suggested that processes needed to be refined and shortened to reduce bureaucracy whilst still demonstrating good governance, this would be discussed further in the new year.

RESOLVED – That the report be noted.

11

Consultations on the Bus Service Improvement Plan and Enhanced Partnership

C Shepherd presented a report which provided an update on the Enhanced Partnership process and proposed public consultations.

It was noted that a period of consultations with bus operators had commenced on 17 November and would be followed by a period of public consultation early in 2022. Once both consultations were complete, the MCA would consider the consultation responses and determine whether to make any amendments to the Enhanced Partnership Plan or Enhanced Partnership Scheme before they were formally made.

RESOLVED – That the Board notes the progress of entering Enhanced Partnership arrangements and endorses the approach to the public consultations planned for early January 2022.

Any Other Business

S Edwards gave an update on current operational challenges which included:

- The advice to work from home had had an adverse impact on passenger numbers.
- Industrial action by Stagecoach drivers – it had been announced that if the dispute was not resolved beforehand, continuous strike action would begin on 1st January 2022. At the moment, school services were being maintained along with a small number of commercial services.
- Rail industrial action was likely to lead to disruption and cancellations.
- Changes to First bus services from 2nd January 2022, predominantly impacting services in Sheffield, would result in scaling back of services after 7pm.

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

10 February 2021

City Region Sustainable Transport Settlement

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):

Alex Linton – LTP Programme Manager
alex.linton@syttp.org.uk

Executive Summary

This report presents an update on the status of the City Region Sustainable Transport Settlement (CRSTS) and the submission of the Programme Business Case to the Department for Transport (DfT).

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

The CRSTS settlement will provide the majority of local transport funding for SYMCA for the next five years. The settlement funding is essential to delivering an efficient, effective and sustainable transport system and networks, to enable the reliable movement of people and goods around the region for all purposes.

Recommendations

The Board are asked to note the work undertaken to complete the business case submission to DfT.

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

None

1. Background

- 1.1 The Government Spending Review included announcements regarding a number of transport funding streams for SYMCA, including the CRSTS provisional award of £570m for the five-year settlement period April 2022 to March 2027.
- 1.2 The final stage of the submission process, as previously advised to TEB, was the submission of a Programme Level Business Case. This was based on Government's Green Book requirements and covered the Strategic, Economic, Financial, Commercial and Management cases for the proposed programme.

2. Key Issues

- 2.1 As previously advised to Board, the total CRSTS bid submitted by SYMCA to DfT was £660m. We were also required to submit a lower bound proposal for £400m. The award of £570m was therefore a very positive outcome. The provisional award was made following the submission of our programme prospectus in September 2021, this prospectus was used as the foundation from which the more detailed business case was compiled.
- 2.2 On December 14th a Workshop was held with senior representatives of the MCA and Government representatives. This was a challenging and productive session where MCA officers were challenged on the content of the prospectus and the ambition of the CRSTS programme.
- 2.3 The business case has been completed and was submitted to DfT during week ending 28th January. DfT's intention is to review the business cases during February and make their recommendations to Ministers in time for a formal funding announcement to be made in March 2022. DfT have advised that if this process is delayed funding for Transforming Cities Fund and Highways Maintenance will be made available from the start of the next financial year.
- 2.4 Government have emphasised the importance of early delivery, therefore actions to mobilise the programme will need to be taken immediately.

3. Options Considered and Recommended Proposal

- 3.1 **Option 1**
Option one was to complete the business case submission in line with DfT expectations and requirements.
- 3.2 **Option 1 Risks and Mitigations**
Timescales were very tight and completing the business case required considerable resource commitment from officers across the MCA and the four local authorities. This was achieved in time and this stage of the process is complete.
- 3.3 **Option 2**

Alternative options were limited, completion of the business case process for CRSTS was mandatory and to not engage with this would have put the settlement at risk.

3.4 Option 2 Risks and Mitigation

Weekly meetings were scheduled with DfT and HMT to work through the submission process to ensure that it was undertaken as effectively as possible.

4. Consultation on Proposal

- 4.1 All partner organisations were engaged in the programme development and business case processes. Wider involvement with partners and the business community was also undertaken at the time of the original submission.

5. Timetable and Accountability for Implementing this Decision

- 5.1 The DfT intention is to formally announce the award in March by the appropriate Minister.

6. Financial and Procurement Implications and Advice

- 6.1 No financial implications arising directly from this report. MCA officers are working closely with DfT to ensure that the grant determination letter is released promptly after Ministerial decisions have been taken. Also, that the letter provides all necessary details on terms & conditions, cashflow implications, monitoring requirements and the process of additional assurance for those schemes within the programme estimated at £50m or more, or which require funding after 2026/27.

7. Legal Implications and Advice

- 7.1 No Legal implications arising from this report.

8. Human Resources Implications and Advice

- 8.1 Not applicable.

9. Equality and Diversity Implications and Advice

- 9.1 Equality, Diversity and Social Inclusion has been actively considered in the design of all projects within the proposed CRSTS programme and will continue to be through the assurance process.

10. Climate Change Implications and Advice

- 10.1 DfT's carbon reduction requirements will be recognised within scheme designs and the Net Zero Project Director was consulted in the completion of the business case.

11. Information and Communication Technology Implications and Advice

- 11.1 Not applicable

12. Communications and Marketing Implications and Advice

12.1 No implications arising from this report.

List of Appendices Included

N/A

Transport and the Environment Board

10 February 2022

Programme Approvals

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
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):

Joe Gardner – Senior Programme and Performance Manager
Joe.gardner@southyorkshire-ca.gov.uk

Executive Summary

This paper requests full approval of 2 schemes subject to the conditions set out in the Assurance Summaries; approval to release development costs for 1 project and approval of 1 project change request. The paper also requests delegated authority to enter into necessary legal agreements for the schemes.

The paper notes the decision of MCA Board to progress 1 scheme to full approval.

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 'O48 SCC Nether Edge and Crookes Active Neighbourhood' to full approval and award of £0.59m grant from Active Travel Fund 2/Gainshare

- (ATF2/Gainshare) to Sheffield City Council (SCC) subject to the conditions set out in the Assurance Summary attached at Appendix A1;
2. Progression of 'G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement' to full approval and award of £0.77m from Getting Building Fund (GBF) subject to the conditions set out in the Assurance Summary attached at Appendix A2;
 3. Release of development cost funding of £0.26m for 'O50 Sheaf Valley' from ATF2/ Gainshare to SCC in line with the details attached at Appendix B
 4. Project change request as detailed in Appendix C
 5. Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered at 1-4 above.

The Board note:

1. MCA Board has approved the progression of 'T11 Barnsley – Doncaster Quality Bus Corridor (BRT)' Outline Business Case OBC to FBC for Transforming Cities Fund (TCF2) to BMBC subject to the conditions set out in the Assurance Summary attached at Appendix D

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

Assurance Panel

20 December 2021

Assurance Panel

31 January 2022

1. Background

- 1.1 This report seeks approval for the progression of schemes funded from multiple funding streams. The paper also requests delegated authority to enter into legal agreements for the named schemes.

1.2 Progression of schemes to full approval and award of funding

The paper is seeking progression to full approval and award of funding for 2 projects. The schemes are detailed in Appendix A. The total amount of funding requested is £1.36m grant. The projects are located across Sheffield and Rotherham respectively. The assurance summaries include conditions of funding which must be met before contract execution.

Full details of the schemes and risks are included in Appendix A.

