

## Assurance Summary (SBC)

VERSION 1 24.11.2021



## 1 – SCHEME DETAILS

<b>Project Name</b>	Conisbrough Rail Station Park & Ride Extension	<b>Type of funding</b>	Grant
<b>Grant Recipient</b>	SYMCA	<b>Total Scheme Cost</b>	£1,972,048
<b>MCA Executive Board</b>	TEB	<b>MCA Funding</b>	£1,972,048
<b>Programme name</b>	CRSTS	<b>% MCA Allocation</b>	100%
<b>Current Gateway Stage</b>	SBC	<b>MCA Development costs</b>	£88,820
		<b>% of total MCA allocation</b>	12% (of the CRSTS budget of £750k)

## 2 – PROJECT DESCRIPTION

Funding of £1,972,048 (including £88,820 development costs) is requested to deliver:

- An extension to Conisbrough Station car park (from 17 spaces to 50 spaces)
- Provision of secure cycle storage
- EV charging points
- Improved lighting and CCTV
- Improved pedestrian and cycleways to access the station entrance
- Improved signage and wayfinding

**The total scheme funding is not confirmed, with the CRSTS allocation being c.£750,000 which is c.£1.2m less than the estimated total scheme costs. The promoter has noted that the costs will be reviewed if the SBC is approved, as well as alternative funding options considered.**

## 3. STRATEGIC CASE

<i>Project rationale</i>	<p>The rationale for the scheme is based around the following themes:</p> <ul style="list-style-type: none"> <li>• <u>Deprivation in Conisbrough</u> - by improving access to the station, more residents will be able to access a wider range of employment opportunities, as well as training and educational services, contributing to improving the deprivations currently being faced.</li> <li>• <u>Higher prevalence of health conditions in Conisbrough</u> - the physical and mental health of residents can be improved by encouraging increased physical activity through improving access to the station via active travel modes.</li> <li>• <u>Safety</u> - The scheme proposes improved lighting and CCTV within the Conisbrough Station vicinity, as well as providing secure cycle storage, improving safety.</li> <li>• <u>Poor public transport in Conisbrough</u> - Improving the number of parking spaces and facilities at the station will allow more people to access the station.</li> </ul> <p>Although it is not mentioned in the SBC, the promoter has explained through PMO that a key rationale for the scheme is to reduce the on-street parking from the areas surrounding the station car park where cars currently park due to a lack of space.</p>
<i>Strategic fit</i>	Please see annex 1 below.
<i>Proposed outcomes</i>	To be determined at next stage.

#### 4. VALUE FOR MONEY

Unknown at this stage. **Further information will be included at the next stage when modelling is 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
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1	Failure to secure planning permission	Low	High	Consultation with public and local residents. Early liaison with planning officer	SYMCA PM
2	Network Rail - Landlords Consent/Station Change	Low	Medium	Early engagement with Network Rail	Northern PM
3	Network Rail – Asset Protection requirements	Medium	Medium	Early engagement with Network Rail	SYMCA PM
4	Unforeseen Ground Conditions	Medium	Low	Site investigations as part of preliminary design	SYMCA PM
5	Network Rail – Design Approvals	Medium	High	Early engagement with Network Rail	SYMCA PM

## 6. DELIVERY

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

Work on site is scheduled to commence in May24 with works complete in Sep24. Opportunities for acceleration are reliant on the engagement of Network Rail and approvals / consents where appropriate.

*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 60% which is sufficient for this stage. At the next stage a higher level of cost certainty will be important given the increases since the scheme was outlined for the CRSTS bid.

*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.

## 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
<b>Stronger</b> Achieve sustained good growth, underpinned by productivity gains that exceed the UK average	<b>Leading an economic transformation by:</b> 1. creating not just a bigger economy but a better one: higher-tech, higher skill, and higher-value - backing wealth and job creators		N/A
	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		Increase in the number of businesses located in the area due to improved connectivity and accessibility offered at the local station, driving economic investment in the area. Sustainable interventions will improve profile of the station compared to surrounding stations, making it a more attractive place for more businesses to grow in comparison to the population.
	3. stimulating local economies by investing in the infrastructure, transport and digital capabilities to create jobs and transform places		Increase in the number of high growth businesses located in the area due to improved connectivity and accessibility offered at the local station, driving economic investment in the area.
<b>Greener</b> Drive forward environmental sustainability to achieve our net-zero carbon target by 2040	<b>Leading a green transformation by:</b> 4. decarbonising our economy, regenerating the natural environment and accelerating Net Zero Carbon transition		Increase in the number of passengers travelling by rail. Reduction in the number of vehicle km's travelled.  Increase in the use of EV's to reduce carbon intensity of transport network.
	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		This scheme will provide enhanced cycle and walking infrastructure alongside the car park expansion, which will

			encourage a shift to active travel modes to access the station.
<b>Fairer</b> Unlock prosperity by eliminating the wage gap and health inequalities between South Yorkshire and the national average	<b>Leading a wellbeing and inclusion transformation by:</b>		
	7. raising quality of life, reducing inequality, and widening opportunity for South Yorkshire people		Reduction in the mortality rate of Conisbrough through increased physical activity from walking and cycling.
	8. equipping people to contribute to and benefit from economic prosperity		Increase in the number of people employed in higher skilled jobs through accessing education and training opportunities.
	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		Increase in the number of people achieving higher qualifications through improved connectivity and accessibility to further education establishments.

## 8. RECOMMENDATION AND CONDITIONS

**Recommendation** Proceed to next stage

**Payment Basis** Defrayal

### Conditions of Award (including clawback clauses)

Information required to be included in the next stage (OBC or FBC):

- Improved cost certainty will be important due to the level of increase from the original CRSTS bid to the SBC.
- The demand forecasting should include pre-covid boarding data and split of access modes.
- It should be ensured that the modelling considers induced car demand and therefore the potential for no reduction in on street parking.
- The objectives need to be made into SMART objectives.
- Further information should be included in relation to whether measures to prohibit on street parking have been considered.