

Appendix A6 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	T0002 – A61 Wakefield Road Bus Corridor	Type of funding	Grant
Grant Recipient	SYLTE	Total Scheme Cost	£15,179,336
MCA Executive Board	TEB	MCA Funding	£13,288,689 (£14,814,907 requested)
Programme name	TCF	% MCA Allocation	87.5%
Current Gateway Stage	FBC	MCA Development costs	£1,344,523
		% of total MCA allocation	10.1%

2 – PROJECT DESCRIPTION

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

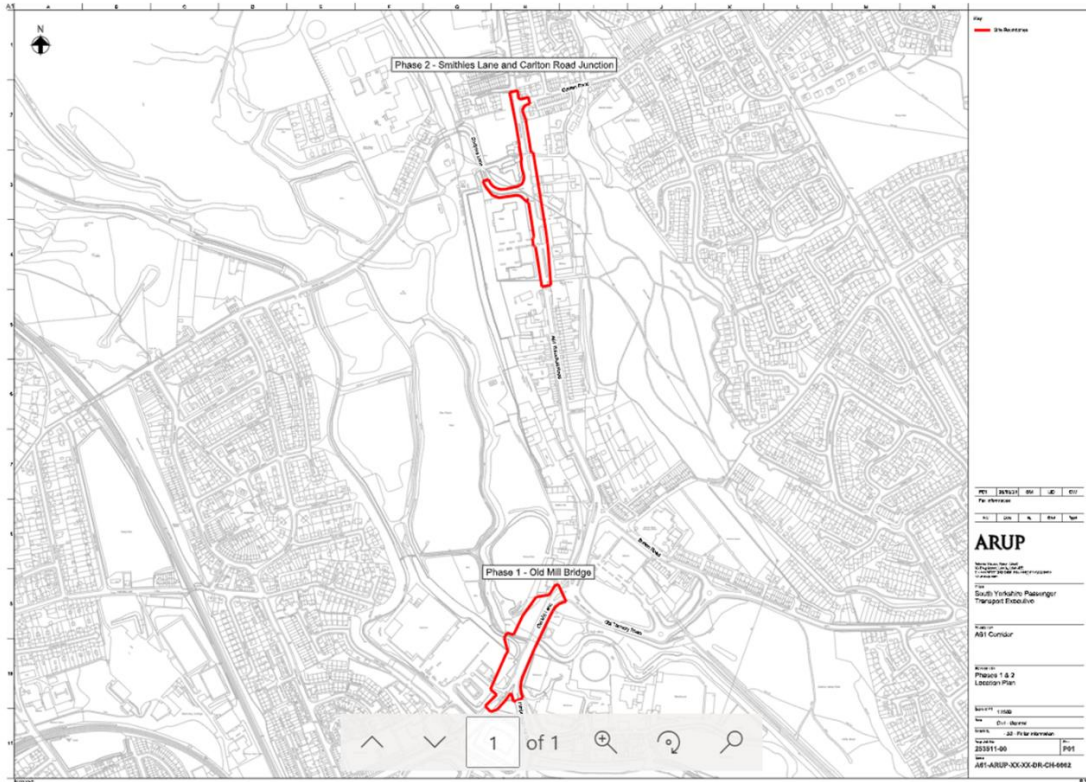
The proposed scheme is to provide road widening at two key locations along the A61 Corridor in Barnsley. The aim of the road widening scheme is to reduce congestion and improve bus journey times along the route. The proposals follow a wider transport catchment analysis of the area by SYLTE which identified opportunities at the following sites –

1. Old Mill Bridge Widening (Phase 1)
2. Widening at Smithies Lane and Carlton Road (Phase 2)

Activities to be funded by MCA:

- Design and Project Management
- Land Acquisition
- Statutory Undertakers Diversions
- Carriageway Widening Smithies/Carlton Road/Old Mill Lane Bridge – 388m
- Bus Lanes -160m
- Extending existing bridge decking – Old Mill Lane Bridge
- Widening existing footways – 300m
- Bus priority signalling measures