1.3 Approval to release development costs

The paper is seeking release of additional development cost funding to aid completion of a Full Business Case for 1 project which is detailed at Appendix B. The total amount of funding is £0.26m grant from TCF2. The project is located in Sheffield.

Full details of the schemes and risks are included in Appendix B.

1.4 Project Change Request

In recognition of unforeseen circumstances that can arise during the project delivery phase, the approved Assurance Framework establishes a formal process for the acceptance of change requests. These change requests could be financial, requiring reprofiling of funds, or could be to amend deliverables or timescales.

Details of the change request can be found in Appendix C.

1.5 MCA Board Approvals to note

On 24/01/2022 the MCA Board approved progression of 'T11 Barnsley – Doncaster Quality Bus Corridor (BRT)' from OBC to FBC for £8.92m to deliver improvements along A635 aimed at improving congestion and journey times for buses. This approval included the release of £0.95m development cost funding to aid completion of the Full Business Case. The Transport and Environment Board (TEB) Co-Chairs approved this intention due to the need to expedite delivery to enable scheme completion within programme timescales. Progression for approval decision at MCA Board required as the value of this scheme exceeds TEB delegation limits.

Full details of the scheme and risks are included in Appendix D

2. **Options Considered and Recommended Proposal**

2.1 **Option 1**

Do not approve the recommendations in this report.

2.2 **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

2.3 **Option 2**

Award projects a smaller amount of grant funding

2.4 **Option 2 Risks and Mitigation**

All funding awards associated with the projects have been fully appraised in line with the SYMCA 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.

2.5 **Option 3**

Approve all recommendations

2.6 **Option 3 Risks and Mitigations**

By approving the recommendations, the available programme funding will reduce. 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.

2.7 **Recommended Option**

Option 3

3. **Consultation on Proposal**

- 3.1 . Project sponsors are required to publish business cases on their websites (or an appropriate summary of the submission) and must consider all comments received and reflect this in the stages of the application process.

Discussions for these projects has continued with the thematic board during project development

4. Timetable and Accountability for Implementing this Decision

- 4.1 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.
- 4.2 The promoter is responsible for the further development of projects that have gateway approval to the next stage of the SYMCA Assurance process.

5. Financial and Procurement Implications and Advice

- 5.1 The projects presented for approval today are profiled to draw down up to £0.77m from the GBF allocation of £33.60m and up to £0.85m from the ATF2/ Gainshare allocation of £7.70m.

6. Legal Implications and Advice

- 6.1 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.
- 6.2 Prior to awarding the grants, the SYMCA shall ensure contracts are put in place to allow conditions of grant to be discharged.

7. Human Resources Implications and Advice

- 7.1 Not applicable.

8. Equality and Diversity Implications and Advice

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

9. Climate Change Implications and Advice

- 9.1 A number of the programmes include new and/or enhanced active travel initiatives and improvements to public and community transport infrastructure 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 SYMCA's climate change aspirations.

10. Information and Communication Technology Implications and Advice

- 10.1 Not applicable

11. Communications and Marketing Implications and Advice

11.1 None arising from this report.

List of Appendices Included

- A Progression of schemes to full approval and award of funding
- A1 Assurance Summary O48 SCC Nether Edge and Crookes Active Neighbourhood (ATF2 / Gainshare FBC)
- A2 Assurance Summary G11 The Whins (GBF FBC)
- B Approval to release development costs
- C Change Control
- D Assurance Summary T11 Barnsley – Doncaster Quality Bus Corridor (BRT) (TCF2 OBC)

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Appendix A - Progression of schemes to full approval and award of funding

A.1 O48 SCC Nether Edge and Crookes Active Neighbourhood (ATF2 / Gainshare FBC)

Appendix A1 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.59m from Active Travel Fund / Gainshare (ATF2 / Gainshare) to Sheffield City Council (SCC).

The project will deliver two Active Travel Neighbourhoods in Nether Edge and Crookes

The Benefits and Outcomes –

The project will deliver the following outputs-

- Creation of 2 Active Travel Neighbourhoods
- Creation of 1 School Street
- Delivery of 9 secure on street cycle parking facilities

The project will also contribute to the following outcomes

- Decrease in car journeys within the Active Travel Neighbourhood boundaries
- Increase in active travel journeys

The project will contribute to 2 Strategic outcomes – Fairer by increasing opportunities for safer, active travel and Greener by reduced ICE traffic

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 A1.

A.2 G11 The Whins/Cinder Bridge Rd/Greasborough Lane Junction Improvement (GBF FBC)

Appendix A2 provides a summary of the project assurance and the suggested conditions of award.

This investment is for £0.77m from Getting Building Fun (GBF) to Rotherham Metropolitan Borough Council (RMBC).

The project will address traffic congestion at The Whins / Cinder Bridge Road / Greasborough Lane junction through improvements to the north bound arm of the junction.

The Benefits and Outcomes –

The project will deliver the following outputs-

- Junction improvements between the B6089 (The Whins) and Cinder Bridge Road, with a passing bay that creates additional queuing capacity for right-turning vehicles

The project will also contribute to the following outcomes –

- Reduced congestion and delays at the junction
- Faster, more reliable bus journeys
- Improved traffic management
- Lower emissions from queuing vehicles

The scheme has a strategic rationale that aligns with the SYMCA Stronger, Greener, Fairer objectives in a balanced way.

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 A2.

Assurance Summary

VERSION 1 24.11.2021

Appendix A1

1 – SCHEME DETAILS

Project Name	O0048 – SCC Nether Edge and Crookes (Experimental) Active Neighbourhood	Type of funding	Grant
Grant Recipient	Sheffield City Council	Total Scheme Cost	£589,701
MCA Executive Board	TEB	MCA Funding	£589,701
Programme name	ATF/Gainshare	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	N/A for this stage
		% of total MCA allocation	N/A for this stage

2 – PROJECT DESCRIPTION

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

Following public consultation and detailed design, costs for two Active Travel Neighbourhoods are estimated as shown in the last two columns below. The costs as submitted at OBC are shown for comparison.

	OBC	FBC		
	2021/22	2021/22	2022/23	Total
Preparatory Cost	£50,900			
Professional Fees (Consultation)	£16,333	£99,900	£28,000	£127,900
Acquisition of Land/ Buildings				

Delivery Cost construction materials construction costs, including traffic management costs etc. (A detailed Bill of quantities will be appended to the FBC)*	£561,921	£434,710		£434,710
Vehicles, Plant, Equipment				
Risk Allowance/ Contingency	£166,000	£27,091		£27,091
Inflation				
Other				
Total	£795,154	£561,701	£28,000	£589,701
Public consultation has resulted in a clearer definition of the project and costings based on engineering estimates of requirements (and Bills of Quantities). Some elements of the scheme may not proceed if opposition to them is strong.				
3. 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 – unchanged from OBC.			
<i>Strategic policy fit</i>	<i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i> Adequately – unchanged from OBC			
<i>Contribution to Carbon Net Zero</i>	<i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i> Yes – unchanged from OBC			
<i>SMART scheme objectives</i>	<i>State the SMART scheme objective as presented in the business case.</i> Unchanged from OBC <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes – unchanged from OBC			
<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> Progress has been made since OBC in defining the preferred “way forward” – versus doing nothing or doing minimum. The preferred do something option may not eventuate exactly as planned as it has been decided to involve the local residents in a feedback process post construction to ensure “buy-in” and maximise chances for success.			
<i>Statutory requirements and adverse consequences</i>	<i>Does the scheme have any Statutory Requirements?</i> Yes – TROs for waiting and parking restrictions but planning approval not required.			

