

Assurance Summary

VERSION 1 24.11.2021



1 – SCHEME DETAILS

Project Name	T0014-3 Balby Active Travel	Type of funding	Grant
Grant Recipient	Doncaster Council	Total Scheme Cost	£3,440,029
MCA Executive Board		MCA Funding	£3,440,029
Programme name	TCF	% MCA Allocation	100%
Current Gateway Stage	FBC	MCA Development costs	£344,002
		% of total MCA allocation	10%

2 – PROJECT DESCRIPTION

Is it clear what the MCA is being asked to fund?

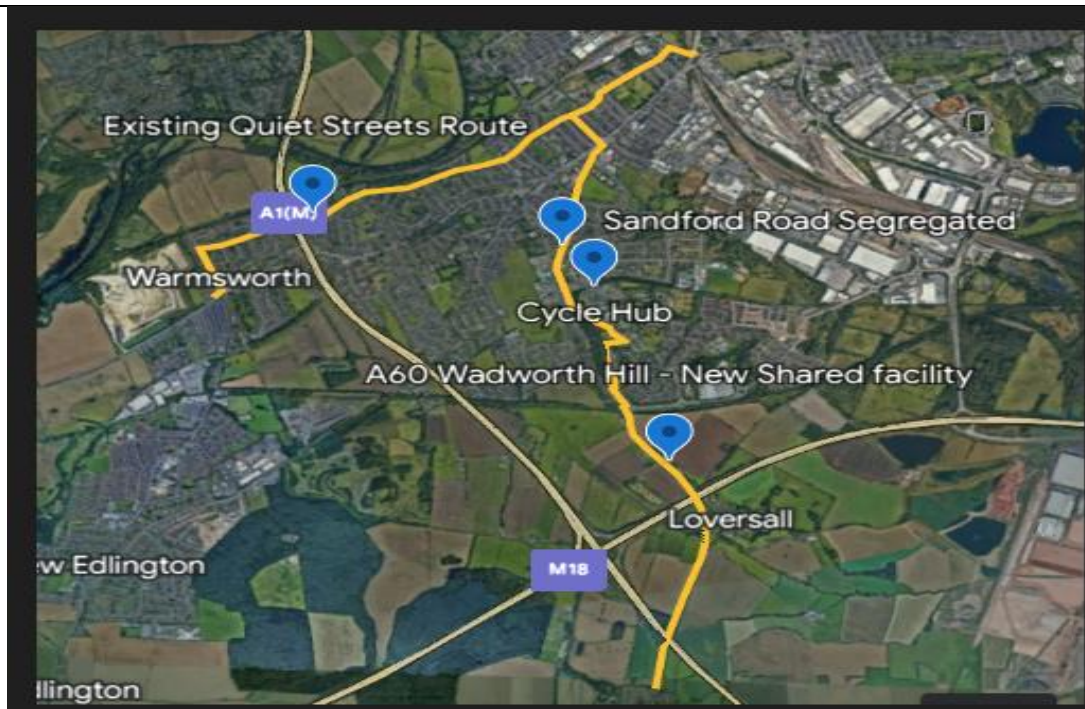
Yes it is clear that the scheme will deliver which is improved active travel infrastructure across three sections within the Balby area comprising

- Cycle improvements to provide more accessible and safe routes through the centre of Balby to both Warmsworth and Wadworth.
- A 'quiet streets' cycle route between the Active Travel Funded A630 Conisbrough to Warmsworth scheme along Mill Lane / Tenter Lane and Balby Road / Cleveland Street / Roberts Road junctions.
- An off-road cycle route will be provided on the A60 between Wadworth and the A60 / Woodfield Way roundabout, with on-road, segregated cycle lanes provided on A60 Sandford Road between the A60 Tickhill Road / Plumtree School access road and A60 Sandford Road / Sunningdale Road junctions.