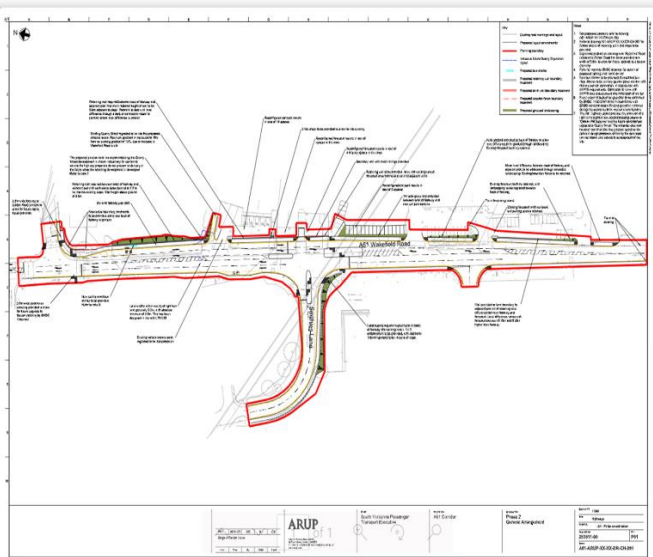
Location Plan



Phase 1



Phase 2



3. STRATEGIC CASE													
<i>Scheme Rationale</i>	<p><i>Does the scheme have a clearly stated rationale and provide a strong justification for public funding?</i></p> <p>Yes, the strategic rationale for the intervention is clearly articulated and well-evidenced. There is a clear need to improve journey time reliability for public transport options and the quality of walking and cycling routes along a busy stretch of the A61 that reflects a strategic growth corridor, and one that connects areas with high levels of transport poverty. The logic is that achieving these aims will encourage mode-shift away from private car use and ease traffic congestion along the targeted section of the A61.</p>												
<i>Strategic policy fit</i>	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Well. Scheme complies with multiple local, sub-regional and national transport, regeneration and growth policies, including the National Planning Policy Framework (NPPF) and Industrial Strategy: Building a Britain for the Future.</p>												
<i>Contribution to Carbon Net Zero</i>	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p>In part. The contribution to net zero is not clear, however, since additional carriageway space is likely to attract more traffic. It does now link better with the parallel active travel scheme. (T003)</p>												
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>~8% improvement in bus journey times ~40% reduction in queuing over the River Dearne Note- these were as stated in the OBC and do not appear in the FBC Whether these will do much to achieve the modal shift required to result in a 25% reduction in car miles, is doubtful, although they are not inconsistent with this overall aim.</p> <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes</p>												
<i>Options assessment</i>	<p><i>Is there a genuine Options assessment and is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>Yes. The FBC states that the options considered were developed from an exercise to narrow down a number of scheme elements to those which microsimulation modelling and costing showed to provide the greatest benefits (in terms of journey time savings) for buses and general traffic. Prioritisation of roadspace for buses and widening at pinchpoints was ruled out on the grounds that this would worsen congestion for other users.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #c6e0b4;"> <th style="width: 15%;"></th> <th style="width: 25%;">Option</th> <th style="width: 60%;">Description / reason for rejection/acceptance</th> </tr> </thead> <tbody> <tr> <td style="background-color: #e6f2ff;">A (£0)</td> <td style="background-color: #e6f2ff;">Do Minimum</td> <td>No changes to current arrangements, although surrounding schemes in the Sheffield City Region occur which results in changed traffic patterns. Further congestion likely in future</td> </tr> <tr> <td style="background-color: #e6f2ff;">B (£12.15m)</td> <td style="background-color: #e6f2ff;">Less Ambitious</td> <td>The less ambitious option includes on-crossing detection and bridge-widening schemes which fulfil the core functionality and essential requirements for the project. No impact in the PM peak northbound</td> </tr> <tr> <td style="background-color: #e6f2ff;">C (£12.62m)</td> <td style="background-color: #e6f2ff;">Slightly Ambitious</td> <td>In addition to the less ambitious scheme, the slightly ambitious option includes the Laithes Lane component which improves general traffic journey times (but not for buses)</td> </tr> </tbody> </table>		Option	Description / reason