

Appendix A3 - Assurance Summary

VERSION 1 24.11.2021

1 – SCHEME DETAILS

Project Name	T0028 Unity AT	Type of funding	Grant
Grant Recipient	DMBC	Total Scheme Cost	£4,391,562
MCA Executive Board	TEB	MCA Funding	£4,391,562
Programme name	TCF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£50,000
		% of total MCA allocation	1%

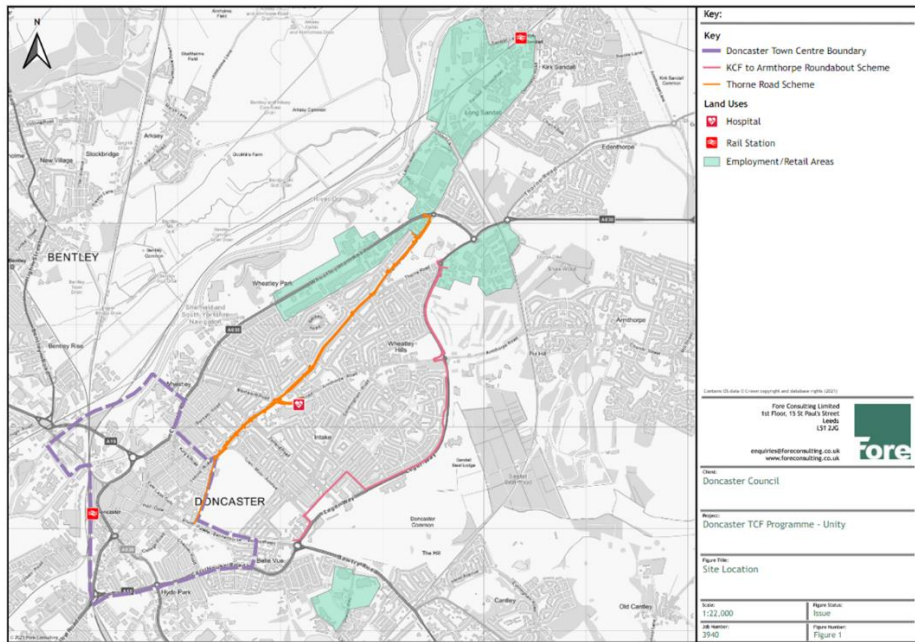
2 – PROJECT DESCRIPTION

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

The package will deliver the following:

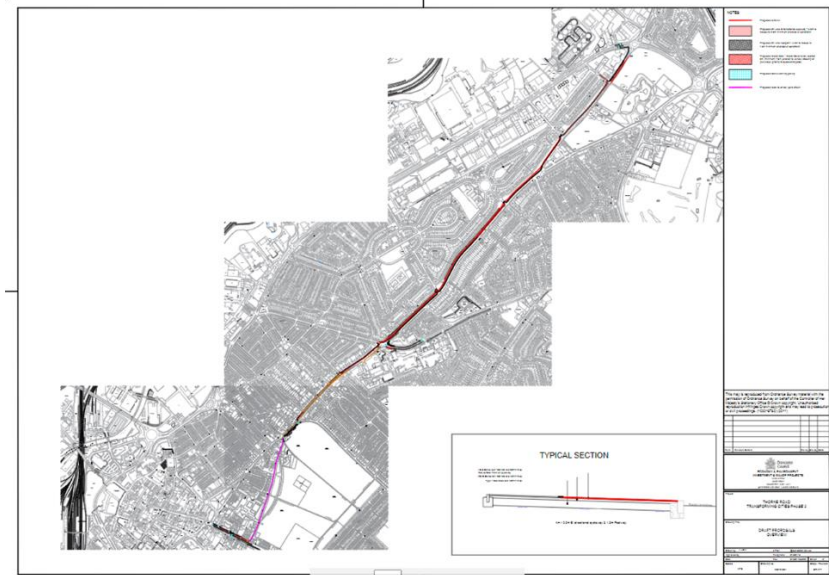
- 14.1km of new segregated walking and cycling infrastructure
- 2.7km of new cycle quiet streets

MCA funds will be used to take these schemes forward to delivery and the required monitoring and evaluation of the scheme in accord with the approved MCA programme monitoring and evaluation plan.



- Key**
- Doncaster Town Centre Boundary
 - KCF to Armthorpe Roundabout Scheme
 - Thorne Road Scheme
- Land Uses**
- Hospital
 - Rail Station
 - Employment/Retail Areas

Thorne Rd Draft Overview.pdf



NOTES

- Proposed kerblines
- Proposed 3m wide bi-directional cycleway - width to reduce to 2.5m minimum at areas of constraint
- Proposed 2m wide footpath - width to reduce to 1.5m minimum at areas of constraint
- Proposed raised table - raised tables to be located 6m (minimum) from junction to vehicle stacking at give ways (priority to cycles and peds)
- Proposed tactile/warning paving
- Proposed route to utilise 'quite street'

