

Assurance Summary (SBC)

VERSION 1 24.11.2021



1 – SCHEME DETAILS

Project Name	Worsbrough – Wombwell TPT Links	Type of funding	Grant
Grant Recipient	Barnsley Metropolitan Borough Council	Total Scheme Cost	£1,188,500
MCA Executive Board	TEB	MCA Funding	£1,188,500
Programme name	CRSTS	% MCA Allocation	100%
Current Gateway Stage	SBC	MCA Development costs	141,000
		% of total MCA allocation	12%

2 – PROJECT DESCRIPTION

£1,188,500 is requested to fund:

- £141,000 development costs
- Upgrades, resurfacing and widening of a 4km of a 5km route along the Trans Pennine Trail, built towards LTN 120 standards (1km of the route has already been completed).
- Improvement to a pedestrian crossing
- Wayfinding signage
- Improvements to public realm where possible
- Flood prevention measures where necessary

3. STRATEGIC CASE

<i>Project rationale</i>	Evidence of need has been provided, both in the SBC and from further discussion with the promoter. The existing route in its current condition does not facilitate all modes of active travel (due to irregular surfaces, widths and drainage issues) and given that upgrading the route has already commenced it is considered a priority by BMBC to complete the full route.
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	<p>In addition, the scheme benefits the principal town of Wombwell which has been targeted for investment, as well as other areas of high deprivation such as Worsbrough and Smithley.</p> <p>Near the schemes locations there are a number of areas that have been committed and authorised for development. This has led to a high political demand across the Central area to better connect the Worsbrough and West wards with active travel infrastructure, improving its offering and reducing the impact on the highway network.</p>
<i>Strategic fit</i>	Please see annex 1 below.
<i>Proposed outcomes</i>	<p>Proposed outcomes include:</p> <ul style="list-style-type: none"> • 4km improved active travel route • 1 x improved pedestrian crossing • Flood prevention (soakaways) where necessary • Improvements to the public realm where possible.

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	Failure to maintain political support	Med	High	Ensure robust support and communication plan.	Project Manager

3	Buildability not adequately addressed in design	Med	Med	Qualified designers used and all design carried out to national standards. Review scheme to ensure buildability	Project Manager / Design Team
4	Delays during construction due to adverse weather conditions	High	High	To be monitored – arrange night-time or weekend working	Project Manager
5	Failure of Project Manager to control costs leading to project over spend	Med	Med	Robust financial management plans to be put in place and constantly monitored	Project Manager

When the costs are outlined in the FBC, information on what the costs are based upon and when the cost plan was agreed will be required at FBC to understand the risk of changes due to inflationary impacts.

6. DELIVERY

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

Yes. The timetable looks reasonable if not somewhat optimistic, given that construction work is forecast to complete in 6 months from Jan24 – Jun24 and 'delays due to adverse weather' is included as a 'high' likelihood risk. However, construction works were initially forecast to complete in 4 months and on querying this with the promoter it was revised to 6 months.

Is the procurement strategy clear with defined milestones?

No, although as this is an SBC a clearly defined procurement route is not necessarily expected. **To be clarified at FBC.**

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

30%. Sufficient for this stage and expected given the unknowns around procurement.

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

No. **This is expected to be confirmed at FBC.**

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

Further information on the governance structures will be required at FBC.

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

The SRO has been identified and the business case signed.

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

No. However it is noted in the SBC that consultation events with key stakeholders in relation to the design and construction of the scheme to gauge opinion will take place, as well as liaising with local Cycle Forums and area Committees, Local Access Forum, volunteer groups, National TPT office and TPT users. **Information relating to the outcome of this will be required at FBC.**

Are monitoring and evaluation procedures in place?

No. **This is expected to be outlined at 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		The local area will become a more attractive option for new businesses to start-up due to the increased mobility of the local workforce.
	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		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		Whilst taking into consideration how this scheme will contribute to local enterprise – 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.
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		Car usage falls, indicating mode share and lowering pollution due to transport. Improvement in air quality, as measured by relevant, different particulate matter.
	5. capitalising on technological and scientific capabilities to improve the resilience and quantum of clean energy supply, storage, distribution and usage		No information provided
	6. revolutionising transport, getting South Yorkshire moving by foot, bike, bus, tram and train		The scheme will improve active travel transport offerings to, from and near leisure and employment sites – promoting a more active lifestyle for the local workforce.
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 Worsbrough and Wombwell will improve connectivity with training opportunities / events and will ultimately contribute to better access to education, particularly Wigfield Farm which is part of Barnsley College.
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8. RECOMMENDATION AND CONDITIONS

Recommendation	Recommended to progress to FBC
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Payment Basis	Defrayal
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Conditions of Award (including clawback clauses)

The following information will be required as part of the FBC submission:

- Value for money assessment and completed AMAT
- Information relating to the outcome of public consultations regarding the proposed scheme
- Confirmation of how any cost increases will be handled
- Further detail on the procurement route
- A cost plan as well as information on what the costs were based upon and when the cost plan was completed
- Governance structures
- Proposed monitoring and evaluation plan.