for rejection/acceptance	A (£0)	Do Minimum	No changes to current arrangements, although surrounding schemes in the Sheffield City Region occur which results in changed traffic patterns. Further congestion likely in future	B (£12.15m)	Less Ambitious	The less ambitious option includes on-crossing detection and bridge-widening schemes which fulfil the core functionality and essential requirements for the project. No impact in the PM peak northbound	C (£12.62m)	Slightly Ambitious	In addition to the less ambitious scheme, the slightly ambitious option includes the Laithes Lane component which improves general traffic journey times (but not for buses)
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	D (£15.01m)	Preferred	In addition to the less ambitious option, the preferred option includes the Carlton/ Smithies schemes, which improve journey times for buses and general traffic This option best aligns with objectives																		
Statutory requirements and adverse consequences	<p>Option D now provides some facilities for cyclists and pedestrians to give seamless connections to the adjacent proposal for an off-road cycle route, at zero cost to the scheme</p> <p><i>Does the scheme have any Statutory Requirements?</i> No. TROs and TTROs. Promoter states he has provided sufficient time for these.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> Yes – Although the promoter states there are no significant adverse economic or social impacts in delivering the scheme, evidence is provided that significant environmental impacts have been identified, but are being mitigated/managed</p>																				
FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).	<p><i>Does the scheme still align with strategic objectives?</i> Yes</p> <p><i>Have the conditions of approval granted at OBC been complied with?</i> Yes - all appear to directly address the conditions raised in MCAs review of the OBC</p> <table border="1" data-bbox="616 625 2056 1407"> <thead> <tr> <th data-bbox="616 625 1339 655">Condition of Approval at OBC</th> <th data-bbox="1339 625 1883 655">How complied</th> <th data-bbox="1883 625 2056 655">Adequacy</th> </tr> </thead> <tbody> <tr> <td data-bbox="616 655 1339 767">1. Detail of how this scheme will link with T003 A61 Active Travel and how it will comply with LTN 1/20 and MCA guidance on cycle scheme design;</td> <td data-bbox="1339 655 1883 767">In consultation with and at the request of BMBC's active travel scheme we have introduced 3.5 m wide shared pathways to both sides of the bridge to comply with LTN 1/20 and SYMCA guidelines.</td> <td data-bbox="1883 655 2056 767">OK</td> </tr> <tr> <td data-bbox="616 767 1339 963">2. Consideration of benefits/disbenefits for people walking and cycling to tie in with any work to refine the cycling scheme designs to ensure they comply with MCA and LTN1/20 cycling design guidance, and to clarify the role, function and delivery timescale for the of the off-carriageway cycle route proposed through the adjacent development site;</td> <td data-bbox="1339 767 1883 963">BMBC are in control of the active travel element in this area.</td> <td data-bbox="1883 767 2056 963">OK</td> </tr> <tr> <td data-bbox="616 963 1339 1241">3. Clarification over the form and nature of re-provisioned crossings and the impact upon pedestrians of extended 'green' time for vehicular traffic along this section of the A61;</td> <td data-bbox="1339 963 1883 1241">Following comments by MCA at OBC stage, relating to linking our scheme to BMBC's active travel scheme, we invited MCA's Senior Programme Manager to a full team meeting to discuss the options. The active travel details that BMBC shared with us, indicated that that the bulk of their cycle routes were either offline or beyond our site boundaries and they have included a number of crossing points north of the Carlton Road junction.