

Appendix A1 - Assurance Summary

VERSION 1 24.11.2021



1 – SCHEME DETAILS							
Project Name	Zero Emission Bus Regional Areas (ZEBRA)	Type of funding	Grant				
Grant Recipient	SYMCA	Total Scheme Cost	£15,588,978				
MCA Executive Board	Transport	MCA Funding	£2,683,051				
Programme name	CRSTS	% MCA Allocation	17.2%				
Current Gateway Stage	FBC	MCA Development costs	£0				
		% of total MCA allocation	0%				
2 – PROJECT DESCRIPTION							
<p><i>Is it clear what the MCA is being asked to fund?</i></p> <p>Yes, see FBC section 4.2, summarised as:</p> <ul style="list-style-type: none"> • Diesel equivalent plus 25% of the price premium for 4 new electric buses (with battery replacements in year 8) to be owned by SYMCA but operated and maintained by an operator under tender for a new service; • 25% of the price premium over diesel for 23 new electric buses (batteries to be replaced by operator) to be owned, operated and maintained by Stagecoach (75% from ZEBRA funds); • 25% of the net infrastructure costs at RTI and STI (75% from ZEBRA) 							
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>Yes, to address the climate emergency in partnership with national Government and a local commercial bus operator</p>						
Strategic policy fit	<p><i>How well does the scheme align with the strategic objectives of the SEP and RAP?</i></p> <p>Fully addresses all three objectives of the SEP and is compliant with the target date for a zero-emission bus fleet of 2040 in the Transport Strategy/LTP 2018.</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.</p>						
SMART scheme objectives	<p><i>State the SMART scheme objective as presented in the business case.</i></p> <table border="1"> <thead> <tr> <th>Scheme objective</th> <th>Measured by-</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>			Scheme objective	Measured by-		
Scheme objective	Measured by-						

	1. Decarbonisation	Electric buses purchased, in operation and no of diesel buses replaced
	2. Air Quality/Climate emergency	Change in diesel and electric vehicle mileage and fuel consumption;
	3. Provide shuttle bus service in Sheffield centre	As 1, in Sheffield city centre
	4. Increase bus patronage	Bus boarding data from operator
	<i>Is there a 'golden thread' between the strategic objectives (see 3.2) and the scheme objectives (see 3.8)?</i> Yes	
<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> Yes. A number of alternatives have been considered – mainly in terms of corridors - but only the preferred option meets the strategic objectives across the county and has therefore been appraised in detail, against BAU. There remain several possible technical specifications which will be resolved within the procurement activity.	
<i>Statutory requirements and adverse consequences</i>	<i>Does the scheme have any Statutory Requirements?</i> No. <i>Are there any adverse consequences that are unresolved by the scheme promoter?</i> No.	
<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> N/A <i>Have the conditions of approval granted at OBC been complied with?</i> N/A	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
<i>Net Present Social Value (£)</i>	£1.137m	G
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	1.34	G
<i>Cost per Job</i>	N/A	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>	Noise reduction, local air quality and improved image	
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> No, Low value for money.		

5. RISK

What are the most significant risks ?

- Capacity of the bus and charger manufacturers
- DNO works and connections
- Uncertainty over the revenue funding to support the city centre shuttle bus element of the proposal
- Alignment of the City Centre Shuttle Bus ZEBRA project with Sheffield City Council's Transforming Cities Fund developments in the city centre

.....and is there evidence that these risks are being mitigated?

Yes. This is detailed in section 7.1 of the FBC and in Appendices A

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. DfT contribution secured, Stagecoach contract nearly finalised, SCC contribution tbf but alternative routes available.

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 and has the promoter identified opportunities for acceleration?

Yes and achievable before end of programme, although there has been 2 months slippage in the start date

Is the procurement strategy clear with defined milestones?

Yes

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

75%. Yes. Some items are more certain than others.

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

Yes – but SYMCA is the promoter

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. Chief Exec Officer has signed the FBC

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

No. An information and promotion programme is planned. Letters of Support are appended to the FBC (Appendix D) from all LA's and Stagecoach.

Are monitoring and evaluation procedures in place?

Yes. Monitoring to be carried out by SYMCA, evaluation to be carried out by DfT. (See FBC section 7.14)

7. LEGAL

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

Yes. The promoter is aware that by supporting Stagecoach the emerging Subsidy Control Law is applicable to some elements of the proposal and will be following this up, possibly by adjusting the level of grant to ensure it was no larger than necessary to ensure the conversion.

The City centre shuttle will be operated by a third party through open competition.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to contract
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

The following conditions must be satisfied before contract execution.

1. Full approval of CRSTS funding for scheme

The following conditions must be satisfied before drawdown of funding.

2. Legal agreement with Sheffield City Council in place for revenue costs of bus operation for minimum 5 years
3. Approval of funding arrangements for battery replacement costs