

Appraisal Panel Summary

Scheme Details

Project Name	Greasborough Corridor Improvements		
Grant Recipient	Rotherham Metropolitan Borough Council		
SCR Executive Board	Transport	SCR Funding	£2,459,163
% SCR Allocation	100%	Total Scheme Cost	£2,459,163

Appraisal Summary

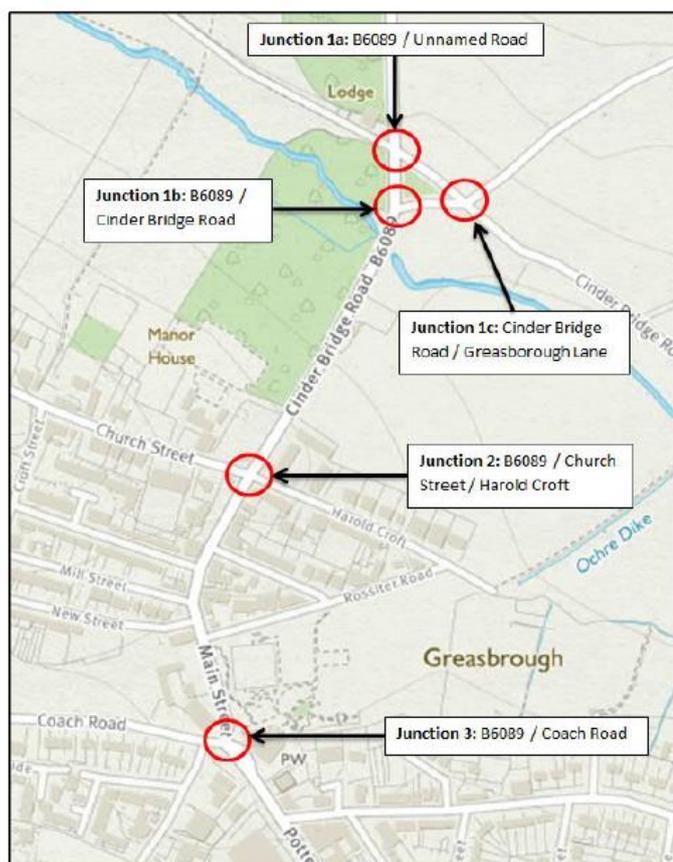
Project Description

Following a review of deliverability, the scheme now comprises one junction improvement – replacement of the existing mini-roundabout at the junction of B6089 Potter Hill, B6089 Main St and Coach Road, Greasborough with a signalised priority junction including right turning lanes, left filter lanes and staged pedestrian crossings. Two linked junctions north of this location (Junctions 1 and 2 shown in figure 1 below) were originally proposed but have now been withdrawn for deliverability reasons.

The proposal for junction 3 addresses delays due to the limited road space, consequent queuing and uncertainties for drivers inherent in the existing layout (Figure 2). It utilises land currently in RMBC’s ownership and formerly the site of a Community Centre (recently demolished) to provide a second entry lanes on each arm of the junction and staged crossing facilities for cyclists and pedestrians.

The B6089 connects Rotherham Town Centre with the Dearne Valley and also provides access to the Strategic Road Network carrying 15,157 AADF at Coach Road.

