

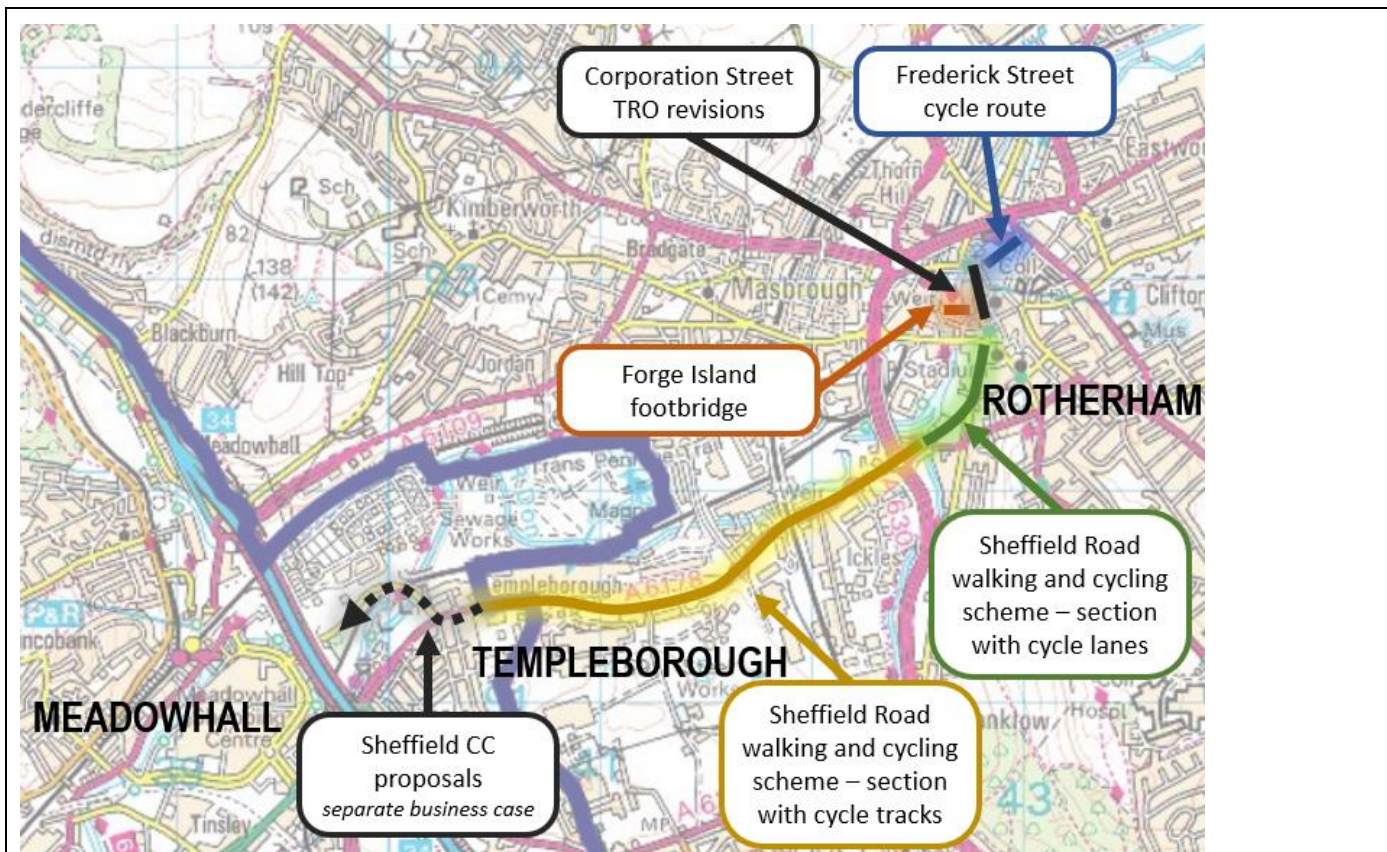
Appraisal Panel Summary

Scheme Details

Project Name	Rotherham Town Centre Active Travel (TCF)		
Grant Recipient	Rotherham Metropolitan Borough Council		
SCR Executive Board	Transport and Environment	MCA Funding	£ 9,306,108
% SCR Allocation	85%	Total Scheme Cost	£ 10,934,626

Appraisal Summary

Project Description
<p>Rotherham Town Centre Active Travel is a package of measures to facilitate walking and cycling to, from and within Rotherham Town Centre, comprising three schemes:</p> <p>Contribution to Fredrick Street walking and cycling route Public realm improvements on Frederick Street incorporating cycling infrastructure in the core town centre with amendments to the traffic regulation order to allow cycling (currently prohibited) along this street. Currently the layout of the street and public realm is unattractive and would not adequately accommodate cyclists. The improvements will in particular improve the environment for pedestrians accessing Rotherham Bus Interchange.</p> <p>Contribution to Forge Island Footbridge Replacing the existing footbridge across the River Don between the core town centre and Forge Island with a high-quality pedestrian bridge. This is part of the works to regenerate Forge Island and will provide an improved environment for pedestrian movements between the town centre, Forge Island and Rotherham Central Station. Should the private sector funds not come forward within the TCF programme delivery dates, there will be an additional £290k ask from the TCF programme. Either way, the intention is to deliver the bridge by March 2023.</p> <p>Sheffield Road Walking and Cycling improvements Comprising walking and cycling routes, supporting housing delivery in the Westgate Riverside area. Pedestrian improvements are to be focused on enabling journeys to the town centre and onward via public transport, and making this more attractive so as to support both housing delivery and the vitality of the town centre. The scheme on Westgate will also reduce traffic volumes and so improve the local environment for existing and future residents. For cyclists, the scheme will include cycle lanes designed with reference to LTN 1/20 to support onward connectivity by bicycle. Additional cycle tracks will be constructed along the remainder of Sheffield Road to the Borough boundary, to provide access to employment areas in Ickles and Templeborough, and with proposals in development by Sheffield City Council and SYPTE providing further connectivity to Meadowhall and to tram-train services respectively.</p> <p>Parts of this scheme in the Templeborough area are proposed to be co-delivered with highways and drainage maintenance works delivered through the Department for Transport's Local Highways Maintenance Challenge Fund.</p> <p>The plan below illustrates the proposed schemes in context.</p>



