

# Appendix A1 - Assurance Summary

VERSION 1 24.11.2021



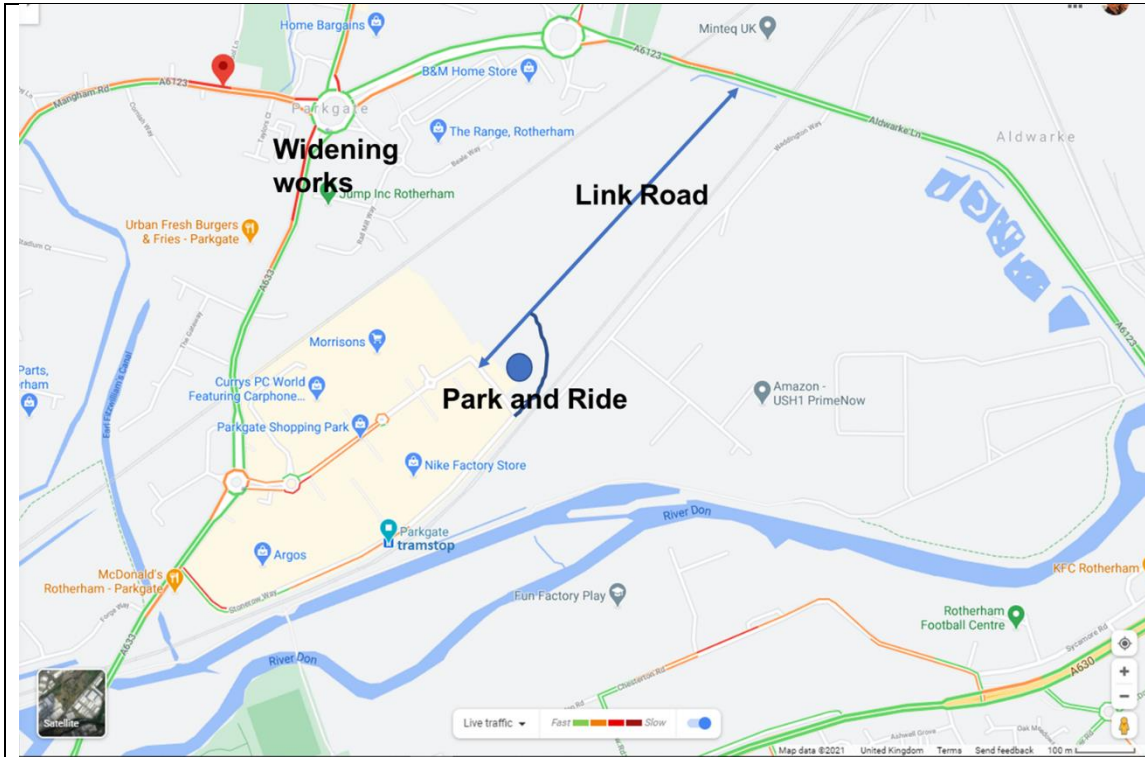
## 1 – SCHEME DETAILS

<b>Project Name</b>	Rotherham – Parkgate Package	<b>Type of funding</b>	Grant
<b>Grant Recipient</b>	SYPTÉ	<b>Total Scheme Cost</b>	£12,858,497
<b>MCA Executive Board</b>	TEB	<b>MCA Funding</b>	£11,553,711
<b>Programme name</b>	TCF	<b>% MCA Allocation</b>	89%
<b>Current Gateway Stage</b>	FBC	<b>MCA Development costs</b>	£1,008,403
		<b>% of total MCA allocation</b>	7.8%

## 2 – PROJECT DESCRIPTION

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

1. A new link road across a former steelworks and railway siding site from the A6123 Aldwarke Lane into the rear of the Parkgate Shopping complex.
2. A 268 space car park specifically for the tram-train service which runs from the rear of Parkgate Shopping to Rotherham Town Centre, Meadowhall, Centertainment and Sheffield City Centre
3. Widening to the southern entry and exit arms of the Taylors Lane roundabout on the A633.



3. 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><b>Yes.</b></p> <p>The scheme has a strategic rationale that aligns with SCR's objectives. It will support the SEP in enabling inclusive economic growth by modestly reducing congestion on the A633 (one of SCR's major roads) and increasing the opportunity to travel by public transport (tram-train, using the proposed P&amp;R site). The scheme also supports the overarching core TCF objectives.</p>
Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p><b>A good fit.</b> The A633 corridor was identified as a key bottleneck in the 2000's and reducing journey times along it will clearly contribute to the objectives of the SEP and RAP</p>
Contribution to Carbon Net Zero	<p><i>Does this scheme align with the strategic objective to achieve Carbon Net Zero?</i></p> <p><b>Yes</b> – the scheme aims to reduce congestion at Taylors Lane roundabout and modelling indicates significant carbon savings from modal shift to tram.</p>
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <ol style="list-style-type: none"> <li>1. P+R occupancy at 150 cars daily by 3/23, 200 by 2028</li> <li>2. Reduced delays to all traffic in the peaks</li> </ol>