	<i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> Yes – as flagged at OBC – traffic diversion should put traffic on more suitable roads but could lead to queues and delays at traffic lights. This will be monitored. Parking spaces will probably need to be relocated within the area. Possible diversion from bus for short trips switched to AT				
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<i>Does the scheme still align with strategic objectives?</i> Yes <i>Have the conditions of approval granted at OBC been complied with?</i> No conditions were specified				
4. VALUE FOR MONEY					
Monetised Benefits:					
<i>VFM Indicator</i>	<i>Value</i>		<i>R/A/G</i>		
<i>Net Present Social Value (£)</i>	£2,377,850				
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	5.41				
<i>Cost per Job</i>	n/a				
Non-Monetised Benefits:					
<i>Non-Quantified Benefits</i>	None				
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> The scheme has the potential for achieving very high value for money.					
5. RISK					
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i> These are the top 5 risks in the QRA in terms of expected value:					
Ref No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Mean risk cost

2	Unable to meet approvals timetable (SCR & SCC)	med	med	Monitor and assess impact on programme ensure resources are available to meet programme deadlines etc.	£10,000
1	Insufficient access to materials and resources.	low	low	Early discussions with contractor	£3,666
4	Covid restrictions introduced / Contractors workforce need to self-isolate	high	high	Ensure contractor understands programme delivery priorities	£3,333
6	Bad weather restricts delivery	low	high	Ensure contractor understands programme delivery priorities	£3,333
5	Cost exceed budget.	med	high	Ensure cost estimates are robust and reflect latest data re market rates.	£3,000

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?

No – Amey, already procured.

6. DELIVERY

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

Yes, Yes – via involvement of current FW contractor in detailed design

Is the procurement strategy clear with defined milestones?

Yes, N/A

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

95% (for the ideal scope of work). Unknown.

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

Yes, although only if resources allow (Section 5.7)

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

Yes.

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

Yes.

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

Yes. Yes.

Are monitoring and evaluation procedures in place?

Yes

7. LEGAL

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

Yes

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>The following conditions must be satisfied before contract execution.</p> <p>1. Submission of MCA Appendices B to agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported.</p> <p>The conditions above should be fully satisfied by 10/03/2022. Failure to do so could lead to the withdrawal of approval.</p> <p>The following condition must be satisfied before drawdown of funding.</p> <p>2. Formal confirmation of commitment to address any cost overruns without unduly compromising project outputs and outcomes.</p> <p>The following condition must be included in the contract</p> <p>3. Clawback will be applied on outputs</p>	

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Assurance Summary

VERSION 1 24.11.2021

Appendix A2

1 – SCHEME DETAILS

Project Name	G0011P - The Whins/Cinder Bridge Rd/Greasborough Lane junction improvement	Type of funding	Grant
Grant Recipient	RMBC	Total Scheme Cost	£767,120
MCA Executive Board	TEB	MCA Funding	£767,120
Programme name	Getting Building Fund	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	Inc. in full grant

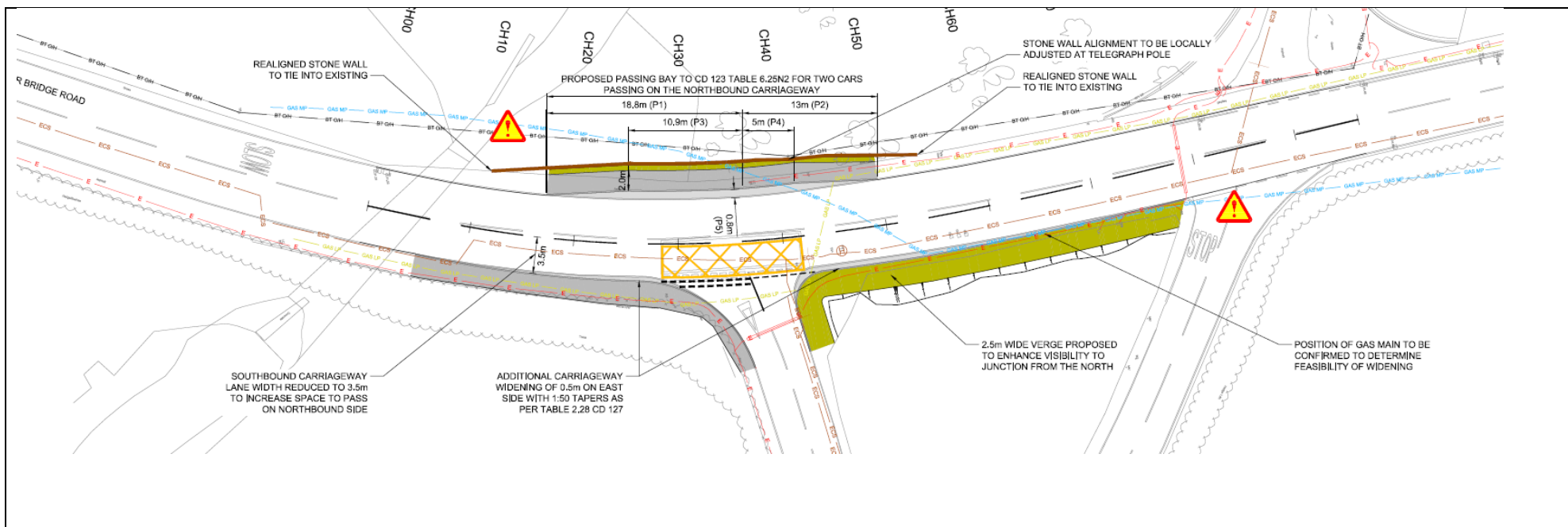
2 – PROJECT DESCRIPTION

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

Yes.

The proposed improvement addresses traffic congestion concerns at The Whins junction by:

- Improving the north-bound arm of the junction, between the B6089 (The Whins) and Cinder Bridge Road, with a passing bay that creates additional queuing capacity for right-turning vehicles.
- Helping to prevent the queues that build up here during AM and PM peak periods, and which disrupt straight-ahead northbound flows along the B6089 (Cinder Bridge Road onto The Whins).



3. STRATEGIC CASE

Options assessment	<p><i>Is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes – other options to the preferred one are infeasible or less effective.</p>
Statutory requirements and adverse consequences	<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>No</p>
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	The scheme addresses all three objectives in a balanced way.

4. VALUE FOR MONEY

Monetised Benefits:

VFM Indicator	Value	R/A/G
Net Present Social Value (£)	£ 1,059,000	G

Benefit Cost Ratio / GVA per £1 of SYMCA Investment	3.70	G
Cost per Job	N/A	
Non-Monetised Benefits:		
Non-Quantified Benefits	The scheme will have “low beneficial” impacts on noise and emissions and low to neutral other impacts	
Value for Money Statement		
Taking consideration of the monetised and non-monetised benefits and costs, and the uncertainties, does the scheme represent value for money? Yes, high VfM		
5. RISK		
What are the most significant risks and is there evidence that these risks are being mitigated? Procurement is not complete. There could be unforeseen Utility costs and additional costs or delays associated with an above ground gas main and the condition of the existing culvert and surfacing quality. Early engagement with contractor and Statutory Utilities is underway, to mitigate.		
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 for the scheme? No		
Are there any key risks that need to be highlighted in relation to the procurement strategy? No		
6. DELIVERY		
Is the timetable for delivery reasonable? Yes – the scheme is small scale – there is some uncertainty re. date of completion of work on parallel A633 to permit start of work on site.		
Is the procurement strategy clear with defined milestones? Yes – A preferred contractor is working with the promoter to identify likely costs and risks. To be formally appointed via existing FW - May 2022		
What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promotor confirmed they will cover any cost overruns? 85% Yes		
Has the promoter demonstrated clear project governance and identified the SRO? Has the SRO or other appropriate Officer signed off this business case? Yes. Yes		
Has public consultation taken place and if so, is there public support for the scheme? No. April 2022. Not likely to be controversial.		
Are monitoring and evaluation procedures in place? Yes.		