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 scheme has a clear strategic rationale which aligns well with MCA's objectives, as well as improving businesses and lives of residents, key to the SEP objectives, and aligning to TCF objectives.</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>Very well. The scheme effectively aligns with the NPPF through encouraging sustainable development, MCA's Active Travel Implementation Plan (2020), the Mayor's Transport Strategy (2019), The Doncaster Inclusive Growth Strategy and Doncaster Growing Together.</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>
<i>SMART scheme objectives</i>	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <p>The package will contribute to the following outcomes:</p> <ul style="list-style-type: none"> • More walking and cycling journeys across the SCR (68% increase) • Increased percentage of population cycling to work (68%). <p>These outcomes will be expected to be realised between one and five years after completion of the works, are linked to the Mayor's Transport Strategy outcomes and are in accord with the approved SCR programme monitoring and evaluation plan. In order to measure these outcomes a survey will be carried out to collect data on the number of cyclists using the scheme. The survey will be carried out on a weekday in June, both one and five years following completion of the works. The data will feed into the two evaluation reports. Traffic counts will be undertaken at the following locations:</p> <ul style="list-style-type: none"> • Thorne Road (between Coventry Grove and Thornhill Avenue) • Leger Way (north of Bennetthorpe / Leger Way/ Bawtry Road roundabout) <p><i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i></p> <p>Yes. The objectives are sufficiently SMART, focusing on an uplift in active travel based on evidence from Sustrans.</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 promoter describes a process of optioneering all potential routes for cycleways in the corridor to identify which would best meet objectives, including latest cycling standards. The shortlist only included the "best" of these with a 13% lower cost option that excised the southern section of the A18 (Racecourse Rd) and this was deemed likely to reduce benefits although this was not modelled.</p>
<i>Statutory requirements and adverse consequences</i>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>No – Not clear if TROs approved.</p>

	<i>Are there any adverse consequences that are unresolved by the scheme promoter?</i>								
<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> Yes <i>Have the conditions of approval granted at OBC been complied with?</i></p> <table border="1"> <thead> <tr> <th>Condition</th> <th>Complies?</th> </tr> </thead> <tbody> <tr> <td>A stage 2 DIA</td> <td>Yes – see Appendix B EAR</td> </tr> <tr> <td>Procurement route finalised</td> <td>Yes - DLO</td> </tr> <tr> <td>95% cost certainty</td> <td>No – 75%</td> </tr> </tbody> </table>	Condition	Complies?	A stage 2 DIA	Yes – see Appendix B EAR	Procurement route finalised	Yes - DLO	95% cost certainty	No – 75%
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Procurement route finalised	Yes - DLO								
95% cost certainty	No – 75%								

4. VALUE FOR MONEY

Monetised Benefits:

<i>VFM Indicator</i>	<i>Value</i>	<i>R/A/G</i>
<i>Net Present Social Value (£)</i>	£2.05m	A
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	1.71	A
<i>Cost per Job</i>		

Non-Monetised Benefits:

<i>Non-Quantified Benefits</i>	Slight Positive: Noise, Local Air Quality, Greenhouse Gases
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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 represents medium value for money (BCR 1.5 – 2)

5. RISK

What are the most significant risks and is there evidence that these risks are being mitigated?
 These are listed in descending order of likely cost as seen by the promoter:

Risk Description	Impact / Consequence of Risk	Risk Control / Mitigation	Mean Risk
Delays in funding and SCR MCA approval and Funding Agreement (FA) sign-off	Delay to start of works as cannot order materials at risk	Early liaison with MCA team regarding content of funding bid	£141,667
Failure to consult, engage and inform stakeholders (internal and external) in a timely and effective manner	Lack of buy-in and support from stakeholders for the package requires re-design and/or removal of package elements	Engagement will be continuous with key stakeholders, and undertake early consultation with those most directly affected with revised scheme design	£113,333
Traffic Regulation Order process	Objections to TROs will delay the start of the package and completion dates	TROs will be prepared and submitted for each individual element of the package. Any objections will be for specific location and minimise the impact of delay of delivery of the package	£75,000
Ongoing COVID-19 restrictions	Impact on site management while delivering package adhering to social distance rules for workers	Workers maintain social distancing. Limited measures can be undertaken due to proposed site and works involved	£62,500
Increased competition for resources across SCR TCF programme	Lack of available resources means a reduced ability to deliver within TCF timescales and potentially additional cost	Early contractor engagement	£60,000

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 – no match sought.

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

Possibly. Although DLO route chosen, there is a risk, not considered in the register, that labour supply will be short. This is a query on the promoter that has not been responded to.

6. DELIVERY

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

Yes. Probably.

Is the procurement strategy clear with defined milestones?

Yes. DLO retained for this

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

75% This is low, but probably realistic.

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

Yes

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

Yes

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

<p>No <i>Has public consultation taken place and if so, is there public support for the scheme?</i> No, apart from with ward members as part of SOBC. Unknown <i>Are monitoring and evaluation procedures in place?</i> Yes. Although there is no scheme specific MEP, in 3.6 it is stated that objective achievement of the forecast uplifts in active travel journeys along each corridor (by year 5) will be measured by means of automatic counters to be installed around the town. Impact evaluation will be managed by MCA..</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> Yes. The promoter does not need legal advice to determine whether the scheme subsidises or inhibits competition.</p>

8. RECOMMENDATION AND CONDITIONS	
Recommendation	Proceed to Contract
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>Prior to Board approval:</p> <ol style="list-style-type: none"> 1. Signed-off copy of FBC from SRO 2. Confirmation that the DLO has the requisite resource. 3. Current design and TRO status 4. Completed Appendices A and B 5. Confirm that there are no land requirements 6. Confirm cost certainty <p>Prior to contract execution</p> <ol style="list-style-type: none"> 7. Provide a plan with details of proposed works on Ledger Way, as provided for Thorne Rd 	