Figure 1: Location of scheme

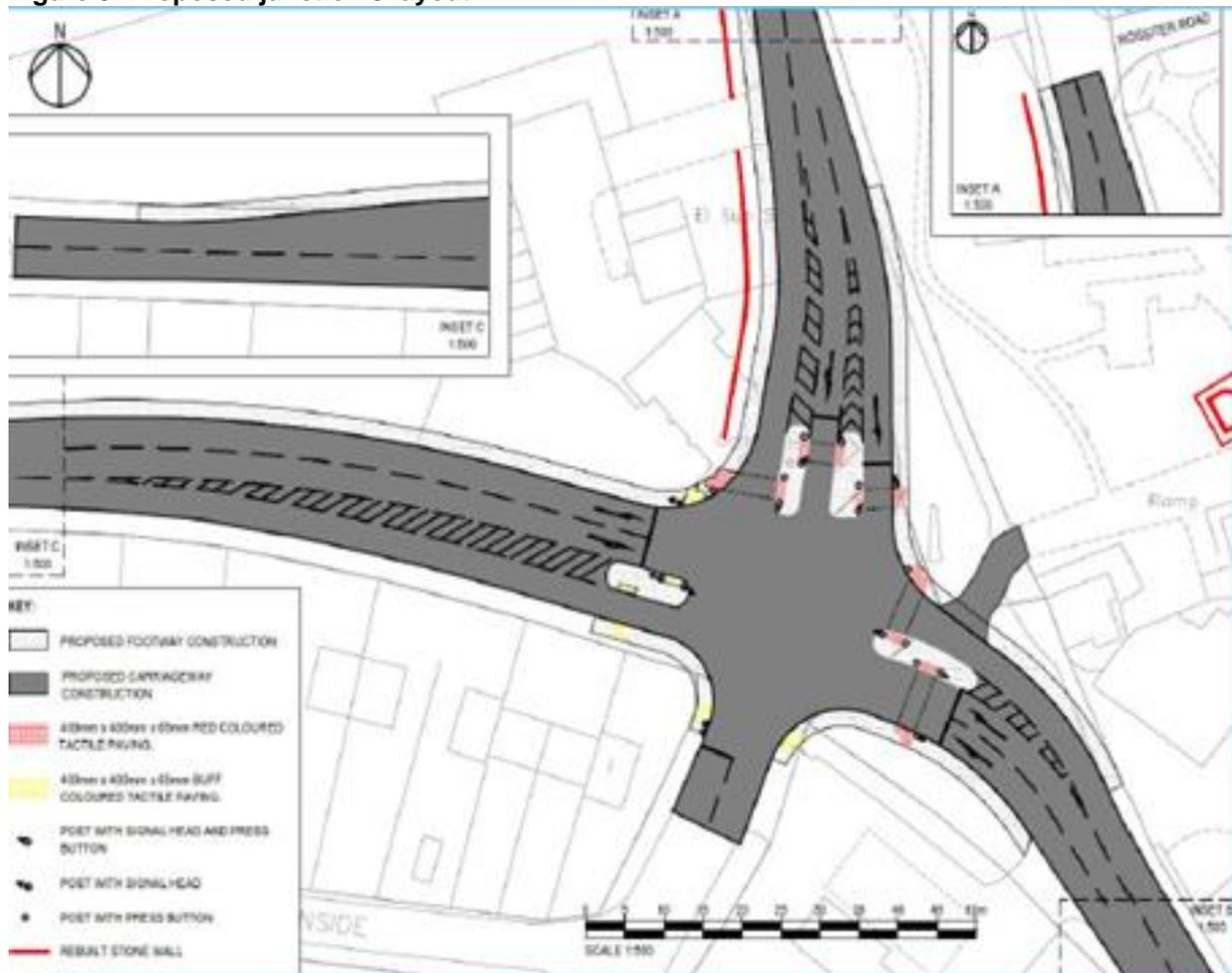


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Figure 2: Existing junction 3 layout



Figure 3: Proposed junction 3 layout



The scope of the scheme is reduced from the original, now only focussing on the mini-roundabout junction at B6089/Coach Road.

The scheme is in line with SCR's economic strategies and its sub-Boards' policies for reducing congestion in Rotherham and encouraging active travel modes, although the main purpose for the scheme is to reduce significant delay at this junction for motorised traffic in the peaks, through provision of more road space at stop lines and traffic signalisation. Cyclists and pedestrians will nevertheless benefit by the greater certainty afforded by signalisation and the staged crossings to be marked out across two arms of the junction.