This will be delivered with the following interventions:

9.2km of new and improved walking and cycling infrastructure including;

- 2.4km new shared use along Wadworth Hill
- 1.5km of new bi-directional and uni-directional segregated cycleways along Sandford Road
- 5.3km of new or improved quiet streets
- New secure cycle parking to accommodate 40 cycles at Tickhill Road Hospital
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3. STRATEGIC CASE

<p><i>Options assessment</i></p>	<p><i>Is there a clear rationale for the selection of short-listed options and the choice of the Preferred Way Forward?</i></p> <p>There is only one alternative option to the Preferred, which is based on a scaled down version with limited provision on the Wadworth Hill section. It is not evident whether these were developed from a longer list of options at earlier stages. Based on the two Do Something options, there is a clear rationale as to why the preferred option will enable more users to realistically choose walking and cycling along a key commuter corridor.</p>
<p><i>Statutory requirements and adverse consequences</i></p>	<p><i>Does the scheme have any Statutory Requirements?</i></p> <p>The scheme involves works to the highway and public realm and is not subject to any statutory planning policies.</p> <p>No Traffic Regulation Orders applications are needed for the extents of these works.</p> <p><i>Are there any adverse consequences that are unresolved by the scheme promoter?</i></p>

	The project aims to enhance connection and facilities for pedestrians and cyclists and thus reduce congestion. The applicant acknowledges the short term disruption to local businesses and the transport network during construction of the elements of the package. This will be managed by using a phased approach to the areas of construction, ensuring businesses can operate during normal working / operating hours. There do not appear to be any unresolved adverse consequences.	
<i>FBC stage only – Confirmation of alignment with agreed MCA outcomes (Stronger, Greener, Fairer).</i>	<p>There is a good alignment with the Greener and Fairer theme, as dedicated infrastructure for active travel will encourage increased walking and / or cycling in the local areas, which will lead to a reduction in car miles and a reduction in congestion.</p> <ul style="list-style-type: none"> • Greener – The project will deliver environmental benefit from the objective to mode shift from car usage. • Fairer - Encouraging increased walking and / or cycling will impact upon health leading to reduced level of absenteeism and reduce the risk of premature death. 	
4. VALUE FOR MONEY		
Monetised Benefits:		
VFM Indicator	Value	R/A/G
<i>Net Present Social Value (£)</i>	£3,755,140	
<i>Benefit Cost Ratio / GVA per £1 of SYMCA Investment</i>	2.89	
<i>Cost per Job</i>	n/a	
Non-Monetised Benefits:		
<i>Non-Quantified Benefits</i>	<p><u>Accessibility & Severance</u></p> <p>– The scheme will provide continuous routes within the centre of Balby towards both Warmsworth and Wadworth. These routes will be more accessible and safer for vulnerable socio-demographic groups.</p>	
Value for Money Statement		
<p><i>Taking consideration of the monetised and non-monetised benefits and costs, and the uncertainties, does the scheme represent value for money?</i></p> <p>The preferred option has a BCR of 2.89 and the alternative 2.36 although that does not currently include the whole life costs to Public Sector in the PVC calculation. However, this is unlikely to change the BCR's significantly and so are in the medium VFM range. There is also a strong rationale as to other non-monetised benefits that the preferred option will deliver of the alternative in terms of Accessibility and Severability.</p> <p>A range of sensitivity scenarios have been carried out although subject to a number of corrections, do provide assurance that even with increased costs or significantly reduced levels of uplift in walking and cycle trips, that the project will still deliver a BCR well above 1.</p> <p>There is a clear rationale for the selection of the Preferred Option which would provide the necessary infrastructure for “segregated cycle facilities to enable more cycle journey stages”, “better connectivity for cyclists throughout the Borough” and “more space for people to feel safe from vehicles”. The alternative being a reduced coverage for the active travel infrastructure, and this would result in reduced usage and hence less user benefits. The outcome would also be a much less</p>		

coherent active travel network than that would be achieved with the Preferred Option. The relative additional benefits are monetised and reflected in the higher BCR for the Preferred Option.