The MCA funds will be used to fund:

- the preparation of costs associated with the design development of the preferred options. This will include both preliminary design, detailed design and associated scheme promotion and consultation material; and,
- the construction of the package of schemes (including proof of concept on the Sheffield Road cycle scheme) outlined in section 2.2 above.

The output of the schemes amounts to 2.9km of route for non-motorised users.

Strategic Case

The Strategic Case sets out the need for a scheme, and the strategic rationale for the delivery of the preferred option which can be accepted based on this being a high quality scheme that will improve local permeability, with subsequent impacts on generating new pedestrian and cycle trips with wider positive traffic, environment and economic outcomes

The Strategic Case underplays the strategic opportunities of the package with a single objective to enable more travel by active modes. A stronger Strategic Case would reflect the four TCF programme objectives to set out what the scheme is looking to achieve and identifying the impacts and outcomes of this. By developing the objectives in this way, impacts and outcomes across a number of economic, environmental and social dimensions can be defined more clearly and utilised to enhance all sections of the Strategic Case. It is proposed that these improvements are undertaken as part of the FBC given that one element of the scheme, the Sheffield Road corridor has a BCR just below 1 (0.9).

It is also recommended that the promoter revisits the option development and assessment to confirm that Option D is the most appropriate preferred option in strategic terms. This is essential in being able to further demonstrate the need for the Sheffield Road element of the scheme given that the majority of the economic benefits are achieved without delivering this scheme component.

The commentary on Sheffield Road should be resolved at FBC. Further investigation of value for money, alongside an improved strategic case would strengthen the overall package and the respective components.

Value for Money

The Economic Case uses the correct approach (DfT's AMAT) to appraise the benefits and costs of the scheme and uses the tool and accompanying qualitative detail to link the scheme's benefits to the problems identified to the Strategic Case. As the FBC is revised to account for Strategic Case comments detailed above, it is recommended that the Economic Case should also be updated to ensure that the necessary links are made to the identified outcomes and impacts.

RMBC provided an addendum to the AMAT to account for issues with robustness raised in response to clarification questions. The addendum has addressed these issues and shown that whilst the BCR has fallen slightly to 2.94, it is not significantly different to the 3.1 initially reported and therefore the broad Economic Case reported still applies.

In preparing the FBC the Economic Case should be fully updated to account for revised assumptions incorporated in the Addendum. This should include updating all sensitivity tests.

Risk

Risk registers are provided for each of the scheme elements within the appendices of the OBC. Presently only the Sheffield Road scheme has a QRA and at FBC, it would be expected that all scheme elements have a QRA.

The Risk Registers for Sheffield Road and the Forge Island footbridge are comprehensive and cover a variety of design, planning and delivery risks. Given that it is a key risk identified within the OBC, the provision of developer funding or the developer not delivering the bridge should be included as a key risk as risk registers are further developed to FBC.

The Risk Register for Frederick Street would require further development at FBC to capture all risks relating to the planning and delivery of the scheme.

It is anticipated that a further risk workshop would also be required prior to finalising the current risk registers at FBC stage in order to demonstrate that the risks have been fully reviewed and signed off by RMBC.

Delivery

The Management Case has broadly demonstrated RMBC's ability to deliver the project, key milestones are appropriate and realistic and on the whole, a comprehensive approach has been undertaken towards identifying project risks.

It is expected that notable additional detail setting out the procurement routes, and timescales for each element of the scheme will be set out in FBC. This should detail any ongoing procurement activity ongoing at time of writing and provide more detail on timescales and responsibility for cost risk.

It is likely that RMBC identify different workstream packages that would separately go out to market. This would enable the early works commence at Fredrick Street to commence while further develop of the Forge Island Bridge and Sheffield Road schemes are complete.

Legal

There are no State Aid concerns regarding this application, with all works set to be undertaken by Rotherham Metropolitan Borough Council, with contractors appointed through identified frameworks. All works are to take place on land or highway owned by the Council.

Recommendation and Conditions

Recommendation	Progress to Full Business Case subject to conditions
Payment Basis	Payment on defrayal
Conditions of Award (including clawback clauses)	
<p><i>The following conditions must be satisfied before contract execution.</i></p> <p><i>Submission of an acceptable FBC for the scheme</i></p> <p><i>The following conditions must be satisfied before drawdown of funding.</i></p> <p>The following conditions must be included in the contract</p> <p><i>RMBC to work with the MCA to ensure suitable Monitoring and Evaluation is undertaken.</i></p>	

Record of Recommendation, Endorsement and Approval

Barnsley Digital Innovation Hub

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					