Value for Money

The BCR of the scheme, after modification in line with previous recommendations regarding providing more time for pedestrian crossing and the inclusion of maintenance costs (to be funded locally) and optimism bias (3% - "unknown unknowns" also to be funded locally) remains high at 12.

Junction modelling has been reviewed and found to be appropriate for the scope and scale of the scheme, providing a reasonable sound demand-based argument for optimising the flow of people and vehicles through the junction. Based upon the appraisal undertaken, the preferred scheme appears to provide substantial benefits to vehicle drivers in the area, by reducing queueing, improving journey time reliability and providing additional capacity for key motorised movements. Other benefits such as fuel efficiency and emission savings may have been underestimated in the modelling.

Strategic transport modelling will be required as part of any future plans for further development in the area, particularly the proposed Bassingthorpe Farm housing scheme.

Risk

The expected cost of risk items has fallen marginally from £604,244 (25% of total cost) in the OBC to £544,900 (22%) at FBC. Overall, cost certainty has increased from 60% (£2.4m) to 75% (£2.46m). As stated in the Quantified Risk Assessment, however, estimates have not yet been market tested.

The top five risks are provided in the FBC and summarised below:

1. COVID-19, associated public health interventions, and economic and other consequences
2. Soft spots or poor ground above Civil Engineering (CE) thresholds especially linked to former housing around the existing roundabout
3. Utility diversions - during construction stage, including additional accommodation works.
4. Utility diversions - final invoices outturn at a higher cost than C3 estimate (C4 expected 3/7)
5. Inclement weather conditions during construction above CE thresholds.

Risk 1 has clearly eventuated, but the impacts have not been quantified in the FBC. It is recommended that this be assessed prior to contract execution. Item 4, which has a mean value of £51,000 will be re-assessed after an inspection of the condition of BT cable ducting that needs to be moved in July 2020. Ground conditions will also be investigated at the same time.

The FBC states (in para 4.6) that any overspend beyond the risk allowance contained in the funding request will be underwritten by RMBC.

Delivery

The scheme is in the Local Plan and the public are generally supportive of the proposal. The scheme will be delivered by the in-house Highway Delivery Team. A clear management structure for delivery of the scheme is presented. No Planning Consents, CPO's, PI, TWA or third-party funding are required. Responses to the online Public Consultation will be available before 27th July and TROs are expected to be in place by October 2020.

The applicant proposes the use of an existing Project Board, the Major Schemes Project Board, to oversee delivery of the scheme. The Project Board is set out in the project governance organogram and will be chaired by the Senior Responsible Owner with day-to-day supervision undertaken by the Project Manager.

It is considered that this structure is appropriate but that regular updating and reporting will be needed at more frequent intervals than monthly, given the short construction timescale.

The scheme milestones presented appear to be realistic, assuming there are no further COVID19 related restrictions imposed.

Legal

State Aid is not applicable to the proposed scheme.

Recommendation and Conditions

Recommendation	Full grant award
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Payment Basis	Payment on defrayal
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Conditions of contract

The following conditions must be satisfied before contract execution.

1. Submission of formal evidence of RMBC Cabinet approval to proceed.
2. Contract to include suitable clauses that non achievement of the delivery milestones provided in the FBC will result in an event of default.
3. Formal confirmation of commitment to address any cost overruns (without recourse to further LGF support) without unduly compromising project outputs and outcomes.
4. Insert standard clause on inclusion and sustainability outcomes
5. formal agreement that any further transport interventions in the area will be based on modelling from SCRTM1

The conditions above should be fully satisfied by **27 August 2020**. Failure to do so could lead to the withdrawal of approval.

The following conditions must be satisfied before drawdown of funding.

6. An updated risk log (including COVID_19 associated costs) should be provided.

The following conditions must be included in the contract

7. Clawback on outputs (physical works only)

Record of Recommendation, Endorsement and Approval

Greasborough Road Junctions

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					