</td> <td data-bbox="1883 963 2056 1241">OK</td> </tr> <tr> <td data-bbox="616 1241 1339 1353">4. Reconsideration of whether scope exists to afford greater priority for bus passengers and active travellers;</td> <td data-bbox="1339 1241 1883 1353">Active travel in this corridor is being addressed by improvements offline. In the few cases where cycle routes intersect the A61, consideration is being given to active travellers.</td> <td data-bbox="1883 1241 2056 1353">OK</td> </tr> <tr> <td data-bbox="616 1353 1339 1407">5. Outline costs for other options;</td> <td data-bbox="1339 1353 1883 1407">Included at Appendix Q.</td> <td data-bbox="1883 1353 2056 1407">OK</td> </tr> </tbody> </table>			Condition of Approval at OBC	How complied	Adequacy	1. Detail of how this scheme will link with T003 A61 Active Travel and how it will comply with LTN 1/20 and MCA guidance on cycle scheme design;	In consultation with and at the request of BMBC's active travel scheme we have introduced 3.5 m wide shared pathways to both sides of the bridge to comply with LTN 1/20 and SYMCA guidelines.	OK	2. Consideration of benefits/disbenefits for people walking and cycling to tie in with any work to refine the cycling scheme designs to ensure they comply with MCA and LTN1/20 cycling design guidance, and to clarify the role, function and delivery timescale for the of the off-carriageway cycle route proposed through the adjacent development site;	BMBC are in control of the active travel element in this area.	OK	3. Clarification over the form and nature of re-provisioned crossings and the impact upon pedestrians of extended 'green' time for vehicular traffic along this section of the A61;	Following comments by MCA at OBC stage, relating to linking our scheme to BMBC's active travel scheme, we invited MCA's Senior Programme Manager to a full team meeting to discuss the options. The active travel details that BMBC shared with us, indicated that that the bulk of their cycle routes were either offline or beyond our site boundaries and they have included a number of crossing points north of the Carlton Road junction.	OK	4. Reconsideration of whether scope exists to afford greater priority for bus passengers and active travellers;	Active travel in this corridor is being addressed by improvements offline. In the few cases where cycle routes intersect the A61, consideration is being given to active travellers.	OK	5. Outline costs for other options;	Included at Appendix Q.	OK
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	6. Detail regarding assumptions/link between the probability/impact scores and the costs assigned to each risk;	QRA included at Appendix J1 & J2.	OK
	7. Confirmation that P50 cost excludes risks to the promoter;	QRA included at Appendix J1 & J2.	OK
	8. More detail on third party land acquisition/usage costs, and the status of negotiations and specifically whether the £150,000 of risk allowed for land acquisition from Asda (giving a total value of £225,000) is considered sufficient;	More detailed estimate supplied by land agents and included in cost plan.	OK
	9. Clarification over timescales for securing ITB and public match funding;	ITB funding secured.	OK
	10. Some stats costs (even based on C2s) could be included at 6.2. (If works don't happen, it is assumed that money (minus admin) would be returned) and	Now included.	OK
	11. A scheme-specific A61 Wakefield Road Bus Corridor Monitoring and Evaluation (M&E) Plan.	Awaited	NOK