7. LEGAL

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

Yes.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Full approval
Payment Basis	Payment on defrayal
Conditions of Award (including clawback clauses)	
<p><i>The following conditions must be satisfied before drawdown of funding.</i></p> <ol style="list-style-type: none">1. Formal confirmation of commitment to address any cost overruns without unduly compromising project outputs and outcomes.2. Agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported.3. Confirmation that, in case GBF is not fully defrayed and has to be returned, there will be no recourse to further MCA funds	

Appendix B – Approval to release development costs

B.1 O50 Sheaf Valley (ATF2/ Gainshare FBC)

The project was approved on 15/11/2021 by MCA Board for release of £0.05m development costs from ATF2/Gainshare, towards total project costs of £2.30m, to SCC.

Following change control, an additional £0.21m development costs is requested from ATF2/Gainshare, with no change to total project costs. Development costs have exceeded those first shown in the OBC approved in November 2021. The development costs for detailed Design and for the Public Engagement rollout were omitted in the preparatory costs section of the OBC.

The project will deliver 4.2km of new active travel route between Sheaf Quay and Norton Hammer.

The Benefits and Outcomes

The project will deliver the following outputs -

- 4.2km of new active travel route
- 2 new crossings
- 5 improved crossings
- 1 new bus gate

The project provides a clear rationale for the investment, relating to the ability of active travel infrastructure to support behaviour change and drive non-transport benefits to society

Release of development costs of £0.05m previously agreed. Request for £0.26m total based on revised and more complete FBC development cost estimates.

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Project Name	Project Description	Change/s Requested	Justification
O101 Active Travel Fund 2 / Gainshare (ATF2 / Gainshare) PROGRAMME	8 projects across South Yorkshire Local Authorities, focusing upon Active Travel Lanes and Low Traffic Neighbourhoods, totalling £7.40m. Part funded through ATF and part through Gainshare, deadline for completion of ATF works / spend is Mar 22.	<ul style="list-style-type: none"> • Prioritise Active Travel Revenue and Capital grant to 100% fund costs of schemes currently in delivery / starting imminently • Extend delivery and funding deadline for ATF2 only (£5.46m), from 31/03/2022 until 30/09/2022. • Replacement of Goldthorpe Active Travel Neighbourhood scheme with equivalent scheme • Slip full Gainshare allocation (£2.24m) into 22/23 financial year 	Delays to production of business cases and delivery means programme cannot deliver within Department for Transport (DfT) funding window for ATF2 (March 22), remedial plan developed, and in principle agreement from DfT to proceed. This change seeking approval of project specific changes in line with remedial plan.

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Assurance Summary

Scheme Details

Project Name	T0011 Barnsley – Doncaster Quality Bus Corridor (BRT)	Type of funding	Capital
Grant Recipient	BMBC	Total Scheme Cost	£27,765,801.71
MCA Executive Board	Transport	MCA Funding	Total Request: £27,765,801.71 TCF available: £8,922,500 TCF Stage 2 development cost request: £950,000
Programme name	TCF	% MCA Allocation	100%

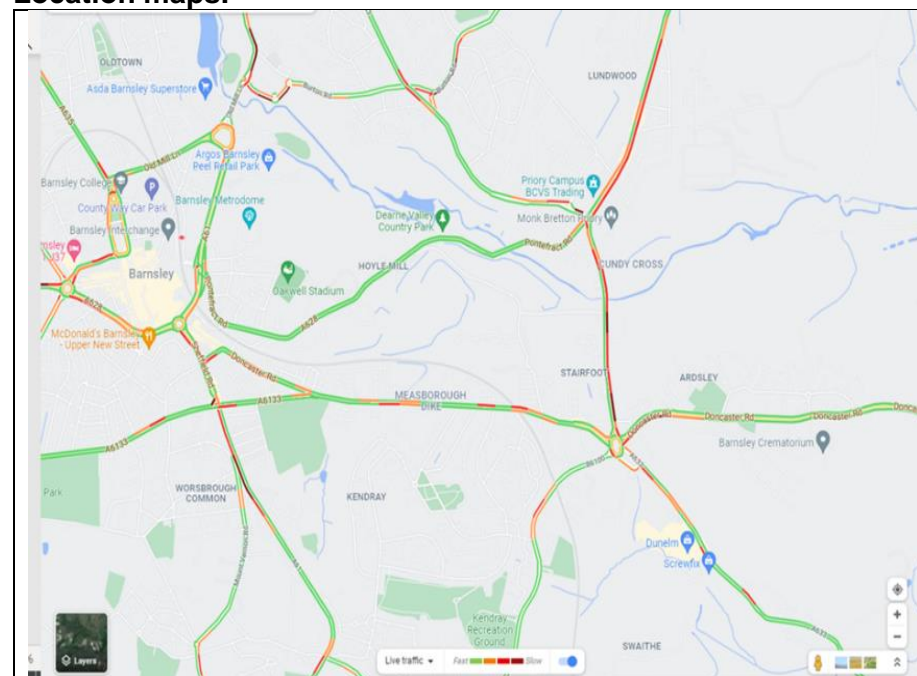
Appraisal Summary

Project Description

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

- a series of improvements along a key corridor (A635) aimed at improving congestion and improving journey times for buses. Two schemes are proposed by Barnsley – T0011 BRT (this one) and T0003 A61 Active Travel Scheme (submitted to Assurance Panel 19/2 – FBC in progress).

Location maps:



Cundy Cross



Stairfoot



The scheme delivers:

- Slightly enlarged footprint at Stairfoot Roundabout with removal of bus priority measures and provision of 2 new foot / ped / Equestrian Bridges
- One-Way gyratory system Cundy Cross Junction
- Upgraded Bus Stop infrastructure with new shelters providing real time information on Doncaster Rd and Wombwell Lane
- Widened Grange Lane for inbound and outbound traffic flows. Replace rail over bridge deck to accommodate this
- Dedicated bus lane along Wombwell Lane to industrial estate junction
- Cycle provision at all crossings around Stairfoot Roundabout with 4m foot / cycleways and links to TPT

In terms of TCF outputs:

- 13km of new infrastructure to benefit buses;
- 12km of new bus lanes;
- 20 junction improvements to benefit non-car modes, with 7 bus gates;
- Over 100 bus stop improvements.

