



Assurance Summary

Scheme Details

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|----------------------------|---|--------------------------|---|
| 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% |

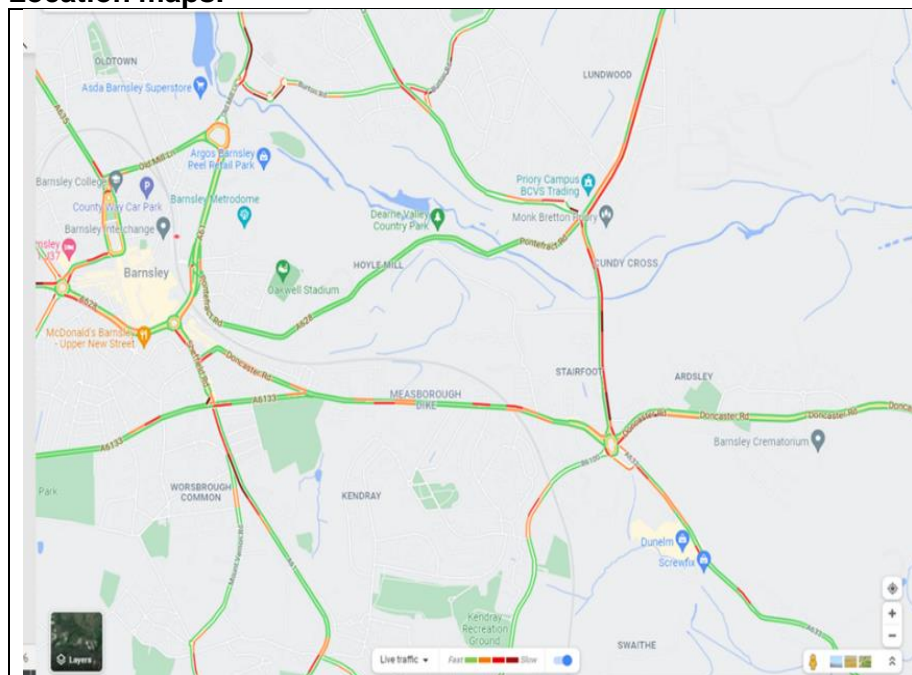
Appraisal Summary

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).

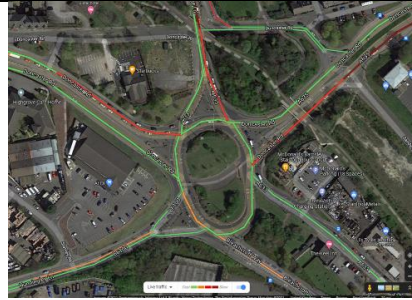
Location maps:



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

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|---------------------------------|--|
| 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. 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

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| Recommendation | Proceed to FBC Release of stage 2 development cost of £950,000 |
| Payment Basis | Defrayal |
| Conditions of Award (including clawback clauses) | |
| <p>Full Business Case to -</p> <ul style="list-style-type: none">• Fully monetises the benefits of the Do Less option• Shows the benefits for bus users alongside car users etc• Completes noise and air quality modelling (as agreed)• Completes DIA (as agreed)• Updates the QRA (as agreed)• Improves/updates the text as suggested in the OBC• Note TCF allocation is capped at £8,922,500 and must be defrayed by March 2023• Confirm how all benefits will be supported as OBC notes the de-prioritisation of bus lanes• Confirm 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 outcomes• Confirm 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> | |