

Assurance Summary (SBC)

VERSION 1 24.11.2021



1 – SCHEME DETAILS

Project Name	Darton Active Travel Route	Type of funding	Grant
Grant Recipient	Barnsley Metropolitan Borough Council	Total Scheme Cost	£1,612,300
MCA Executive Board	TEB	MCA Funding	£1,612,300
Programme name	CRSTS	% MCA Allocation	100%
Current Gateway Stage	SBC	MCA Development costs	161,230
		% of total MCA allocation	10%

2 – PROJECT DESCRIPTION

Funding is requested for an active travel route that links into other measures for which business cases have already been submitted.

The relevant other schemes are:

- Darton Active Travel Hub (OBC approved with conditions, awaiting FBC submission). It should be noted that given the level of uncertainty around the ongoing management of the active travel hub as well as an expected BCR below 1, there is a likelihood that this scheme will not be approved at FBC. This was discussed with the promoter and it was confirmed that the active travel route scheme does not rely on the provision of the active travel hub in any way or for forecast demand of the active travel route.
- Darton Station Access (FBC approved)

A previous OBC has been submitted for this scheme (under T0032). The assessment of the previous scheme suggested that the south section of the scheme should be approved and progressed separately as it had a 'medium' BCR, whilst the north section should be rejected due to a poor BCR. The assessor also commented that the north section could be amended and resubmitted by the promoter with a route that demonstrates better VfM. At Assurance Panel, it was concluded that a partial approval was not permissible, and the full route was therefore rejected.

This scheme is the resubmission of the active travel route which includes the south element of the previous submission and an alternative route for the north section. As this is an SBC no VfM calculations have been included, although it was noted by the promoter that they expect the BCR to be higher than the previous submission.

The funding for this scheme is requested to deliver:

- 4.8km route which consists predominantly of 4.5km off-road and approximately 300m of shared use footway built towards LTN 1/20 standards where possible
- Improvements to pedestrian crossing locations
- Improvements to two footbridges
- Wayfinding signage
- Improvements to public realm
- Resurfacing of existing sections of the routes
- Provision and improvements to lighting

3. STRATEGIC CASE

<i>Project rationale</i>	Evidence of need has been provided and listed as being related to major deficiencies in the quality and amenity of infrastructure for non-motorised users in the Darton area, a lack of off-road 'safe' cycle routes, poor connectivity between routes, residential areas and local amenities, as well as poor quality physical infrastructure that doesn't facilitate cycling. It is noted that these deficiencies will be further exposed in coming years as the local population rises in accordance with the Local Plan developments.
<i>Strategic fit</i>	Please see annex 1 below.
<i>Proposed outcomes</i>	Proposed outcomes include: <ul style="list-style-type: none"> • 4.8km improved active travel route • 4 x improved crossings • 2 x improved footbridges

4. VALUE FOR MONEY

Unknown at this stage. **Further information will be required at the next stage and an AMAT assessment completed.**

5. RISK

Have the key risks and mitigation of these been identified?

Yes. The top 5 key risks are:

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Actual inflation differs from that submitted either at SOBC / FBC or tender	High	High	Prices planned and researched for should the event occur.	Project Manager
2	Delays during construction due to adverse weather conditions	High	High	To be monitored – arrange night-time or weekend working	Design Team / Project Manager
3	Failure to meet Outputs / Outcomes	Med	Med	To be monitored	Project Manager
4	Part 1 Claims	Med	Med	Given the impact on AT schemes have had in the news this will need to be carefully monitored – early engagement with local residents / councillors	Project Manager
5	Statutory Undertakers Apparatus	Med	Med	Early engagement with Statutory Undertakers	Project Manager

6. DELIVERY

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

The timetable looks somewhat optimistic (work scheduled to commence Jan24, complete by Jul24). It is also noted that the opportunity for acceleration relates to 'land ownership arrangements'. The land ownership issues relate to part of the route near Spark Lane which is planned to be widened, but is in the ownership of a private landowner. The last update from BMBC confirmed discussions are ongoing with the landowner and are reportedly going well.

