

Appraisal Panel Summary

Scheme Details

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|----------------------------|---------------------------------------|--------------------------|------------|
| Project Name | Active Travel Bridge | | |
| Grant Recipient | Barnsley Metropolitan Borough Council | | |
| MCA Executive Board | Infrastructure | MCA Funding | £1,500,000 |
| % SCR Allocation | 100% | Total Scheme Cost | £1,500,000 |

Appraisal Summary

Project Description

This scheme will deliver an Active Travel Bridge, as per the approved Proposed New Foot and Cycle Bridge cabinet report (Cab.22.7.2020/9), over the railway linking Penny Pie Park and Pogmoor Recreation Ground to complement enhance the delivery of the approved A628 Dodworth Road / Broadway Junction Improvement scheme (Cab.25.07.2018/15).



The Active Travel Bridge will facilitate access to a key development site in Barnsley's Local Plan. The Barugh Green Road site local plan reference MU1 covers 123.3 hectares and is suitable for housing. In the economic modelling we have assumed a 5% allocation of the benefits from the development can be attributed to the Active Travel Bridge as it enhances the site's viability. These attributed benefits include:

- 73 housing units unlocked; and
- 6,755 m² floorspace (Gross External Area).

The Active Travel Bridge opens up green space to residents in the town centre. It will link two existing greenspaces which are currently severed by the Sheffield / Huddersfield railway line. It will provide a safe crossing point which does not exist currently, for children going to and from Horizon Community College as well as the wider general public.

A grant of £1.5 million is sought from SCR's Getting Building Fund and will pay for the following activities:

- Planning Fees
- Consultant Design Fees
- Network Rail Approval Fees
- Procurement and associated costs
- Construction and associated cost

Strategic Case

The Applicant has highlighted strong links between the proposed project and the SCRMCAs SEP and Renewal Action Plan.

The Applicant has set out two SMART short-term (delivery-focussed) objectives and five longer term SMART Objectives. These are clear, comply with the SMART framework and are aligned closely to the core rationale for the project.

The Applicant has been clear on the consequences of the scheme not progressing, that “the Active Travel Bridge will not be constructed and an opportunity to connect greenspace, build active travel infrastructure and deliver long-term health and economic benefits will be lost”.

The applicant has set out a clear ‘Do Nothing’, ‘Do Minimum’ and alternative option, highlighting the effects of not proceeding or investing in a smaller scale Arched Truss bridge. These options have been appropriately discounted.

Value for Money

A key consideration for this project is the level of benefits from the surrounding development which could be attributed to this intervention. The assessment required clarification from the project sponsor on how the footbridge plays a role in facilitating the develop of the Barugh Green Road site and the benefits that will be generated. BMBC has provided sufficient justification for the central assumption, to attribute 5% of benefits associated with the Barugh Green Road Development to the active travel bridge, based on:

- The contribution that the bridge will make to positively marketing the site
- contributions to Barnsley West Masterplan Framework, covering policies on accessibility, safe and sustainable transport links and green infrastructure
- findings from a site viability assessment.

Sensible values have been applied for displacement, leakage and multiplier effects.

The Applicant’s central estimate is that the scheme would deliver a BCR of 16.4 : 1, demonstrating excellent Value for Money. Moreover, the applicant has not assessed the health, social and wellbeing benefits associated with an increase in active mode transport or the associated reduction in CO2 emissions. As such we recommend that overall, the proposed project would represent strong value for money.

Compared to the original Getting Building Fund programme submission to Government, the business case has clarified the indirect job outcomes which the scheme would support in more detail. The Panel could consider placing Clawback on some or all of the job outcomes the business case proposes. As these outcomes were not indicated in the submission to Government it is recommended not to impose Clawback conditions.

Risk

The project appears to be feasible. The key dependencies are:

- Achieving planning permission – the planning application has been submitted and a positive decision is anticipated in December 2020.
- Formal approval from Network Rail – a Basic Asset Protection Plan (BAPA) has been agreed between Barnsley Metropolitan Borough Council and Network Rail and formal discussions are on-going. Network Rail’s formal agreement is expected by July 2021.

Release of GBF funding should be contingent on positive outcomes in both of these.

The key risks to the project in terms of the economic dimension are:

- Demand for and uptake of the Barugh Green Road site development
- The value of employment located at the Barugh Green Road development
- Uptake of active travel as a response to the provision of the footbridge
- Cost overruns: BMBC has committed to funding any cost overrun and so the risk to the SCRMCAs are minimised.

The main delivery risk is associated to the temporary closure of the rail line to install the bridge. The Applicant states that “In the short-term during construction the train line will be temporarily closed but the work will be in accordance with Network Rail track possessions to minimise disruption”. This approach and the proposed mitigation is in line with normal practice for minimising any potential disruption to the rail line.

Delivery

The applicant has set out a clear project management and plan which include a clear and realistic set of delivery milestones, and timetabling for key dependencies.

The applicant has set out what it reasonably believes to be the top five risks for the scheme, alongside sensible mitigating actions. Pending planning approval and approval from Network Rail, the proposed scheme is feasible and deliverable.

The applicant has set out clear plans for monitoring and evaluating the delivery of the scheme. It is recommended that the applicant confirms that it will monitor the delivery of core outputs and impacts as set out in the application.

State Aid

Based on advice from Pinsent Masons, the Applicant finds that the project, as it comprises the provision of general infrastructure, would not constitute State aid.

Recommendation and Conditions

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|---|----------------------------------|
| Recommendation | Full award subject to conditions |
| Payment Basis | Payment on defrayal |
| Conditions of Award (including clawback clauses) | |

The following conditions must be satisfied before contract execution.

Confirmation of:

- Achieving planning permission – the planning application has been submitted and a positive decision is anticipated in December 2020.
- Formal approval from Network Rail – a Basic Asset Protection Plan (BAPA) has been agreed between Barnsley Metropolitan Borough Council and Network Rail and formal discussions are on-going. Network Rail’s formal agreement is expected by July 2021.

The following conditions must be satisfied before drawdown of funding.

Following the procurement of a contractor, BMBC to confirm the final tender price is in line with the FBC Financial Case.

The following conditions must be included in the contract

BMBC to work with the MCA to ensure suitable Monitoring and Evaluation is undertaken.

Record of Recommendation, Endorsement and Approval

Active Travel Bridge

| 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 | | | |
| Signature | | | | | |
| Date | | | | | |
| Monitoring Officer or Delegate | Steve Davenport SCR CA Solicitor | | | | |
| Signature | | | | | |
| Date | | | | | |
| | | Name: | | | |
| | | Signature: | | | |
| | | Date: | | | |