

Appraisal Panel Summary

Scheme Details

Project Name	Manvers to Wath cycle route		
Grant Recipient	Rotherham Metropolitan Borough Council		
SCRMCA Thematic Board	Transport and Environment	SCRMCA Funding	£429,899
% SCRMCA Allocation	100%	Total Scheme Cost	£429,899

Appraisal Summary

Project Description
<p>The scheme forms part of the Dearne Valley Corridor identified by Sheffield City Region as both a growth area and as an area of transport poverty in the Strategic Outline Business Case. This corridor links the districts of Rotherham, Barnsley and Doncaster, providing significant employment and housing growth opportunities.</p> <p>RMBC propose to deliver a high quality, direct cycle route between the A.633 Manvers Way and Wath Town Centre. The route will consist of an off road section between Manvers Way and Moor Road with a bi-directional cycle track. The track will join Moor Road at its northern end. It is proposed to introduce a short one-way section of road at the southern end of Moor Road from the junction with the B.6097 Biscay Way to accommodate tie-ins for cycling infrastructure and to simplify operation of traffic signals.</p> <p>The cycle route will continue via a dedicated cycle crossing across Biscay Way. The cycle track will then join Moor Road to the south of Biscay Way leading directly into Wath Town Centre. A new signal-controlled crossing of Biscay Way for pedestrians will also be provided as part of the scheme.</p> <p>The SCR funds will be used to pay for:</p> <ul style="list-style-type: none"> • The preparation costs in relation to the design development of the preferred option. This will include both preliminary design, detailed design and related scheme promotion and consultation material. • The construction of the scheme including: <ul style="list-style-type: none"> • A 3m wide and approximately 125m long bi-directional cycle track between the A.633 Manvers Way and the northern end of Moor Road. • A one way section of road approximately 40m long at the southern end of Moor Road from the junction of the B.6097 Biscay Way. • A 3m wide bi-directional cycle track approximately 40m long at the southern end of Moor Road. • Signalised pedestrian and cycle crossings across the B.6097 Biscay Way. • A 3m wide cycle track 10 m long between the B.6097 Biscay Way and Moor Road to the south.
Strategic Case
<p>The Applicant has highlighted strong links between the proposed project and SCR Transport Strategy, TCF, SCR SEP and other relevant national and local goals and policy. Detail on the SEP has been provided as a response to initial requests for clarification. This should be integrated into the FBC.</p> <p>The Applicant has set out a clear SMART objective, to increase base active travel on the route from 78 trips per day to 117 between one and three years post completion. The applicant has committed to including an additional objective in respect of improved accessibility measures by journey time isochrones for the FBC.</p> <p>The applicant has set out a clear 'Do Nothing', and two alternative 'Do Minimum' options alongside the Preferred Option, highlighting the effects of not proceeding or investing in a smaller scale scheme. These options have been appropriately discounted, given that they would represent only partial resolutions to</p>

the barriers identified, i.e. that employment sites, Wath upon Dearne and wider growth opportunities would not be properly connected.

The Applicant has been clear on the consequences of the scheme not going ahead, that associated benefits resulting from increased active mode travel would not materialise. This is consistent with the core market failure underpinning the case for public investment.

Value for Money

The Applicant has:

- undertaken proportionate modelling, using the Department for Transport (DfT) Active Mode Appraisal Toolkit (AMAT)
- used an appropriate methodology for estimating baseline usage
- **committed to undertaking surveys of the route to obtain accurate baseline data for the FBC**
- applied a reasonable estimate for the uplift of Active Mode trips
- undertaken appropriate sensitivity testing to ensure the final BCR calculation is robust to variations in the assumed uplift in AM transport
- undertaken appropriate and proportionate options analysis to determine the Preferred Option
- estimated costs on a reasonable basis at OBC stage
- highlighted the appropriate areas of risk relating to the economic case, and mitigating actions.

No modelling of wider impacts has been undertaken (nor is required to be). Beyond the benefits assessed using the AMAT, the scheme stands to deliver improved connectivity and access to the town centre (increasing access to key facilities and jobs), wider environmental benefits to the surrounding areas and wider well-being benefits. This non-monetised benefits would increase the overall Value for Money of the scheme

To assess the Benefit Cost Ratio three sensitivity tests have been undertaken, based upon the following assumptions –

HIGH – based on 25% more forecast trips in ‘do something’

LOW – based on 25% fewer forecast trips in ‘do something’

The impact of these tests on PVB, PVC and BCR is illustrated in the table below.

Scenario	PVB	PVC	BCR
HIGH	941	330	2.9
CORE	671	330	2.0
LOW	395	330	1.2

PVB and PVC given in £ thousands

Risk

The overall scale and complexity of the scheme is low risk. The scheme is adopting tried and tested design and with established in-house Governance to manage the scheme.

The Applicant needs to finalise the procurement approach and ensure that the timing for activities to ensure the timely delivery is carefully managed, for example the Traffic Regulation Order.

The impact of COVID on the success of the scheme cannot be easily predicted. The risk to the value for money of the scheme has been assessed in a proportionate manner using Low and High growth scenarios. Even in the Low scenario the scheme would offer acceptable Value for Money.

Delivery

The applicant has set out clear project management and governance arrangements.

The Applicant will need to make the timetable and key milestones for procurement clear for the FBC. The Applicant should also set out clear milestones/phases from the commencement to completion of scheme works in the FBC. The timetable for TROs needs to be finalised.

The Applicant has put forward suitable mitigating responses to the key risks identified in terms of project delivery. The FBC will need to show that the risk associated with these aspects have already been mitigated against, by conforming procurement approaches and detailing final costs based on the final scheme design.

The applicant has set out clear plans for monitoring and evaluating that are suitable at OBC stage. The Applicant has committed to:

- delivering a Monitoring and Evaluation Plan for the FBC
- undertake cycle count surveying to inform monitoring and an updated baseline assessment. The latter stands to alter the Benefit Cost Assessment contained in the Economic Case.

Legal

The Applicant confirms that the scheme will be delivering a series of improvements to the public commons and as such will not constitute State aid. A State Aid statement should be provided for the FBC.

Recommendation and Conditions

Recommendation	Approval to progress to FBC and draw down further scheme development funds
Payment Basis	Payment on defrayal
Conditions of Award (including clawback clauses)	

The following conditions must be satisfied before contract execution.

None at this stage. Inclusion of conditions are subject to submission of the Full Business Case.

The following conditions must be satisfied before drawdown of funding.

None at this stage. Inclusion of conditions are subject to submission of the Full Business Case.

The following conditions must be included in the contract

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

Inclusion of further conditions are subject to submission of the Full Business Case.

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					