4. VALUE FOR MONEY

Monetised Benefits:

<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£3.33m	A
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	1.33	A
<i>Cost per Job</i>	n/a	

Non-Monetised Benefits:

<i>Non-Quantified Benefits</i>	Noise, LAQ, GHG – Slight Beneficial Water environment – Slight adverse during construction
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Value for Money Statement

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

The scheme is low value for money (BCR 1-1.5), but this is typical for schemes of this type.

5. RISK

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

Risk description	EMV @ P50 £	Mitigation/By

Phase 1 (Old Mill Bridge Widening)		
Utilities – costs of diversions	290,000	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
External services	236,300	
Existing bridge may have less capacity than the drawings and recent assessment indicates.	105,000	A non-intrusive radar scan has been carried out to determine whether steel beams are present and whether the concrete is reinforced as per record drawings. Trial pits have also indicated levels of existing utilities. The non-intrusive investigations have thrown up a number of discrepancies and a further structural analysis is currently being carried out in order to make the necessary adjustments to the design if required./ Arup+SYPTe
Stability of retaining wall and other existing structures adjacent to bridge - including accidental wheel loading over service bays	104,167	
Risk of claims against the contractor / SYPTe (from 3rd parties) e.g. Asda	62,000	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
Other	728,584	
Total	1,526,051	
Phase 2 (Smithies Lane/Carlton Rd Widening)		
Utilities – costs of diversions	260,000	Obtain C4 estimates; challenge utility company betterment; get street works involved future maintenance; investigate BMBC discount; Request utilities co-ordination in Employer's Requirement; insist on contractor being pro -active; set up early meeting with Stats as part of lead-in; provide contractor with all necessary details; consider anti-claim agreement; build Traffic Management and builders work into main contractors package; plot all utilities on one drawing./ Arup
Land Purchase and access/ impact during construction	225,000	Early engagement with landowners; objections or tracking down landowners may be an issue – a CPO not a practical option to resolve as it would make the scheme undeliverable, however, it is usual practice to retain this option as it is helpful during negotiations. Professional land and estate agents, Sanderson Weatherall have been commissioned by the SYPTe to carry out land negotiations./ SYPTe
External services	121,632	Balfour Beatty's construction programme extend beyond March 2023. Continue interrogation of programme and dialogue with Balfour Beatty. / All
Risk of Adits impacting construction	75,000	Continue interrogation of programme and dialogue with Balfour Beatty. / All
Utilities – unknown utilities discovered	64,533	Obtain C4 estimates; challenge utility company betterment; get street works involved future maintenance; investigate BMBC discount; Request utilities co-ordination in Employer's Requirement; insist on contractor being pro -active; set up early meeting with Stats as part of lead-in; provide contractor with all necessary details; consider anti-claim agreement; build Traffic Management and builders work into main contractors package; plot all utilities on one drawing./ Arup
Other	504,598	
Total	1,250,763	
Grand Total Phases 1 and 2	2,776,814	

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 – ITB funding available for match, but only £13.289m is available from TCF which is £1.5m less than the latest estimates.

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

No.

6. DELIVERY

<p><i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i></p> <p>Yes. MCA approval in March 2022 will immediately precede the signing of contracts by the chosen Contractor(s), followed by land acquisition and commencement of preparatory works. All of the above is subject to planning approvals (expected March 2022 for both phases of the scheme) and completion of TTRs and TRs required for both phases of work (provision for which is included within the programme). The start of works on phase 2 may need to be delayed pending additional funding should phase 1 result in a shortfall.</p> <p><i>Is the procurement strategy clear with defined milestones?</i></p> <p>Yes. Milestones are realistic and sufficiently well mapped-out, in line with ongoing procurement exercises for both phases of the scheme.</p> <p><i>What is the level of cost certainty and is this sufficient at this stage of the assurance process?</i></p> <p>95%. Yes</p> <p><i>Has the promoter confirmed they will cover any cost overruns without reducing the benefits of the scheme?</i></p> <p>No</p> <p><i>Has the promoter demonstrated clear project governance and identified the SRO?</i></p> <p>Yes, Pat Beijer</p> <p><i>Has the SRO or other appropriate Officer signed of this business case?</i></p> <p>Yes</p> <p><i>Has public consultation taken place and if so, is there public support for the scheme?</i></p> <p>Yes- completed Summer 2021. FBC indicates there is full support for the scheme from all stakeholders</p> <p><i>Are monitoring and evaluation procedures in place?</i></p> <p>Yes. This will be managed by the MCA team</p>
<p>7. LEGAL</p> <p><i>Has the scheme considered Subsidy Control compliance or does the promoter still need to seek legal advice?</i></p> <p>Yes. The scheme does not provide subsidy or distort competition.</p>

8. RECOMMENDATION AND CONDITIONS	
Recommendation	Funding approval to be capped at £13.28m
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>Prior to Board Approval:</p> <ol style="list-style-type: none"> 1. Provide confirmation of how the funding shortfall will be addressed. TCF allocation is capped at £13.28m. <p>Prior to contract execution:</p> <ol style="list-style-type: none"> 2. Provide the following: <ul style="list-style-type: none"> - Distributional Impact Assessment - MEP for scheme - MCA Appendices A and B 	

