

Assurance Summary (SBC)

VERSION 1 24.11.2021



1 – SCHEME DETAILS

Project Name	Park and Ride – Penistone Rail Station	Type of funding	Grant
Grant Recipient	SYMCA	Total Scheme Cost	£7,574,130
MCA Executive Board	TEB	MCA Funding	£4,000,000
Programme name	CRSTS	% MCA Allocation	53%
Current Gateway Stage	SBC	MCA Development costs	£795,000
		% of total MCA allocation	20%

2 – PROJECT DESCRIPTION

Total funding requested is £4m (total scheme costs of £7,574,130). The remaining funding is expected to come from the Access to All fund (c.£3.434m) and a £140k planning contribution from an adjacent development.

The completed scheme is expected to deliver:

- A park and ride facility, including c.100 car parking spaces, accessible spaces and electric vehicle charging points;
- New pedestrian footbridge and lifts to replace existing barrow crossing
- Bus turning and waiting area;
- Taxi / car drop off point;
- Cycle parking;
- Vehicular and customer signage.

The funding requested from SYMCA will specifically fund the full cost of the car park and contribute to the cost of the footbridge.

3. STRATEGIC CASE

<i>Project rationale</i>	The rationale for the scheme is that the existing car park frequently operates at (and beyond) capacity. There are also intentions to increase the train provision at Penistone Station to meet demand - Kirklees Council has submitted a LUF bid for £47M to improve the rail
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	<p>infrastructure on the Penistone line, and the Dec2 timetable changes have increased the train provision from 2 car sets to 3 car sets to meet passenger capacity. In addition to this, it is also noted that the existing bus services are limited, slow, and not well connected to areas outside of Barnsley meaning there is a need for an alternative.</p> <p>Network Rail has indicated the existing barrow crossing has been assessed as high risk, mainly due to the potential direct potential conflict between crossing passengers and trains from both directions. Network Rail have stated that they will not support growth at the station without the footbridge.</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"> • 1 x new footbridge accessible by both pedestrians and cyclists. • 5 x cycle parking • 1 x park and ride extension (c.100 parking spaces) • Additional fare revenue (to be appraised within FBC) • Modal shift from private car to rail (to be appraised within FBC) • Increased passenger numbers (to be appraised within FBC) <p>The scheme has included four relevant objectives that are aligned to the purpose of the scheme. However, they are not SMART as they do not include specific, measurable outcomes.</p> <p>The objectives will need to be made SMART for the FBC and the outcomes highlighted above will need to be appraised.</p>

4. VALUE FOR MONEY

This will need to be established at OBC.

5. RISK

Have the key risks and mitigation of these been identified?

Yes – the top 5 key risks and associated mitigation methods are:

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Predicted inflation level underestimated	3	3	Include robust allowance for inflation in scheme funding allocation.	SYMCA
2	MCA, Developer and Access for All Funding Withdrawn			Seek alternative funding sources eg Network Rail for the footbridge.	SYMCA
3	Land will not be sold to promoter (land has now been transferred to the council from the private landowner, so the risk is reduced)	1	4	1. Engage with landowner and undertake early land negotiations - agree Heads of Terms. 2. Undertake a Title Restriction check as soon as possible. 3. Progress both a CPO and private negotiations in tandem. 4. Actively manage process via. separate reporting process.	SYMCA
4	Additional Impacts on Existing Rail Users during construction (bus replacement services)	3	2	SYMCA element predominately away from Network Rail land. Northern Rail progressing the footbridge element.	SYMCA
5	Unforeseen ground conditions / buried stats / drainage etc	3	2	Detailed site investigations as part of the design	SYMCA

6. DELIVERY

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

Yes - the timetable for delivery is reasonable. 12 months have been planned for construction, which the promoter has stated is reasonable as the construction of a park and ride facility and footbridge would typically take less time than this. Detailed programming is yet to be completed although 12 months is expected to be sufficient.

The timetable for receiving planning permission is also reasonable, with the full design forecast for completion in Aug23 and procurement expected to complete in May24, allowing sufficient time for planning approval.

Other than expedited planning permission, no opportunities for acceleration have been outlined. However, it is noted that £795,000 (20% of total funding requested) has been requested for development costs. This is due to the timing of the release of AFA funding which has the potential to delay the scheme by c.12 months.

An opportunity to accelerate the scheme is therefore to approve release of 20% development costs which is above the usual level permitted at this stage.

Is the procurement strategy clear with defined milestones?

Yes – at this stage. The intention is to liaise with Northern Rail and procure both the footbridge and car park as a single works contract.

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

30% - sufficient at this stage.

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

No – the promoter is SYMCA.

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

No SRO or governance structure has been identified within the SBC proforma. **This will need to be clarified for OBC.**

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

Yes – the SRO has signed the SBC.

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

Not mentioned – **to be clarified in the OBC.**

Are monitoring and evaluation procedures in place?

Not mentioned – **to be clarified in the OBC.**

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 improved accessibility, with a larger car park and increased rail services, will attract new businesses and developments to Penistone.
	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		Productivity will increase for those travelling to and from Penistone for work as a result of increased access to Penistone Railway Station via the proposed car park, as well as increased access to locations further afield with plans in place for 2 rail services per hour rather than 1.
	3. stimulating local economies by investing in the infrastructure, transport and digital capabilities to create jobs and transform places		Proposals for the larger car park at Penistone Station, as well as the proposed increase in rail services will increase productivity which will also have a positive impact on business growth, both within and outside of Penistone. The integration of new infrastructure package investments, such as new housing provision, will also have a positive impact on future economic and business growth both within Penistone as well as the wider area of South Yorkshire.
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		The improved access to rail services in Penistone will create a modal shift from private car to public transport. Additionally, proposals to include facilities for bus services, as well as a covered cycle shelter within the car park, also contribute to a modal shift from private to public transport, as well as modes of active travel. These proposals are key to reducing carbon emissions within Penistone, and potentially in the wider area.
	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		Whilst attracting new vehicular demand to this location, the overarching aim of the facility is to encourage modal shift away from the private car and allowing commuters to access rail facilities for longer journeys or journeys to centres.
Fairer Unlock prosperity by eliminating the wage	Leading a wellbeing and inclusion transformation by:		The proposed scheme will seek to fundamentally improve access to rail users and provide better parking facilities and fully accessible, safe crossing facilities for existing and new users.

gap and health inequalities between South Yorkshire and the national average	7. raising quality of life, reducing inequality, and widening opportunity for South Yorkshire people		Therefore, improving access to a range of services locally and within the wider region.
	8. equipping people to contribute to and benefit from economic prosperity		The improved car parking access and increase in rail services at Penistone will enable people to travel to key economic hubs for employment, such as Sheffield, Huddersfield, and potentially Manchester, and will therefore achieve greater productivity. These hubs will also allow people to learn and engage with new skillsets, markets, and supply chains, which will ultimately provide access to higher wage levels through specific job types or progression.
	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		Greater access to key economic hubs, outside of Penistone, will enable access to specific education and training courses in order for them to progress in employment such as the University of Sheffield, Sheffield Hallam and the University of Huddersfield.

8. RECOMMENDATION AND CONDITIONS

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

The scheme is recommended to proceed to FBC and the full £795k development costs released. No further information required prior to FBC.

- The following should be included in the FBC (amongst other standard information required):
- Evidence of public consultation and outcomes.
 - The relevant governance structures should be outlined.
 - Objectives to be made SMART.
 - Modelling / patronage data to be included within the FBC.
 - Economic appraisal of the outcomes (de-congestion benefits / impact on rail fares / impact on passenger numbers) to be included within the FBC.