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. Yes. (in section 3.1)</p>
Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Well. See Section 3.2. Improved connectivity, if that is achieved, contributes to the goals.</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, potentially, as removes/reduces a bottleneck by nominal widening to increase speeds that are currently down to 14-17kph (Grange Lane) with delays of 3 mins in peaks. The preferred option gives buses priority with as little land take as possible as well as improved provision for cyclists, off-road. GHG impacts are however, relatively insignificant as modelled.</p>

SMART scheme objectives	<i>State the SMART scheme objective as presented in the business case.</i> <ul style="list-style-type: none">- To reduce congestion along the A633 / A635 Doncaster Road- To improve bus journey time reliability along the A633/ A635 Doncaster Road- To create a cultural shift towards making cycling and walking the natural choice for shorter journeys- To improve the safety of the A633 /A635 corridor- To improve air quality and environmental impacts along the A635/A633 corridor <i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.6)?</i> <p>Yes. However no detail is provided on when monitoring activities will be carried out, although the required data collection activities are in place already (AVL and cycle/traffic counters).</p>		
Options assessment	<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>Yes. The OAR (Appendix J) reports the generation and shortlisting process, using a RAG rating scoring system to rank options against critical success factors leading to the selection of the preferred option.</p> <p>The 3 shortlisted Do Something options vary only slightly in scope and, based on model runs, in delay savings although cost differences are quite large, with the least cost of them showing the highest BCR.</p>		
Statutory requirements and adverse consequences	<i>Does the scheme have any Statutory Requirements?</i> <p>Possibly, CPO's will only be required if land cannot be acquired through negotiation.</p> <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> <p>Yes. Traffic management (lane narrowing and diversions) and noise/AQ issues during construction (2 years)</p>		
Value for Money			
Core monetised Benefits	<i>[Core BCR – table 4.22]</i> 2.78	Non-monetised and wider economic benefits	<i>[Values/description – supplementary form]</i> <p>Sig beneficial – commuting journey time, average and variance, security Moderate beneficial– GHG physical activity Slight beneficial – Journey quality, access, Noise, laq, landscape, severance Neutral – Heritage, affordability Slight adverse - accidents townscape, biodiversity, water enviro DIA scoping exercise shows positive impacts but no disproportionate impacts.</p>
<i>In your view do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> <p>Traffic growing faster than Temprow forecasts used for the appraisal would erode the benefits as capacity would be reached sooner. Further modelling is recommended for the FBC including identification of bus journey time savings separate from other modes.</p>		<i>Do the key assumptions and uncertainties present any significant risks to achieving the value for money?</i> <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> <p>Yes</p>			
Risk			

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

The top 5 risk items in the QRA are, in given below, descending order of P50 cost and with the promoter's stated mitigation measures.

Risk Description	Most Likely Cost £000	Risk Control / Mitigation
Failure to acquire land through negotiation resulting in Compulsory Purchase	£89,960	Ensure buy in by land owners
Land not dedicated as highway by development partners	£64,334	Ensure buy in by developers
Failure to meet Outputs / Outcomes	£37,354	To be monitored. Limited domestic buildings within area
Old Mine workings / landfill pits	£33,592	Complete site investigation to be carried out
Scheme delayed (during construction) due to insufficient time to place SU orders and poor planning by SU's	£26,628	Early engagement with Statutory Undertakers

The expected costs of these risks is given as £0.252m out of a total of £3.9m in the latest QRA

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?

Yes. The scheme costs were £9m at SOBC because it was assumed the TPT could be used by buses. This is not considered possible and costs are increased by £18m. Funding bids have been submitted including £18.2 to CRSTS, which is flagged as an absolute priority.

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

No. The approach is a traditional one with associated risks being listed in the QRA as:

- Scheme delayed due to delay in award
- Scheme delayed due to change in procurement strategy
- Unauthorised disclosure of information at negotiation stage

With an expected value of £26k

Delivery

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

Yes.- but delays account for £0.126m residual expected risk and within this, delays due to SU failures £26k and archaeology £26k

Is the procurement strategy clear with defined milestones?

Yes. Section 7.1 specifies when each stage is expected to be reached and these seem achievable.

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%. Basis is BoQ and similar schemes but significant uncertainties re inflation, land and covid. No.

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

Yes. Section 7.4 / Appendix H demonstrates this.

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

Yes. Matthew Gladstone.

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

No scheme specific consultation has taken place, due to Covid.

“a public consultation event to disseminate information on the detailed design, to capture public opinion and degree of support, and to record and measure responses in 2021” (see Section 7.11). It is also stated that this will take place after procurement. An update is required for the FBC

Are monitoring and evaluation procedures in place?

Yes, the M&E Plan is adequately outlined in sections 7.12 and 7.14

Legal

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

Yes. The scheme does not provide any specific subsidy nor distort competition.

Recommendation and Conditions

Recommendation	Proceed to FBC Release of stage 2 development cost of £950,000
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
Full Business Case to - <ul style="list-style-type: none">Fully monetises the benefits of the Do Less optionShows the benefits for bus users alongside car users etcCompletes noise and air quality modelling (as agreed)Completes DIA (as agreed)Updates the QRA (as agreed)Improves/updates the text as suggested in the OBCNote TCF allocation is capped at £8,922,500 and must be defrayed by March 2023Confirm how all benefits will be supported as OBC notes the de-prioritisation of bus lanesConfirm the match funding position in full for the total project costs £27,765,801.71 and note a commitment to address any cost overruns without unduly compromising project outputs and outcomesConfirm what the revenue implications (ie. maintenance costs) for the project will be and how will this be managed <p>The recipient is to note that any approvals linked to the request for the TCF does not in any way provide assurance that funding requests via other sources (ie. CRSTS) will be successful</p>	

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Transport and the Environment Board

10 February 2022

Programme Performance Report

Is the paper exempt from the press and public?	No
Purpose of this report:	Monitoring/Assurance
Is this a Key Decision?	No
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):
Sue Sykes – Assistant Director – Programme and Performance Unit
Sue.Sykes@SouthYorkshire-CA.gov.uk

Executive Summary

This report provides the Board with the latest performance information on Transport and Environment capital programmes being delivered on behalf of the MCA. The report is intended to support oversight and scrutiny.

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

The MCA's investment in South Yorkshire's travel and transport infrastructure is critical to delivering upon the region's broader aspirations. Performance information supports the robust oversight and management of this delivery.

Recommendations

That Board members:

- Consider the performance information provided to identify future performance deep-dives or significant areas of risk;

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

None

1. Background

- 1.1 The South Yorkshire Mayoral Combined Authority currently has fifty-four projects which fall within the remit of the Transport Skills and Environment Board. The schemes are resourced from various funding streams with an aggregate value of £235.47m.

This report gives an overview on the performance of programmes and the projects within them, highlighting management actions being taken to mitigate risks.

- 1.2 The expenditure baseline for 21/22 was initially set at £102.64m with the latest forecasts suggesting outturn expenditure of £40.27m. This is a decrease in the last quarter of £10m. This level of expenditure will generate a material underspend of £62.37m (60.7%).
- 1.3 Of this value £22.59m (56%) is funded from conditional government grant, and consents will likely be required to roll-forward funding unspent at the year-end to future periods.

