

Appraisal Panel Summary

Scheme Details

Project Name	A630 West Moor Link		
Grant Recipient	DMBC		
SCR Executive Board	Transport	SCR Funding	£10.650m comprising £5m SCR LGF grant
% SCR Allocation	46.9%	Total Scheme Cost	£10,650,000 (LGF plus £3.324m NPIF, £0.752m own funds, £1.5m s106)

Appraisal Summary

Project Description
<p>The scheme aims to improve journey times on the A630/A18 corridor in Doncaster by replacing the A18 Thorne Rd railway “over” bridge with a widened and deepened prefabricated bridge to allow a second outbound lane, cycleway, more headroom for HGVs, reduced bridge maintenance costs and future twin tracking of the railway. SCR’s funding is solely for the additional junction improvement works that are proposed at the nearby roundabouts intended to save time for road users. In headline terms the proposal is:</p> <ol style="list-style-type: none"> 1. Widening of the A18 Thorne Road between Shaw Lane and Sainsbury’s roundabouts 2. Widening at westbound A18 Thorne Road entry lane to Sandal Park roundabout to two lanes; 3. Widening of westbound A630 to two lanes for 1km; 4. A southbound left turn slip lane from A630 at Shaw Lane Roundabout; 5. Widening of the southern part of Shaw Lane roundabout to three lanes; 6. Updated lane configuration on the exit to Shaw Lane. 7. Improvements to the Clay Lane Roundabout.
Strategic Case
<p>The West Moor Link scheme will resolve an existing transport problem as well as opening up land to unlock investment and generate employment opportunities for a range of businesses, new and existing, in the area.</p> <p>The scheme will support the SEP objective of “providing the conditions that businesses need to prosper and become more resilient” through securing investment in infrastructure where it will do most to support growth. The A630 West Moor Link could help deliver 2,000 new houses, strengthen connectivity to the DN7 Hatfield development as well as the future aspirational vision to provide an additional link to Doncaster Sheffield Airport.</p> <p>The scheme links into DMBC Action Areas relating to External Connectivity, Transformational City Region Schemes and Enabling Infrastructure, unlocking investment that supports an attractive an environment for people to live work, visit and invest.</p>
Value for Money
<p>The preferred option has a very high BCR of 12.8 (according to the forecasts of delay reduction and traffic flows in the peak hours.</p> <p>The relatively high BCR value is a function of the nature of modelling undertaken. Benefits are mainly in the peaks, for cars travelling short distances outside the town centre.</p> <p>Notwithstanding the modelling challenges, SCR assurance concludes that the preferred option offers good value for money.</p>
Risks
<p>The top five risks have been presented in the application. However, more detail is needed to show the, cost, likelihood of occurrence and impact.</p>

Risk	Mitigation	Owner
Statutory diversion requirements may be complex and take longer than anticipated to complete, leading to significant road closures, congestion, increased journey times and delays and costs to programme.	Identify works required and programme in at earliest opportunity. Allocate sufficient time & identify slack, in case of slippage.	The applicant
Timescales for Network Rail bridge widening approvals extend beyond time allocated in our programme, overall programme delays, impact on milestones, spend and project completion.	Ensure ARUP complete the design promptly. Continued engagement and liaison with Network Rail. Ensure all areas of programme with slack in them are identified, in case of slippage *Forms 001 and 002 submitted 15th March 2019. Continuous monitoring to ensure all preparatory activities are completed in advance to reduce impact of other works/factors.	The applicant
The latest bridge designs may bring higher construction costs that could exceed the project budget.	Continue to work through & monitor costs with Balfour Beatty, to try to reduce overspend;	The applicant
Additional statutory undertakers' diversions required, due to the highway widening works.	Programme in at earliest opportunity to reduce impact on project timeline.	The applicant
Delay to securing additional funding leads to work needing to be phased so that bridge and highways works are completed at different times.	Programme in at earliest opportunity to reduce impact on project timeline.	The applicant

The environmental assessment undertaken for this scheme has concluded that there will not be any significant negative impacts.

Delivery

The designer/contractor (Balfour Beatty) has been procured using the SCAPE framework. DMBC will use its in-house team for the highway works. DMBC has extensive experience with similar schemes.

Legal

As a public sector funded transport scheme favouring no particular person, firm or State, the four tests for State Aid are passed.

Recommendation and Conditions

Recommendation	Full grant award
Payment Basis	Payment on defrayal
Conditions of Award (including clawback clauses)	
<p><i>The following conditions must be satisfied before contract execution.</i></p> <ol style="list-style-type: none"> Submission of formal evidence of DMBC Cabinet approval to proceed. Formal confirmation that all other funding approvals required to deliver the project are in place. Detailed milestones to be provided for the delivery of the scheme. Contract to include suitable clauses that non achievement of delivery milestones will result in an event of default. Agree detailed schedule of inclusive growth indicators and targets (e.g. % of [previously unemployed] locals offered permanent contracts and apprenticeships, mentoring and school engagement and engagement with the local supply chain) to ensure the project delivers wider socio-economic benefits and that these can be captured, monitored and reported. Formal confirmation of commitment to address any cost overruns (without recourse for further LGF support) without unduly compromising project outputs and outcomes. Formal confirmation all relevant statutory requirements, if applicable (including any planning permissions) are in place and have been satisfied 	

The conditions above should be fully satisfied by 29th February 2020. Failure to do so could lead to the withdrawal of approval.

The following conditions must be satisfied before drawdown of funding.

7. A complete risk log which includes cost estimates if risks materialise, should be provided.

The following conditions must be included in the contract

8. Clawback on outputs (physical works only)

Record of Recommendation, Endorsement and Approval

Project Name

Appraisal Panel Recommendation		Board Endorsement		MCA Approval	
Date of Meeting		Date of Meeting		Date of Meeting	
Head of Paid Service or Delegate	Ruth Adams Deputy CEX	Endorsing Officer (Board Chair)		Approving Officer (Chair)	
Signature		Signature		Signature	
Date		Date		Date	
S73 Officer or Delegate	Simon Tompkins Finance Manager	Statutory Finance Officer Approval Name: Signature: Date:			
Signature					
Date					
Monitoring Officer or Delegate	Steve Davenport SCR CA Solicitor				
Signature					
Date					