5. RISK

What are the most significant risks and is there evidence that these risks are being mitigated?

The top 5 risks that the applicant has pulled out are set out below. This is a very generic list of risks rather than the more relevant project specific ones. It includes the risk in relation to TRO's but the applicant has confirmed through clarification that none are required and also one in relation to Failure to consult but the consultation has been complete and evidence of support provided.

The risk with regard to cost overruns isn't included. However, a prudent risk allowance of 20% has been included in the overall project costs which is high for this FBC stage but does tie-in with the suggested costs certainty at 75%.

No.	Risk	Likelihood (High, Med, Low)	Impact (High, Med, Low)	Mitigation	Owner
1	Delays in funding and SCR MCA approval and Funding Agreement (FA) sign-off	25%	High	Early liaison with SCR team regarding content of funding bid	Major Projects
2	Failure to consult, engage and inform stakeholders (internal and external) in a timely and effective manner	20%	High	Engagement will be continuous with key stakeholders, and undertake early consultation with those most directly affected with revised scheme design	Major Projects / Corporate Communications
3	Traffic Regulation Order process	25%	High	TROs will be prepared and submitted for each individual element of the package. Any objections will be for specific location and minimise the impact of delay of delivery of the package	Major Projects
4	Increased competition for resources across SCR TCF programme	20%	Medium	Early contractor engagement	Major Projects / Contractor
5	Delays due to COVID-19	25%	Medium	Follow advice and guidelines issued by local and central government	Major Projects

Do the significant risks require any contract conditions? (e.g. clawback on outcomes)

No additional contract conditions required other than standard outputs.

Are there any significant risks associated with securing the full funding for the scheme?

No Other funding source

Are there any key risks that need to be highlighted in relation to the procurement strategy?

There are no obvious risks with regard to the procurement strategy

6. DELIVERY

Is the timetable for delivery reasonable?

The timetable is based on 9 months build programme which is to be phased in over sections. Whilst the period may be reasonable, the start and thus finish times are likely to be challenging as the start is scheduled for July.

Is the procurement strategy clear with defined milestones?

There isn't a procurement strategy as such as this is being delivered by the Councils DLO. The drafting does suggest that subcontractor's may be required but given that this is the FBC you would expect that the delivery arrangements and use of Subcontractors or otherwise, would be known and timescales for appointment factored in the timetable.

What is the level of cost certainty and is this sufficient at this stage of the assurance process? Has the promotor confirmed they will cover any cost overruns?

The level of costs certainty at 75% is low given that this is the FBC

Has the promoter demonstrated clear project governance and identified the SRO? Has the SRO or other appropriate Officer signed of this business case?

the FBC sets out a clear governance structure and how the project will be managed and how that sits within the overall organisational governance. The SRO is Neil Firth who is the Head of Service Major Projects and Infrastructure. The FBC has not yet been signed.

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

Public consultation took place with letters distributed to all residents and businesses in Balby South notifying of the proposals. The plans were hosted on City of Doncaster Council active consultations page for the public to view. 3 Public Drop in sessions were organised. Alongside this Facebook adverts were targeted to residents of Balby.

From that there was strong support in favour of the proposals.

Are monitoring and evaluation procedures in place?

A specific M&E Plan has been submitted for the Balby scheme it sets out a clear plan in terms of scope, research questions, process from Inputs through to Impacts and will test against the key objectives. The data to be used will be based on Traffic Counts and User Surveys.

7. LEGAL

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

The applicant has considered this under State Aid rather than Subsidy Control rules and determined that the funding does not constitute Aid on the basis that the funding applicant is a Local Authority and the proposed works do not meet one of the prescribed State Tests of 'Affecting Trade between Member States', therefore State Aid Rules do not apply.

8. RECOMMENDATION AND CONDITIONS

Recommendation	Proceed to Contract
Payment Basis	Defrayal

Conditions of Award (including clawback clauses)

Conditions required to be satisfied prior to contract execution:

- FBC to be signed