2. Current Position by Funding Stream

- 2.1 The table presented below highlights the forecast full-year expenditure profiles set against the baseline targets. The table highlights underspend across the funded programmes of activity, cumulatively totalling £62.37m:

Funding Stream	2021/22 Baseline	2021/22 Forecast	2021/22 Variance
	£m	£m	£m
Getting Building Fund (GBF)	£17.35	£11.02	£-11.02
Active Travel 2 (ATF2)	£5.24	£2.77	£-2.47
Transforming Cities Fund 2 (TCF2)	£47.53	£13.42	£-13.42
Legacy LGF incl. Retained Major	£27.10	£12.75	£-14.35
Active Travel Gainshare	£2.23	£0.00	£-2.23
Gainshare	£3.19	£0.00	£-3.19
	£102.64	£40.27	£-62.37

The table below highlights that of the forecast full-year expenditure, claims totalling only 4.17% of the forecast have to-date been received.:

Funding Stream	2021/22 Forecast	2021/22 Claims	2021/22 Claims
	£m	£m	%
Getting Building Fund (GBF)	£11.02	£1.52	13.79%
Active Travel 2 (ATF2)	£2.77	£0.01	0.36%
Transforming Cities Fund 2 (TCF2)	£13.42	£0.15	1.12%
Legacy LGF incl. Retained Major	£12.75	£0.00	0%
Active Travel Gainshare			
Gainshare			
	£40.27	£1.68	4.17%

The GBF, TCF and ATF2 baseline targets are set by government, requiring in-year allocations to be fully defrayed within the financial year. There is no comparative grant conditionality timeline pressure on Gainshare funding, the legacy LGF activity, nor the Retained Major funding for the Parkway widening scheme.

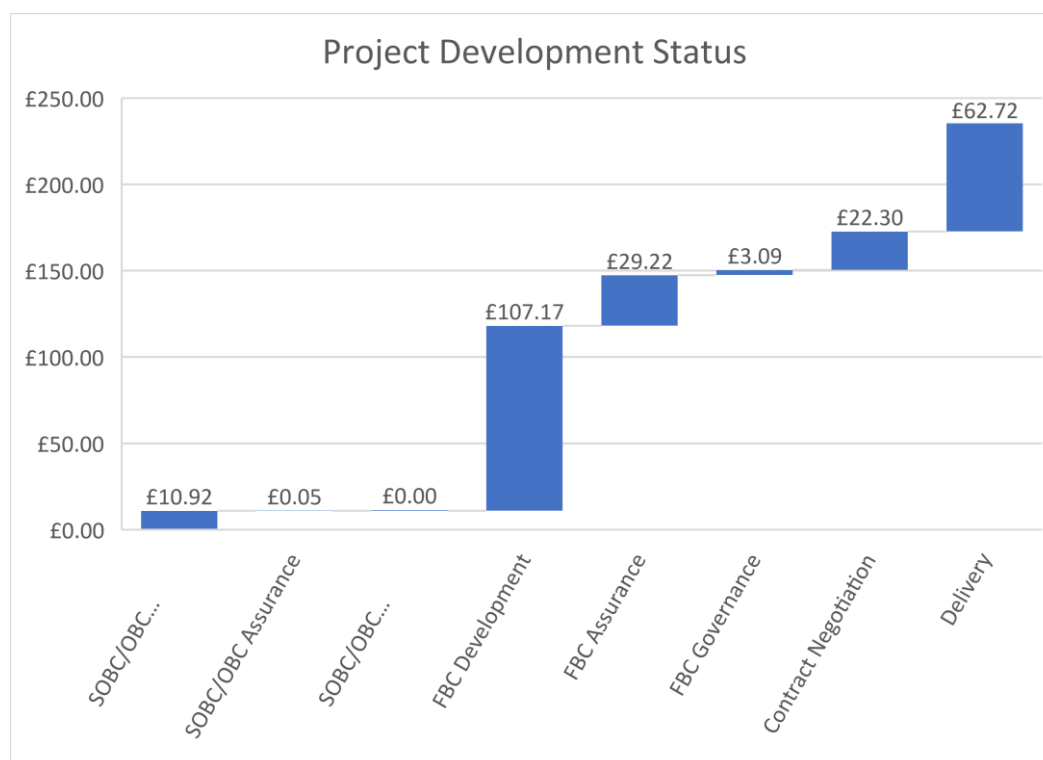
The pace of the capital programme in this thematic area has been reported as a concern throughout the year, with performance now likely to be beyond complete mitigation in a number of areas.

Of particular concern is the underspend now likely to accrue on the Getting Building Fund programme where underspend is reported across all delivery partners, largely reflecting both the challenging timetable and known pressures across the supply chain and labour market.

The MCA continues to enjoy good collaboration from partners, with mitigations being considered across a number of projects. The MCA also continues to work with Government to identify compliant flexibilities that could be applied to support the delivery of the projects in full.

2.2 Development Status of Projects

2.3 The graphic below exemplifies the milestone status of projects by value. The graphic reflects to the full £235.47m thematic portfolio. Viewing information in this format supports scrutiny of the full programme from end-to-end rather than simply monitoring in-year expenditure. The graphic highlights that only c. 26% of the portfolio is in delivery with the weight of schemes now in FBC development:



2.4 The weighting of activity at FBC development supports forecasting that there will be a significant number of schemes entering into delivery in the new financial year.

Concern remains around the c. £11m of schemes that remain in early stages of their development.

- 2.5 Concerns around the region's ability to deliver all its TCF2 activity by March 2023 now appear to be abating as the final tranche of TCF funding (£72m) is rolled into the new five-year City Region Sustainable Funding Settlement.

3. Management Actions

- 3.1 Close monitoring is on-going and full programme reviews, where they have not already commenced, will be undertaken. This will reaffirm delivery status and inform remedial actions required to address risk.
- 3.2 The MCA is proactively engaging Government on the status of the programmes, seeking flexibilities where they may be available.

4. Consultation on Proposal

- 4.1 Project sponsors are 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 Updates to the Board will continue to be made throughout the year

6. Financial and Procurement Implications and Advice

- 6.1 This report notes the slower than forecast pace of the TEB capital schemes. The report notes the potential implications for funding. The report further notes the work being undertaken within the MCA with local partners and national government to mitigate this risk.

7. Legal Implications and Advice

- 7.1 The funding agreement for the schemes provide that any failure to make adequate progress against the spend profile identified may result in the reduction or withdrawal of further funding

8. Human Resources Implications and Advice

- 8.1 None

9. Equality and Diversity Implications and Advice

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

The premise of the engagement is based upon a deal where greater social value is negotiated and the business commits to supporting local supply chains, local labour market, training and taking on apprenticeships, for example

10. Climate Change Implications and Advice

10.1 Climate change impact is assessed as part of the assurance process for any proposed activity.

11. Information and Communication Technology Implications and Advice

11.1 None

12. Communications and Marketing Implications and Advice

12.1 None

List of Appendices Included

None

Background Papers

None

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Transport and the Environment Board

10 February 2022

Bus Enhanced Partnership Governance Arrangements

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
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)

Report Author(s):
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Executive Summary

The National Bus Strategy guidance issued by the DfT in 2020 set out the requirement for MCAs and LAs to develop ambitious service improvement plans and enter statutory delivery arrangements, to access transformational funding for buses. In response, the MCA submitted a Bus Service Improvement Plan (BSIP) to Government on 29 October 2021 and began the process of entering an Enhanced Partnership. Part of this process includes establishing an Enhanced Partnership Board, which will oversee the delivery of the Enhanced Partnership work programme.

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

The establishment of an Enhanced Partnership Board will ensure the Enhanced Partnership Plan and Scheme are kept under review and delivering the improvements outlined in the BSIP. This will deliver a better bus system for the residents, visitors and businesses within South Yorkshire.

Recommendations

That the Board considers the content of this report.