Further information on the timescales / delivery plan will be required at OBC/FBC.

A further update on the land ownership issues will also be required at OBC/FBC.

Is the procurement strategy clear with defined milestones?

No. The procurement strategy is still to be defined.

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

Cost certainty is listed as 30% which is sufficient for this stage. The previously submitted OBC was stated to be for a 6.8km active travel route with total costs of £1.621m in comparison to this scheme which is 4.8km for £1.612m. The cost discrepancy was queried with the promoter and it was clarified that the distance of the previous scheme was incorrectly calculated and was likely to be shorter and closer to the resubmitted scheme.

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

No, although this question is not asked at SBC stage so it is expected this will be clarified at OBC / FBC.

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

The information provided is appropriate for this stage.

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

Yes.

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

Yes. It is noted that a consultation took place over three weeks in Nov22 which involved 3 drop-in events to which 56 people attended. A summary report of the consultation has been provided which shows that the scheme and its objectives were largely supported. 63% of respondents said they would walk the routes following the intervention, and 56% said the scheme would encourage them to use active travel methods over the use of a private car.

Are monitoring and evaluation procedures in place?

No, although this information is not requested at this stage and is expected to be outlined at OBC / FBC.

Annex 1 – Strategic Policy Fit

To what extent does the project meet the MCA’s strategic objectives as set out in the of the MCA Corporate Plan 2021-22?

Outcome	Strategic Objective	R/A/G Rating	Comments
Stronger Achieve sustained good growth, underpinned by productivity gains that exceed the UK average	Leading an economic transformation by: 1. creating not just a bigger economy but a better one: higher-tech, higher skill, and higher-value - backing wealth and job creators		More working-age people will have greater job prospects and more people will be able to access those jobs without as much demand on the private car.
	2. enabling businesses to survive, adapt and thrive and be more innovative and resilient as we come out of the pandemic and resulting economic downturn		The local area will become a more attractive option for new businesses to start-up due to the increased mobility of the local workforce. Existing business will benefit from the greater connectivity as it widens the potential pool of customers.
	3. stimulating local economies by investing in the infrastructure, transport and digital capabilities to create jobs and transform places		The scheme will improve active travel transport offerings to, from and near leisure and employment sites.
Greener Drive forward environmental sustainability to achieve our net-zero carbon target by 2040	Leading a green transformation by: 4. decarbonising our economy, regenerating the natural environment and accelerating Net Zero Carbon transition		Improvement to Air Quality by reducing car borne traffic and using more sustainable modes.
	5. capitalising on technological and scientific capabilities to improve the resilience and quantum of clean energy supply, storage, distribution and usage		N/A
	6. revolutionising transport, getting South Yorkshire moving by foot, bike, bus, tram and train		The scheme will improve active travel transport offerings promoting a more active lifestyle.
Fairer Unlock prosperity by eliminating the wage gap and health inequalities between South	Leading a wellbeing and inclusion transformation by: 7. raising quality of life, reducing inequality, and widening opportunity for South Yorkshire people		By providing Active Travel routes, that are accessible by all, which connect to places of leisure and employment it should encourage people to use more sustainable modes and the health benefits that brings.
	8. equipping people to contribute to and benefit from economic prosperity		Making it easier and cheaper for local people to travel around the borough for work and training will contribute to lifting employees out of low earnings.

Yorkshire and the national average	9. supporting people to improve their skills, get back to work, remain in or progress in work, or set up in business and thereby accelerate social mobility		Promoting walking and cycling between areas of Kexbrough, Darton, Mapplewell and Staincross and improving connectivity with training opportunities / events accessible via public transport at the Rail Station will ultimately contribute to better access to education.
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8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to OBC / FBC
Payment Basis	Defrayal
Conditions of Award (including clawback clauses)	
<p>Approved subject to the following additional information included within the next stage (alongside the standard required information):</p> <ul style="list-style-type: none"> • Clarification / update on the land ownership issues. • Further information on the timescales and delivery plan. • Confirmation that, when modelling is completed, forecast demand is not driven by the active travel hub as it is possible this scheme will not be approved at FBC. 	