	<p>3. Supporting continued economic growth locally</p> <p>4. Improve air quality</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><b>Yes.</b> Traffic levels and times will be monitored over time to indicate if the thread has held.</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><b>Yes.</b></p> <p>A range of measures for meeting the objectives have been identified, as described in the Options Assessment Report. Initial microsimulation modelling has led to identification of three possible packages of measures (Options B, C and D). These have been considered against cost and practicality criteria, as well as the likely extent of benefits from the modelling. Options B and C were shown to have cost and practical challenges, and Option D has been identified as the preferred scheme option. The process of reaching a preferred scheme option from an initial long list of possible measures appears appropriate.</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p><b>No</b></p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p> <p><b>Potentially, yes.</b> Measures will be taken to ensure only parking traffic uses the link road and that it isn't used as a bypass to the main road.</p>
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<p><i>Does the scheme still align with strategic objectives?</i></p> <p><b>Yes</b></p> <p><i>Have the conditions of approval granted at OBC been complied with?</i></p> <p><b>Conditions/compliance:</b></p> <ol style="list-style-type: none"> <li>1. Change references to encouraging cycling and walking in 3.2 table 2 to emphasise complementarity with or extension of (as appropriate) adjoining new infrastructure; <b>Not relevant as this element now not to be included although new funding to be identified in future</b></li> <li>2. Include a coherent set of overall aims and linked SMART objectives (beyond 2024); <b>Whilst the scheme increases highway capacity as its primary aim, (per para 3.8 FBC) this is to separate through traffic from users accessing tram-train and no substantial increase in traffic is intended, although the journey time improvement is expected to assist existing businesses. SMART objectives are adequately detailed in para 3.6 of the FBC although it is felt the MEP needs to be updated to ensure expected air quality benefits are measured appropriately (not just via traffic counts) if it is a genuine aim of the scheme.</b></li> <li>3. Consider whether the proposed approach to implement the Taylors Lane roundabout works in advance of the other elements is achievable; <b>Not now necessary</b></li> <li>4. Update the BCR and sensitivity tests with any cost changes between OBC and FBC and test the inclusion of the proposed 150 P&amp;R spaces planned at Magna (in the Do Something); <b>The BCR has not been updated as costs have been held at OBC levels</b></li> <li>5. Provide more detailed reasoning as to why State Aid is not applicable (for the P+R element) <b>This is contained in para 7.7B of the FBC</b></li> <li>6. Detail a scheme-specific Monitoring and Evaluation plan. <b>Appendix L Revision A 270122 adequately details the MEP, but note 2.</b></li> </ol>

4. VALUE FOR MONEY		
<b>Monetised Benefits:</b>		
<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£12.486m	G
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	2.21	G
<i>Cost per Job</i>	n/a	
<b>Non-Monetised Benefits:</b>		
<i>Non-Quantified Benefits</i>		
<b>Value for Money Statement</b>		
<i>Taking into consideration the monetised and non-monetised benefits and costs, does the scheme represent good value for money?</i>		
<b>Yes.</b> If benefits were at the bottom end of the likely range cited, the BCR would still be 1.6		
5. RISK		
<i>What are the most significant risks and is there evidence that these risks are being mitigated?</i>		
<ol style="list-style-type: none"> <li>1. Signing of legal agreements for the link road – Agreement reached with Parkgate Shopping Centre in principle.</li> <li>2. Nesting birds – tree clearance may mitigate, but 2 month delay expected.</li> <li>3. Land required at Taylors roundabout – negotiations ongoing with non-UK based landowner which could lead to a CPO if delays continue. <b>Completion of this agreement or CPO should be a condition of approval</b></li> <li>4. Contaminated land on link road site (ex-steel works) - allowance for unforeseen cost included</li> <li>5. Network Rail add-ons. Possibilities costed and included in QRA</li> </ol>		
<i>Do the significant risks require any contract conditions? (e.g. clawback on outcomes)</i>		
<b>No</b>		
<i>Are there any significant risks associated with securing the full funding of the scheme?</i>		
<b>No</b>		
<i>Are there any key risks that need to be highlighted in relation to the procurement strategy?</i>		
<b>No</b> – 3 tenders received. Lowest priced selected.		
6. DELIVERY		
<i>Is the timetable for delivery reasonable and has the promoter identified opportunities for acceleration?</i>		
<b>Yes. Yes.</b>		
<i>Is the procurement strategy clear with defined milestones?</i>		
<b>Yes.</b>		
Link Road and P+R - procurement of a single contractor via YorCivils - tenders currently being assessed.		
Taylors Lane Roundabout works – DLO.		
Completion – Feb 2022.		

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

**95%. Yes**

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

A sufficiently large risk allowance is included to cover events that tenderers were unwilling to cover – mainly ground conditions, which have been investigated. Cost increases due to price inflation are covered in the fixed price agreements. RMBC agree to cover future maintenance costs.

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

**Yes. SRO:** Tim Taylor, SYPT Director of Customer Services

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

**No** – typed-in only

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

**Yes.** There is wide support from bus and tram operators, landowners and councillors.

*Are monitoring and evaluation procedures in place?*

**Yes**

## 7. LEGAL

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

**Yes. No.**

## 8. RECOMMENDATION AND CONDITIONS

<b>Recommendation</b>	Full grant award subject to conditions
<b>Payment Basis</b>	Defrayal

### Conditions of Award (including clawback clauses)

***The following conditions to be included in the contract.***

***The following conditions must be satisfied before contract execution.***

1. The promoter to assure that all legal agreements are in place
2. The MEP to be reviewed/updated to consider appropriate measurement of air quality impacts.

***The following condition must be satisfied before drawdown of funding for widening to Taylors Roundabout on the A633 .***

3. Completion of negotiation for land acquisition at Taylors Roundabout

***The following condition must be satisfied before drawdown of funding for Parkgate Shopping Centre Park and Ride car park:***

4. Completion of agreement with Parkgate Shopping Centre.