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

None

1. Background

- 1.1 As part of the Enhanced Partnership process, suitable governance arrangements should be put in place to ensure accountability to, and by, the Partners and wider stakeholders. DfT guidance suggests that the governance arrangements should build upon any existing arrangements and those put in place to prepare the BSIP and the Enhanced Partnership itself.
- 1.2 In developing the governance for the South Yorkshire Enhanced Partnership, there are important considerations to be made regarding accountability, structure and representation. Any arrangements should have clear links to the MCA and deliver the National Bus Strategy aim of improving passenger representation.
- 1.3 One of the Enhanced Partnership Board's key roles will be to agree the annual work programme of the Partnership, as well as shaping and developing additional Enhanced Partnership Schemes or variations for the MCA and reporting on progress against targets. The TEB would receive recommendations from the Enhanced Partnership Board for elements of the programme that fall within its remit.
- 1.4 To ensure that the Partnership Board is set up in time for the start of the Enhanced Partnership in April 2022, it is recommended that the Board start to operate in shadow form from early 2022.

2. Key Issues

- 2.1 In developing the governance for the South Yorkshire Enhanced Partnership, there are two important considerations.

Accountability - Given the importance placed on improving bus services in the Transport Strategy and by the MCA, any arrangements should have a clear and accountable link to current MCA governance structures. This is also critical given that much of the capital funding to deliver the Enhanced Partnership will come through devolved funding allocations.

Representation - The National Bus Strategy has a stated intention to improve passenger representation on how bus services can and will be improved and BSIP Activity 20 includes a commitment to seek "wider passenger representation in the development of future bus policy" as well as the delivery of the BSIP.

In developing governance arrangements for the Enhanced Partnership Board it is important that both accountability and representation are addressed.

- 2.3 To ensure both accountability and representation are covered fully within the Enhanced Partnership governance structure, whilst also enabling commercially

sensitive discussions to take place, the governance arrangements for the Enhanced Partnership could consist of two separate elements:

- An Enhanced Partnership Board, could consist of the Mayor as Chair, the Council Leader with responsibility for transport as co-chair of the Transport and Environment Board, appropriate Director of the MCA, a representative from the wider stakeholder community, guest attendees by invitation and representatives of the bus operators. This would have a clear link to the MCA's Transport and Environment Board within the existing MCA structure.
- An Enhanced Partnership Forum, consisting of key stakeholders representing bus passengers, local businesses, accessibility groups, academic institutions and neighbouring authorities – this would act as a “reference group” for the work of the Partnership Board and is based on the approach taken with the Bus Review Commissioners.

In line with the Enhanced Partnership Scheme commitment, the creation of the Forum should be complete no later than 30 June 2022, therefore once operational, establishing this forum could form one of the Board's first tasks.

2.4 A key consideration in forming the governance structures for the Enhanced Partnership Board is the frequency with which members would be expected to meet and the remit of the group. Meeting on a quarterly basis should be of sufficient frequency to enable the Board to oversee the delivery of the Enhanced Partnership. Examples of the Board's remit include the following:

- Agreeing the annual work programme of the Partnership each year
- Considering any proposed changes to the work programme suggested by the Partners
- Responsibility for publishing the six-monthly update on progress towards the agreed targets
- Acting as a reference point for the annual update of the BSIP
- Agreeing the Customer Charter and monitoring its implementation
- Receiving and discussing the operator proposals for major service changes twice each year and the annual fare changes
- Setting up the proposed Enhanced Partnership Forum
- Developing and implementing the common branding across the South Yorkshire transport network
- Provide review and feedback on the delivery of any further elements of the Bus Improvement Programme agreed by the MCA in January 2020 (“the 7-Point Plan”)
- Where consensus cannot be reached, the Board should escalate risks that could impact on agreed budgets and delivery timescales.

- 2.5 It is proposed that the work programme would be recommended by the Partnership Board to TEB for adoption each year, once funding allocations for the upcoming year are confirmed. TEB could then lead on the delivery of the elements of the work programme that fall within its remit. This provides a forum for local authorities to shape and oversee bus improvement activities.
- 2.6 To ensure that the Partnership Board is set up in time for the start of the Enhanced Partnership in April 2022, it is recommended that the Board start to operate in shadow form from early 2022.

3. Options Considered and Recommended Proposal

3.1 Option 1

The Enhanced Partnership Board and Forum comprise two separate boards and address the issues of accountability and representation.

3.4 Option 1 Risks and Mitigations

There is a risk that having separate Boards could disrupt the flow of information and ideas between them and may not fully address Government's aim of increasing passenger participation in bus policy delivery. To mitigate this, a representative from the forum could sit on the Enhanced Partnership Board to directly represent passenger interests.

3.5 Option 2

One Board is established that incorporates both the Forum and Board representatives.

3.8 Option 2 Risks and Mitigations

Creating a single board that incorporates both Forum and Board representation would present risks regarding the full participation of partners, particularly when commercially sensitive issues require discussion. A single board would also be large and could impact the meeting frequency and in turn the ability of the Board to deliver the Enhanced Partnership work programme. It is therefore recommended that a Board and a Forum are established which would mitigate this risk.

3.13 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 Discussions are planned with operators, partners and stakeholders regarding representation on the Enhanced Partnership Board. Once representatives have been identified, the final structure and remit will be submitted to the MCA for consideration alongside proposals for the Enhanced Partnership Plan and Scheme in March.

5. Timetable and Accountability for Implementing this Decision

- 5.1 In order to meet the Enhanced Partnership timescales outlined by DfT, it is proposed that the Board assembles in shadow form prior to the Enhanced

Partnership Plan and Scheme being formally made by the MCA in March, ahead of launching in April.

6. Financial and Procurement Implications and Advice

- 6.1 There are no direct costs associated with the formation of the Enhanced Partnership Board. The resources required to administer the board will be considered within SYMCA's business planning process.

7. Legal Implications and Advice

- 7.1 Suitable governance arrangements are a requirement set out by DfT in their Enhanced Partnership guidance. By creating a Board the SYMCA will be complying with this guidance and will ensure that the Partnership has effective Governance structures in place to monitor and manage its delivery.

SYMCA recognises the importance of passenger representation in decision making and has therefore committed to the establishment of a Forum, no later than 30 June 2022, in our Enhanced Partnership Scheme.

8. Human Resources Implications and Advice

- 8.1 None as a consequence of this report.

9. Equality and Diversity Implications and Advice

- 9.1 The creation of a separate Forum offers the flexibility to incorporate the views of a wide range of groups. Building in the views and advice from a wide range of passenger representation groups will improve the delivery of the region's bus services and ensure that they better meet the needs of passengers across South Yorkshire.

10. Climate Change Implications and Advice

- 10.1 The Enhanced Partnership Board will be responsible for shaping and delivering the Partnership work programme and therefore have the opportunity to propose measures that will improve the contribution of the region's bus network to net zero. This could be through the provision of lower emission vehicles on some routes and also by increasing patronage and thereby reducing the reliance on private cars.

11. Information and Communication Technology Implications and Advice

- 11.1 None as a consequence of this report.

12. Communications and Marketing Implications and Advice

- 12.1 None as a consequence of this report.

List of Appendices Included

None

Background Papers

None



Transport and the Environment Board

10 February 2022

Options to Support the Delivery of the Region's BSIP

Is the paper exempt from the press and public?	No
<i>Reason why exempt:</i>	Not applicable
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)

Report Author(s):
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Executive Summary

This report provides the Board with an update on the process to formally assess bus franchising as an option to deliver the Bus Service Improvement Plan (BSIP). This report follows the 24 January MCA meeting where it was recommended that the Constituent Local Authorities consider the matter ahead of an additional MCA meeting in early March, to determine whether to issue the notice of intention to prepare an assessment of a proposed franchising scheme, in accordance with S.123C of the Transport Act 2000.

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

The process of assessing a franchising scheme would enable the MCA to fully consider whether a bus franchising scheme would be the preferred model to support the delivery of the MCA's ambitions for the bus service network in South Yorkshire, as set out in its Bus Service Improvement Plan.

Given the time required to complete a franchising assessment, the work to establish and implement the Enhanced Partnership between the MCA and bus operators continues, as approved by the MCA on 15 November 2021.

Recommendations

Note the content of this report ahead of an additional MCA meeting in early March, when the MCA will determine whether to issue the notice of intention to prepare an assessment of a proposed franchising scheme in accordance with S.123C of the Transport Act 2000.

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

Mayoral Combined Authority Board

24 January 2022

1. Background

- 1.1 The National Bus Strategy guidance issued by the DfT in 2020 set out the requirement for MCAs and LAs to develop ambitious service improvement plans and enter statutory delivery arrangements, to access transformational funding for buses. In response, the MCA submitted a Bus Service Improvement Plan (BSIP) to Government on 29 October 2021 and began the process of entering an Enhanced Partnership.
- 1.2 The MCA on 15 November 2021 approved the issuing of a notice to operators regarding the proposal to make an Enhanced Partnership Plan and Scheme. This triggered a period of statutory consultation with operators that ended on 17 December 2021, following which a period of public consultation commenced on 7 January 2022 and is due to close on 20 February 2022.
- 1.3 The initial BSIP submitted to the DfT on 29 October 2021 left consideration of an alternative delivery model of franchising open as an option. It stated:

“The Enhanced Partnership was agreed by the MCA as the most appropriate means of delivering the initial set of activities contained within this Initial BSIP as well as enabling access to future funding. The intention is for the Enhanced Partnership to be in operation for a five year period from April 2022, matching the multi-year funding allocation through the CRSTS, albeit noting that there is a requirement to refresh the BSIP on an annual basis. However, it is not the only delivery model available to the Mayor and the MCA for all of the prioritised activities contained within this Initial BSIP. The prioritised activities within this document will also be used to undertake an initial assessment of the legal, financial and technical aspects of a number of future delivery models, including franchising, so that a clear preference can be identified as to the most appropriate mechanism to secure the required improvements beyond the proposed Enhanced Partnership.”

2. Key Issues

- 2.1 There are significant operational challenges ahead and prior to the time in which a franchising assessment and subsequent steps could be completed. These issues are not specific to any particular model of bus governance and will need to be considered whichever approach is taken.
 - Likely reduction/ending of government Covid subsidy support for buses

- Passenger recovery to pre-COVID levels is expected to take several years
- Significant cost inflation pressures within the system (salaries, fuel, fare rises, etc)

The combination of these issues is likely to place pressure on the level of services operated in South Yorkshire without additional public funding support. The implications of any changes to services will need to be reflected in the assessment process.

- 2.2 Appendix A sets out the different stages and likely timeline associated with the franchising process. Eight stages are outlined that form part of the process, taking an estimated 48 months to complete however this timeline could vary once the assessment process is underway. Once begun, the franchising process can technically be stopped at each of the stages identified in Appendix A.
- 2.3 Given the time required to complete a franchising assessment, the work to establish and implement the Enhanced Partnership between the MCA and bus operators continues, as approved by the MCA on 15 November 2021.

3. Options Considered and Recommended Proposal

3.1 Option 1

Consider the content of this report ahead of an additional MCA meeting planned for early March, when the MCA will determine whether to issue the notice of intention to prepare an assessment of a proposed franchising scheme in accordance with S.123C of the Transport Act 2000.

This approach will assess whether a franchising scheme could deliver additional benefits over an Enhanced Partnership and the resources required to realise these benefits, enabling the MCA to make an informed decision on the best model for future governance of bus services in South Yorkshire.

3.2 Option 1 Risks and Mitigations

Given the long timescales involved in franchising the bus system, work to establish and implement the Enhanced Partnership between the MCA and bus operators continues.

3.3 Recommended Option

Option 1

4. Consultation on Proposal

- 4.1 The approvals sought here do not give rise to starting a formal consultation process.

5. Timetable and Accountability for Implementing this Decision

- 5.1 If the MCA decide to progress the assessment of franchising at an additional MCA meeting, the indicative timeline for Issuing a Notice is within 1 month of the decision having been made and it would take around 12 months for the assessment to be completed (see Appendix A).

6. Financial and Procurement Implications and Advice

- 6.1 The costs of the assessment exercise are forecast to be in the region of £3m. These costs are not currently budgeted in-year nor in longer-term forecasts. To complete the franchising activity, it is forecast that a further £2m of resource would be required.

Should the MCA wish to proceed with the assessment exercise the costs would, in the first instance, need to be underwritten from reserves. Allocating reserves to the activity would reduce the MCA's financial resilience in the context of known risks and pressures that are likely to crystallise in the new financial year.

7. Legal Implications and Advice

- 7.1 Section 123B requires an authority that proposes to make a franchising scheme covering the whole or any part of their area to prepare an assessment of the proposed scheme. Before it can undertake an assessment that authority must publish, in such manner as they consider appropriate, a notice stating that they intend to prepare such an assessment. In undertaking the assessment, the authority would have to comply with the provisions of s.123B and any statutory guidance issued.

8. Human Resources Implications and Advice

- 8.1 None as a consequence of this report.

9. Equality and Diversity Implications and Advice

- 9.1 None as a consequence of this report.

10. Climate Change Implications and Advice

- 10.1 The Initial BSIP/Enhanced Partnership Plan sets out the scale of change required to meet the region's net zero targets by 2040. Transport represents 39% of the region's carbon footprint as well as being a large contributor to poor air quality in our urban centres, whilst zero emission buses will not on their own meet our reduction targets, a clean and reliable public transport system is vital in achieving the required modal shift from private cars.

At present the region does not have any zero emission buses and the BSIP identifies the trajectory, costs and initial projects that could begin the transition from diesel to alternative fuels – some of these initial projects are included in the initial Enhanced Partnership Scheme and these could be transferred to a Franchising Scheme.

11. Information and Communication Technology Implications and Advice

- 11.1 None as a consequence of this report.

12. Communications and Marketing Implications and Advice

- 12.1 If the MCA decide at the additional meeting in early March to start an assessment of franchising and if on completion of this assessment, the Board agree to progress to the next stage of auditing the franchising assessment and make a Franchising Scheme, there will be a period of public consultation in late 2023 or early 2024 following a period of statutory consultation with bus operators, which will require the support of the Communication and Marketing teams.

Further resource will be required to support the public consultation phase of the activity to drive engagement and participation.

Ongoing communications support will be required through the assessment activity to provide transparency over process for stakeholders and the public and to manage reputatation.

List of Appendices Included*

- A Steps and likely timeline of the franchising process

Background Papers

None

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Appendix A - Steps and likely timeline of the franchising process

Key steps	Date	Likely time (months)
1 - Initial Technical, Legal and Financial Evaluation	Complete	6
2 - Notice of Intention to Proceed		1
3 - Prepare Assessment of Proposed Franchising Scheme		12
4 - Independent Audit of the Proposed Franchising Scheme		4
5 - Formal Consultation on the Proposed Franchising Scheme		3
6 - Consideration of Consultation Responses and Mayoral Decision		3
7 - Making the Franchising Scheme		1
8 – Transition period and implementation		18
OVERALL ESTIMATES		48

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